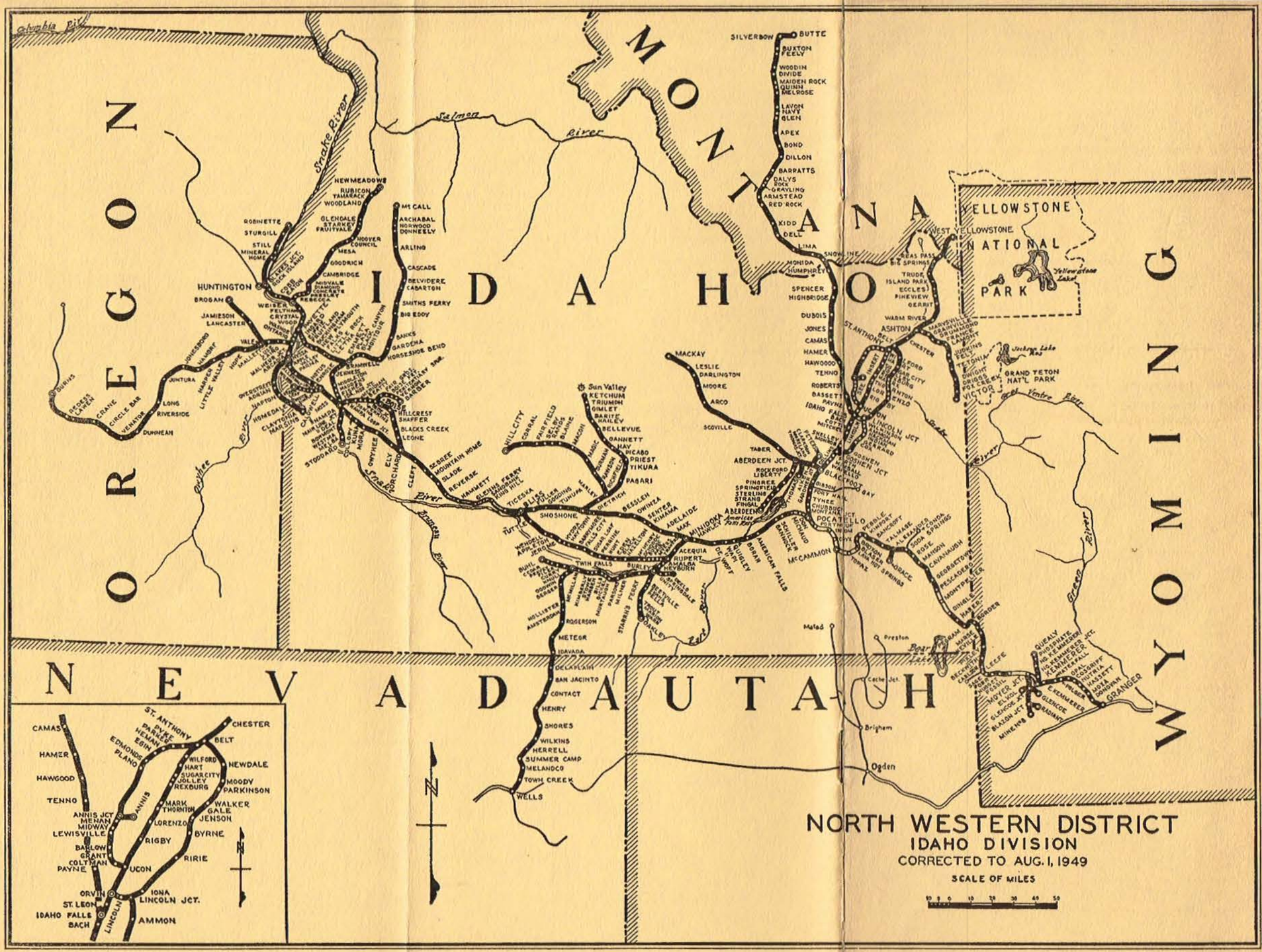

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT

IDAHO DIVISION

TIME-TABLE
No. 12

Effective Sunday
June 22, 1952
At 12:01 A.M. Mountain Time

Safety Is No Accident

FOR EMPLOYES ONLY

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

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L. A. COLLINS
General Manager

H. E. SHUMWAY
General Supt. Transportation

E. H. BAILEY
General Superintendent

C. C. Larkin, Superintendent.....**Pocatello, Ida.**
C. H. Burnett, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
C. D. Waring, Terminal Superiotendent.....Pocatello, Ida.
R. B. Hardin, Assistant Terminal Superintendent....Pocatello, Ida.
H. J. Bailey, Trainmaster.....Nampa, Ida.
G. L. Wilmot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
G. L. Jensen, Road Foreman of Engines.....Nampa, Ida.
J. G. Rosevear, Road Foreman of Engines.....Glenns Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.
J. A. Hartvigsen, Road Foreman of Engines.....Pocatello, Ida.
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.

L. V. Chausse, Division Engineer.....Pocatello, Ida.
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

Union Pacific Railroad Employes Hospital Association

Physicians and Surgeons are located as shown below:

Name	Title	Location
Douglas L. Gamette	**Medical Director**	**Los Angeles, Calif.**
R. R. Merrell	**District Surgeon**	**Pocatello, Ida.**
H. H. Hughart	**Asst. to District Surgeon**	**Pocatello, Ida.**
Richard G. Crandall	Surgeon	Pocatello, Ida.
H. Dean Hartvigson	Surgeon	Pocatello, Ida.
Forrest H. Howard	Surgeon	Pocatello, Ida.
Orville E. Merrell	Surgeon	Pocatello, Ida.
David C. Miller	Surgeon	Pocatello, Ida.
Clark T. Parker	Surgeon	Pocatello, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.
Frank L. Harms	Surgeon	Aberdeen, Ida.
Lowell G. Merrill	Surgeon	American Falls, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.
LaGrande C. Larsen	Surgeon	Ashton, Ida.
James O. Hampton	Surgeon	Blackfoot, Ida.
Norman C. Hedemark	Oculist	Boise, Ida.
Arthur C. Jones	Oculist and Aurist	Boise, Ida.
William A. Koelsch	Surgeon	Boise, Ida.
Curtis Jones	Oculist and Aurist	Boise, Ida.
Warren D. Springer	Surgeon	Boise, Ida.
Melvin A. Drake	Surgeon	Buhl, Ida.
John W. Davis	Surgeon	Burley, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.
John H. Weare	Surgeon	Burns, Ore.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.
Robert L. Casebeer	Oculist and Aurist	Butte, Mont.
Richard C. Monahan	Surgeon	Butte, Mont.
Clifford M. Kaley	Surgeon	Caldwell, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.
Dale B. Patterson	Surgeon	Cascade, Ida.
John A. Edwards	Surgeon	Council, Ida.
George L. Routledge	Surgeon	Dillon, Mont.
A. C. Truxal	Surgeon	Dubois, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
John H. Cromwell	Surgeon	Gooding, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.

Name	Title	Location
R. H. Wright	Surgeon	Hailey, Ida.
Simeon Hopper	Surgeon	Hazelton, Ida.
Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
M. T. Rees	Surgeon	Idaho Falls, Ida.
Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
W. C. Smail	Surgeon	Jerome, Ida.
H. Henry Rock	Surgeon	Kemmerer, Wyo.
George H. Bjorkman	Surgeon	Lava Hot Springs, Ida.
Don S. Numbers	Surgeon	McCall, Ida.
Carl D. Lusty	Surgeon	Meridian, Ida.
Harry H. King	Surgeon	Montpelier, Ida.
R. B. Lindsay	Surgeon	Montpelier, Ida.
J. P. Weber	Surgeon	Mountain Home, Ida.
Ernest D. Hunsaker	Aurist	Nampa, Ida.
Frederick D. Koehne	Surgeon	Nampa, Ida.
John R. Mangum	Surgeon	Nampa, Ida.
Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
Joseph J. Sarazin	Surgeon	Nyssa, Ore.
Wilfred N. Sanders	Surgeon	Ontario, Ore.
Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
M. F. Rigby	Surgeon	Rexburg, Ida.
W. L. Sutherland	Surgeon	Rexburg, Ida.
Aldon Tall	Surgeon	Rigby, Ida.
Otto A. Moellmer	Surgeon	Rupert, Ida.
Emory L. Soule	Surgeon	St. Anthony, Ida.
Royal G. Neher	Surgeon	Shoshone, Ida.
Allen H. Tigert	Surgeon	Soda Springs, Ida.
Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
John R. Moritz	Surgeon	Sun Valley, Ida.
Royal S. Cutler	Surgeon	Sun Valley, Ida.
Charles B. Beymer	Surgeon	Twin Falls, Ida.
Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Neal E. McCarthy	Surgeon	Vale, Ore.
Harold F. Holsinger	Surgeon	Wendell, Ida.
Marion S. McGrath	Surgeon	Weiser, Ida.

CONDENSED TIME-TABLE

WESTWARD — **EASTWARD**

Time-Table No. 12 — June 22, 1952

WESTWARD FIRST CLASS 19 Psgr. Daily	11 Psgr. Daily	105 Streamliner Passenger Daily	403 Psgr. Daily	457 Psgr. Daily	17 Psgr. Daily	25 Mail and Express Daily	Distance from Granger via Boise	STATIONS	EASTWARD FIRST CLASS 12 Psgr. Daily	404 Psgr. Daily	458 Psgr. Daily	106 Streamliner Passenger Daily	18 Psgr. Daily	20 Psgr. Daily	26 Mail and Express Daily
	5.05	**2.05**			4.05		0.0	GRANGER	A 9.15			A 12.42	A **10.30**		
	11.05	**5.55**			10.35	12.55	213.9	POCATELLO	4.10			8.55	**5.25**		A **9.15**
	2.15	**8.25**			**2.00**	4.45	373.8	GLENNS FERRY	12.05			6.10	**1.50**		**5.00**
	3.59	**9.40**			**3.45**	7.05	448.4	BOISE	**10.15**			5.00	**12.10**		**2.45**
	6.35	**11.40**			**6.25**	10.10	550.1	M.T. M.T. HUNTINGTON P.T. P.T.	**7.30**			3.05	9.40		11.40
	5.45	**10.40**			**5.35**	9.25			**6.20**			2.05	8.30		10.25
	8.30	1.05			**8.20**	**12.20**	649.7	LA GRANDE	**3.45**			**11.40**	5.50		7.20
	10.50	3.11			**11.00**	**2.53**	723.9	PENDLETON	**1.10**			**9.35**	3.11		4.50
9.00							940.6	SPOKANE						A 7.20	
11.30							836.7	AYER						4.40	
12.40							783.4	WALLULA						3.20	
2.00	11.40	3.55			12.30	**3.50**	755.3	HINKLE	**12.20**			**8.55**	2.15	2.40	3.50
4.05	**1.45**	5.35			3.25	**6.20**	855.4	THE DALLES	10.15			**7.15**	**11.50**	12.05	12.30
A 6.30	A **4.00**	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**	**9.45**	**10.00**	**10.10**
			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	Daily	Daily	Daily	Daily	Daily	Daily
(9.30) 38.9	(23.55) 39.3	(18.25) 51.0	(5.15) 34.9	(3.59) 46.0	(26.55) 34.9	(21.05) 34.4		.....Thru Time..... Average speed per hour	(24.05) 39.0	(5.15) 34.9	(4.30) 40.7	(18.12) 51.6	(23.45) 39.6	(9.20) 39.6	(22.05) 32.9

WESTWARD — **EASTWARD**

Time-Table No. 12 — June 22, 1952

WESTWARD FIRST CLASS 29 Passenger Daily	33 Passenger Daily	31 Passenger Daily	47 Passenger Daily	35 Passenger Daily	Distance from McCammon	STATIONS	EASTWARD FIRST CLASS 32 Passenger Daily	34 Passenger Daily	36 Passenger Daily	30 Passenger Daily	48 Passenger Daily
10.10	9.35			12.10	0.0	McCAMMON		A **6.05**	A 2.55	A 4.45	
11.30	10.40			1.15	22.7	POCATELLO		**5.35**	2.25	4.15	
12.04	11.16			1.49	46.9	BLACKFOOT		**3.53**	12.53	2.41	
1.00	A **12.25**	7.00		3.00	73.3	IDAHO FALLS	A **2.30**	**3.15**	12.15	2.10	
		A 8.35	5.10	4.45	124.3	ASHTON	**12.55**		**10.15**		A **9.55**
			A 7.00		169.9	VICTOR					**8.15**
				A 7.30	180.4	WEST YELLOWSTONE			**7.30**		
A 7.30					285.8	BUTTE				**8.00**	
							Daily	Daily	Daily	Daily	Daily
(9.20) 30.6	(2.50) 25.9	(1.35) 32.2	(1.50) 24.9	(7.20) 24.6		.....Thru Time..... Average speed per hour.....	(1.35) 32.2	(2.50) 25.9	(7.25) 24.3	(8.45) 32.6	(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 29 Passenger Daily	11 Passenger Daily	105 Streamliner Passenger Daily	33 Passenger Daily	17 Passenger Daily	35 Passenger Daily	Time-Table No. 12 June 22, 1952 STATIONS	
144	RCS—IPWY	10.00AM		2.45AM			5.05PM	2.05PM		4.05AM		DN-R **GRANGER YL** GN	
65	P	10.08		2.53			5.09	2.09		4.10		4.1 DONOVAN	
112	P	10.14		2.59			5.13	2.12		4.14		3.6 MOXA	
73	P	10.21		3.06			5.18	2.16		4.19		4.8 HASSETT	
115	P	10.26		3.11			5.21	2.19		4.22		2.9 NUTRIA	
80	P	10.34		3.19			5.26	2.23		4.27		4.6 COSGRIFF	
121	P	10.41		3.26			5.30	2.27		s 4.34		4.3 DN OPAL OW	
74	P	10.49		3.34			5.35	2.31		4.40		4.8 FOLGER	
125	PW	10.56		3.41			5.40	2.35		4.45		4.3 WATERFALL	
		11.06		3.51			5.47	2.41		4.53		5.4 EAST KEMMERER **YL**	Double Track
	CPTWXZ	11.15		4.00			s 5.54	f 2.43		s 5.05		4.7 DN **KEMMERER YL** Z	Double Track
WS 70 ES 70	PXY	11.22		4.07			5.58	2.46		5.10		2.6 **MOYER JCT. YL** 8.0	Double Track
WS 70 ES 70	PW XY	106 **11.47**		264 **4.30**			6.11	2.57		5.25		DN FOSSIL **YL** FI 5.7	Double Track
94	PW	11.57AM		4.40			6.18	3.04		5.33		NUGGET 3.6	
74	P	12.05PM		4.48			6.22	3.08		5.37		ORR 3.5	
112	P	12.11		4.54			6.25	3.11		5.42		SAGE 4.2	
66	P	12.18		5.01			6.29	3.15		5.47		CARLSON 4.0	
124	P	12.24		5.07			6.33	3.19		5.51		BECKWITH 6.1	
74	P	12.32		5.15			6.38	3.24		5.56		PIXLEY 6.1	
120 120	PW	12.42		5.25			s 6.46	3.29		s 6.08		DN COKEVILLE CK 4.7	
74	P	12.50		5.33			6.51	3.33		6.15		MARSE 3.9	
124	P	12.56		5.39			6.55	3.37		6.20		BORDER 5.6	
74	PW	1.04		5.47			7.01	3.42		6.28		PEGRAM 5.2	
88	P	1.12		5.55			7.07	3.47		6.36		HARER 5.1	
69	P	1.21		6.04			7.13	**3.52**262		6.43		DINGLE 7.0	
	OPTWYZ	1.45 2.20		**6.20**17 **7.30**			7.25 7.35	s 4.00		**6.55**257 **7.05**		DN-R MX **MONTPELIER YL** 6.3	Double Track
78	P	2.32		7.42			7.43	4.07		7.13		PESCADERO 5.5	
105	PW	**2.40**262		7.50			7.49	4.13		7.20		GEORGETOWN 6.1	
124	P	2.47		7.57			7.55	4.18		7.26		CAVANAUGH 4.2	
100	P	2.53		8.03			8.00	4.22		7.31		MANSON 3.9	
73	P	2.59		8.09			8.04	4.26		7.35		ROSE 6.0	
178	PWY	3.08		8.18			s 8.15	4.32		s 7.50		DN **SODA SPRINGS** SD 6.9	
108	PW	3.16		8.26			8.23	4.37		7.58		**ALEXANDER** 5.6	
112	P	3.23		8.33			8.28	4.41		8.03		TALMAGE 4.6	
225 127	CPWY	3.35		8.45			f 8.37	4.46		f 8.12		5.6 DN BANCROFT **YL** BN 5.8	
112	P	3.41		8.51			8.42	4.50		8.17		KINPORT 4.7	
112	P	3.48		8.58			8.48	4.54		8.22		PEBBLE 4.5	
103	P	3.56		9.05			8.54	4.58		8.27		BROXON 2.6	
100	PW	4.01		9.11			8.57	5.01		8.30		BLASER 2.6	
27	PX	4.09		9.19			f 9.03	5.05		f 8.37		DN LAVA HOT SPGS. XY 4.3	Double Track
CS 157	P	4.17		9.27			9.09	5.10		8.44		TOPAZ 6.9	Double Track
90	IPWXY	4.30	10.30AM	9.40	1.20AM	10.10PM	9.20	5.18	9.35AM	f 8.57	12.10AM	DN **McCAMMON YL** MC 10.7	Double Track
WS 49 ES 88	PWX	4.46	10.46	9.56	1.36	10.23	9.33	5.29	f 9.48	f 9.10	12.23	D INKOM KO 5.8	Double Track
						10.29	9.40	5.34	9.54	9.17	12.29	PORTNEUF 6.2	Double Track
RCS—COPTWYZ		A 5.20PM	A11.20AM	A10.35AM	A 2.30AM	A10.45PM	A10.00PM	A 5.45PM	A10.10AM	A 9.35AM	A12.45AM	DN-R PO **POCATELLO YL** HCA	Double Track
												(213.9)	
		(7.20) 29.2	(0.50) 27.2	(7.50) 27.3	(1.10) 19.5	(0.35) 38.9	(4.55) 43.5	(3.40) 58.3	(0.35) 38.9	(5.30) 38.9	(0.35) 38.9	.....Thru Time..... .....Average speed per hour.....	

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, 29, 30, 33, 34, 35 and 36, and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

FIRST SUBDIVISION — EASTWARD

Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	FIRST CLASS 36 Passenger	12 Passenger	30 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		Af 9.15AM		A12.42PM	A10.30PM		A 7.30PM			A 6.20AM	
4.1 DONOVAN	4.1		9.09		12.37	10.22		7.16			6.07	
3.6 MOXA	7.7		9.05		12.34	10.18		7.10			6.00	
4.8 HASSETT	12.5		9.00		12.30	10.13		7.03			5.52	
2.9 NUTRIA	15.4		8.57		12.27	10.10		6.58			5.47	
4.6 COSGRIFF	20.2		8.52		12.23	10.05		6.51			5.39	
4.3 DN OPAL OW	24.5		f 8.47		12.19	10.00		6.44			5.32	
4.8 FOLGER	29.3		8.41		12.15	9.55		6.37			5.24	
4.3 WATERFALL	33.6		8.36		12.11	9.50		6.30			5.16	
5.4 EAST KEMMERER **YL**	39.0		8.29		12.05	9.43		6.20			5.06	
4.7 DN **KEMMERER YL** Z	39.7		s 8.27		f12.03PM	s 9.41		6.15			5.01	
2.6 **MOYER JCT. YL** 8.0	42.3		8.19		11.58AM	9.33		6.03			4.53	
DN FOSSIL **YL** FI 5.7	50.3		8.04		263 **11.47**	9.18		5.40			257 **4.30**	
NUGGET 3.6	56.0		7.56		11.40	9.10		5.23			4.13	
ORR 3.5	59.6		7.51		11.36	9.05		5.15			4.05	
SAGE 4.2	63.1		7.47		11.33	9.01		5.08			3.58	
CARLSON 4.0	67.3		7.42		11.29	8.56		5.00			3.50	
BECKWITH 6.1	71.3		7.38		11.25	8.52		4.53			3.43	
PIXLEY 6.1	77.4		7.32		11.20	8.47		4.45			3.36	
DN COKEVILLE CK 4.7	83.5		s 7.25		11.15	s 8.40		4.35			3.25	
MARSE 3.9	88.2		7.16		11.10	8.30		4.23			3.15	
BORDER 5.6	92.1		7.12		11.07	8.25		4.17			3.09	
PEGRAM 5.2	97.7		7.06		11.02	8.18		4.09			3.01	
HARER 5.1	102.9		6.59		10.57	8.11		4.01			2.53	
DINGLE 7.0	108.0		6.53		10.52	8.04		**3.52**105			2.45	
DN-R MX **MONTPELIER YL** 6.3	115.0		6.45 6.35		s10.45	7.55 7.45		3.35 3.10			2.30 1.55	
PESCADERO 5.5	121.3		6.20		10.33	7.30		2.50			1.37	
GEORGETOWN 6.1	126.8		6.13		10.28	7.23		**2.40**263			1.28	
CAVANAUGH 4.2	131.9		6.07		10.23	7.17		2.31			1.21	
MANSON 3.9	136.1		6.03		10.19	7.13		2.25			1.15	
ROSE 6.0	140.0		5.59		10.15	7.09		2.19			1.09	
DN **SODA SPRINGS** SD 5.6	146.0		s 5.50		10.09	s 7.00		2.07			12.57	
ALEXANDER 4.6	151.6		5.38		10.03	6.48		1.56			12.46	
TALMAGE 5.6	156.2		5.32		9.58	6.42		1.45			12.35	
DN BANCROFT **YL** BN 5.8	161.8		f 5.24		9.53	f 6.34		1.30			12.20	
KINPORT 4.7	165.6		5.16		9.48	6.28		1.19			12.09	
PEBBLE 4.5	170.3		5.11		9.43	6.23		1.11			12.01AM	
BROXON 2.6	174.8		5.06		9.38	6.18		1.03			11.53PM	
BLASER 2.6	177.4		5.03		9.35	6.15		12.56			11.46	
DN LAVA HOT SPGS. XY 4.3	180.0		f 4.58		9.31	f 6.10		12.48			11.38	
TOPAZ 6.9	184.3		4.50		9.26	6.02		12.33			11.23	
DN **McCAMMON YL** MC 10.7	191.2	As2.55AM	s 4.41	As4.45AM	9.19	5.53	As6.05PM	12.15PM	A 2.20PM	A 8.40PM	11.05	
D INKOM KO 5.8	201.9	2.40	4.25	f 4.31	9.08	5.40	s 5.51	11.55AM	1.55	8.15	10.45	
PORTNEUF 6.2	207.7	2.33	4.19	4.24	9.02	5.34	5.43					
DN-R PO **POCATELLO YL** HCA	213.9	2.25AM	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.....		(0.30)	(5.05)	(0.30)	(3.47)	(5.05)	(0.30)	(8.00)	(0.50)	(0.50)	(8.00)	
.....Average speed per hour.....		45.4	42.1	45.4	56.6	42.1	45.4	26.7	27.2	27.2	26.7	

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, 29, 30, 33, 34, 35 and 36, and not less than fifteen minutes by second-class, extra trains and yard engines.

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

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

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

WESTWARD — SECOND SUBDIVISION — EASTWARD

Time-Table No. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD FIRST CLASS 11 Passenger Daily	105 Streamliner Passenger Daily	17 Passenger Daily	49 Mixed Daily	25 Mail and Express Daily	STATIONS	Mile Post	EASTWARD FIRST CLASS 12 Passenger	106 Streamliner Passenger	18 Passenger	26 Mail and Express	50 Mixed
	COPTWYZ	11.05PM	5.55PM	10.35AM	3.40AM	12.55AM	DN-R H-CA **POCATELLO YL** PO (DOUBLE TRACK)	213.9	A 3.40AM	A 8.45AM	A 5.05PM	A 9.15PM	A11.00PM
							10.4						
CS 153	P	11.17	6.06	10.47	f 3.55	1.07	MICHAUD	224.3	3.20	8.30	4.45	8.36	f10.29
							5.8						
118	P						BANNOCK	230.1					
							8.4						
145	PW	s11.33	6.17	s11.03	s 4.15	f 1.23	DN AMERICAN FALLS AF	238.5	s 3.06	8.19	s 4.31	s 8.20	s10.10
							3.8						
120	P						BORAH	242.3					
							7.8						
119	P	11.45	6.28	11.16	4.31	1.35	QUIGLEY	250.1	2.52	8.08	4.17	8.00	9.50
							5.9						
119	PW				f 4.38		WAPI	256.0					f 9.42
							3.8						
119	P	11.53PM	6.36	11.24	4.43	1.43	DEWOFF	259.8	2.43	8.00	4.08	7.50	9.36
							7.5						
119	P						HAWLEY	267.3					
							5.1						
101 269	CPWY	s12.08AM	6.47	s11.48	A 5.05AM	1.58	DN **MINIDOKA** RT	272.4	s 2.30	7.49	s 3.55	s 7.35	9.20PM
							3.8						
119	P						MAX	276.2					
							8.1						
119	P	12.19	6.58	11.59AM		2.10	ADELAIDE	284.3	2.10	7.37	3.38	7.09	
							4.7						
119	PW						KIMAMA	289.0				f 7.02	
							6.7						
119	P	12.29	7.08	12.09PM		2.23	SENTER	295.7	1.58	7.27	3.28	6.49	
							7.8						
122	P						OWINZA	303.5					
							5.8						
119	P						BESSLEN	309.3					
							4.6						
116	P	12.45	7.22	12.24		s 2.44	DIETRICH (DOUBLE TRACK)	313.9	1.41	7.13	3.11	s 6.32	
							7.6						
WS 121–115 ES 111–130	COP WY	s 1.00	s 7.32	s12.40		s 3.10	DN **SHOSHONE** X	321.5	s 1.30	s 7.05	s 3.00	s 6.20	
							9.3						
118	P						TUNUPA	330.8					
							6.7						
117 60	PW	s 1.20	7.48	s 1.00		s 3.31	DN GOODING GD	337.5	s12.55	6.47	s 2.37	s 5.52	
							6.7						
120	P						FULLER	344.2					
							6.3						
118 120	PWY	1.33	7.59	s 1.13		s 3.47	DN **BLISS** IS	350.5	12.38	6.36	2.22	s 5.35	
							6.8						
CS 120 WS 99	PY						TICESKA	357.3					
							9.5						
CS 139	PWX	1.51	8.14	1.36		s 4.11	KING HILL (DOUBLE TRACK)	366.8	12.15	6.19	1.59	f 5.10	
							7.0						
	COPTWY	A 2.05AM	As8.25PM	A 1.50PM		A 4.30AM	DN-R **GLENNS FERRY YL** GF	373.8	12.05AM	6.10AM	1.50PM	5.00PM	
							(159.9)		Daily	Daily	Daily	Daily	Daily
		(3.00) 53.3	(2.30) 64.0	(3.15) 49.2	(1.25) 41.4	(3.35) 44.6	.....Thru Time..... Average speed per hour.....		(3.35) 44.6	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1

CENTRALIZED TRAFFIC CONTROL

WESTWARD — KUNA LINE — EASTWARD

Time-Table No. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 257 Time Freight Daily	STATIONS	Mile Post	EASTWARD SECOND CLASS 262 Time Freight
122	IPWY	5.05AM	DN **ORCHARD YL** OD	423.0	A 9.40PM
			7.8		
80	P	5.17	ELY	430.8	9.25
			3.9		
101	PW	5.22	OWYHEE	434.7	9.16
			7.9		
73	P	5.32	MORA	442.6	8.58
			4.1		
112	P	5.37	D KUNA KA	446.7	8.48
			5.1		
80	P	5.44	COLLOPY	451.8	8.34
			4.8		
	OPTWYZ	A 6.00AM	DN-R **NAMPA YL** AU-Q-D	456.6	8.20PM
			(33.6)		Daily
		(0.55) 36.6	.....Thru Time..... Average speed per hour.....		(1.20) 25.2

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

WESTWARD — THIRD SUBDIVISION — EASTWARD

401.6 − 27.6 = 373.8

Time-Table No. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 257 Time Freight Daily	FIRST CLASS 105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily	STATIONS	Mile Post	EASTWARD FIRST CLASS 106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	SECOND CLASS 262 Time Freight
	COPTWY	3.20AM	8.25PM	2.00PM	4.45AM	2.15AM	DN-R GF **GLENNS FERRY YL** (DOUBLE TRACK)	373.8	As6.10AM	A 1.40PM	A 4.45PM	A11.55PM	A11.15PM
							8.9						
CS 110	PW	3.40	8.35	2.12	s 4.59	2.27	HAMMETT	382.7	5.59	1.27	s 4.18	11.37	10.55
							10.6						
CS 123	PY	4.10	8.49	2.30	5.18	2.43	DN REVERSE **YL** RV	393.3	5.48	1.12	3.59	11.22	10.35
							8.3						
71 177	PWY	4.25	8.56	s 2.42	s **5.41**106	s 2.56	DN MOUNTAIN HOME MZ	401.6	**5.41**25	s 1.02	s 3.48	s11.12	10.20
							5.9						
149	P	4.33	9.01	2.48	5.50	3.01	SEBREE	407.5	5.36	12.55	3.37	11.03	10.12
							5.2						
136	P	4.40	9.05	2.52	5.56	3.05	CLEFT	412.7	5.32	12.50	3.31	10.59	10.05
							10.3						
122	IPWY	A 4.55AM	9.13	3.01	s 6.10	3.14	DN **ORCHARD YL** OD	423.0	5.24	12.40	s 3.20	10.50	9.50PM
							7.3						
73	P		9.20	**3.09**26	6.19	3.22	LEONE	B-430.3	5.17	12.31	**3.09**17	10.41	
							5.6						
73	P		9.25	3.15	6.26	3.28	BLACK'S CREEK	B-435.9	5.12	12.25	3.00	10.34	
							5.8						
59	P		9.31	3.21	6.32	3.34	SHAFER	B-441.7	5.06	12.18	2.53	10.27	
							6.7						
67	PWY	VIA KUNA LINE	s 9.40	3.35 3.45	6.45 7.05	3.50 3.59	DN BOISE **YL** BG	B-448.4	s 5.00	12.10 12.05PM	2.45 2.35	10.15 10.05	VIA KUNA LINE
							2.3						
	P		9.43	3.48	7.15	4.02	**BOISE JCT.**	B-450.7	4.54	11.59AM	2.29	9.58	
							0.7						
31	P		9.44	3.49	7.16	4.03	PERKINS	B-451.4	4.53	11.58	2.28	9.57	
							3.2						
29	P		9.47	3.52	7.19	4.06	BEATTY	B-454.6	4.50	11.55	2.25	9.54	
							2.7						
74	P		**9.50**12	f 3.56	s 7.24	s 4.09	D MERIDIAN MD	B-457.3	4.47	11.52	s 2.22	**9.50**105	
							3.4						
22	P		9.53	4.00	7.28	4.13	SONNA	B-460.7	4.44	11.49	2.15	9.37	
							7.2						
	OPTWYZ	6.00AM	s10.08	4.15 4.25	7.40 7.50	**4.25**106 **4.36**	D DN-R **NAMPA YL** AU-Q	456.6	s **4.36**11	11.40 11.30	2.05 1.55	9.27 9.17	A 8.20PM
							4.2						
55	P	6.06	10.12	4.30	7.55	4.45	MOSS	460.8	4.24	11.22	1.45	9.10	8.10
							4.8						
204	PW	6.14	10.17	s 4.40	s 8.06	s 4.55	DN **CALDWELL YL** CW	465.6	4.20	s11.17	s 1.40	s 9.05	8.02
							3.6						
122	P	6.19	10.20	4.44	8.10	5.00	ENROSE	469.2	4.16	11.08	1.29	8.57	7.57
							3.3						
127	P	6.23	10.23	s 4.47	f 8.14	5.03	D NOTUS U	472.6	4.13	11.05	s 1.25	8.54	7.53
							8.3						
160	P	6.34	10.30	s 5.00	s 8.25	5.10	DN PARMA MA	480.8	4.06	f10.57	s 1.15	8.47	7.42
							7.6						
168	PWY	6.44	10.37	s 5.09	s 8.36	s 5.19	DN **NYSSA YL** SY	488.4	3.59	s10.49	s 1.05	s 8.39	7.32
							8.4						
	PY	6.56		5.17	8.44	5.28	**MALHEUR JCT. YL**	496.8		10.38	12.53	8.28	7.20
							1.9						
ES 170 WS 252	COPY	7.01	10.48	s 5.25	s 8.53	s 5.35	DN **ONTARIO YL** ON	498.7	3.49	s10.35	s12.50	s 8.25	7.15
							3.8						
92	PW	7.08	10.54	s 5.33	s 9.03	s 5.43	DN **PAYETTE YL** AY	502.5	3.43	s10.25	s12.33	s 8.15	7.01
							6.8						
80	P	7.18	11.00	5.40	9.10	5.50	CRYSTAL	509.3	3.37	10.17	12.22	8.07	6.51
							6.6						
107 130	PWY	7.28	11.08	s 5.50	s 9.22	s 6.00	DN **WEISER YL** SR	515.9	3.31	s10.10	s12.15	s 8.00	6.41
							6.1						
73	P	7.37	11.14	5.57	9.29	6.06	EATON	522.0	3.24	10.02	12.02PM	7.52	6.32
							3.7						
112	P	7.42	11.18	6.01	9.34	6.11	COBB	525.7	3.21	9.58	11.58AM	7.48	6.27
							8.3						
160	P	7.56	11.28	**6.11**262	**9.49**18	6.20	ROCK ISLAND	534.0	3.12	**9.49**25	11.49	7.39	**6.11**17
							3.1						
	P						**BLAKES JCT.**	537.1					
							1.7						
	OPTWYZ	A 8.20AM	s A11.40PM	A 6.25PM	A10.10AM	A 6.35AM	DN-R **YL** HU **HUNTINGTON**	538.8	3.05AM	9.40AM	11.40AM	7.30PM	5.50PM
							(176.3)		Daily	Daily	Daily	Daily	Daily
		(5.00) 33.0	(3.15) 54.3	(4.25) 39.9	(5.25) 32.5	(4.20) 40.7	.....Thru Time..... Average speed per hour.....		(3.05) 57.2	(4.00) 44.1	(5.05) 34.7	(4.25) 39.9	(5.25) 30.5

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

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 25 and 26 and not less than fifteen minutes by second-class, extra trains, and yard engines.

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

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

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

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

11.3 miles farther on Boise Line.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

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 29 Passenger Daily	FIRST CLASS 33 Passenger Daily	FIRST CLASS 35 Passenger Daily	Time-Table No. 12 June 22, 1952 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 (30)	11.30PM	10.40AM (278)	1.15AM	DN-R POCATELLO YL CA PO (H)	133.9	A 1.55AM	A 3.30AM (277)	A 4.45PM	A 8.00PM	A 10.40AM (33)
P	3.30	3.45	11.40	10.50	1.25	2.8 MONTANA JCT.	136.7	1.35	3.15	4.28	6.58	10.13
124 P	3.36	3.51	11.44	f10.54	1.29 (36)	3.7 TYHEE	140.4	1.29 (35)	3.10	f 4.24	6.51	10.06
72 PW	3.44	3.59	f11.50	s11.02	1.35	D FORT HALL FH	145.7	1.16	3.03	s 4.17	6.43	9.58
71 P	4.08 (34)	4.08	11.56PM	f11.08	1.41	5.3 GIBSON	151.0	1.09	2.56	f 4.08 (251)	6.35	9.50
ES 66 WS 80 CPWY	4.20	4.20	s12.04AM	s11.16	f 1.49	7.1 DN BLACKFOOT YL BF	158.1	s12.53	s 2.41	s 3.53	6.20	9.35
72 P	4.30	4.30	12.17	f11.38	1.57	5.9 WAPELLO	164.0	12.46	2.34	f 3.46	6.05	9.20
72 PW	4.38	4.38	f12.24	s11.47	2.03	D FIRTH FR	169.4	12.40	2.29	s 3.39	5.55	9.10
PY						6.4 GOSHEN JCT.	169.8					
105 P	4.48	4.48	f12.32 (36)	s11.58AM	2.10	5.7 DN SHELLEY SY	175.5	f12.32 (29)	s 2.22	s 3.30	5.45	9.00
71 P	4.54	4.54	12.37	f12.03PM	2.17 (30)	3.8 COTTON	179.3	12.23	2.17 (35)	f 3.23	5.38	8.53
97 P	5.00	5.00	12.41	12.07	2.22	4.8 BACH YL	183.1	12.19	2.13	3.19	5.30	8.45
COPTWYZ	5.25 (252)	6.10	s 1.00	A12.25PM	A 2.35AM	1.4 DN-R IDAHO FALLS YL AK	184.5	12.15AM	s 2.10	3.15PM	5.25 (251)	8.40
51 P	5.45	6.30	f 1.13			6.7 PAYNE	191.2		f 1.56		4.40	7.50
54 P	5.53	6.40	f 1.19			5.3 BASSETT	196.5		f 1.50		4.30	7.40
54 PW	6.02	6.50	s 1.28			5.5 D ROBERTS AR	202.0		s 1.43		4.20	7.30
54 P	6.11	7.00	1.35 (30)			5.0 TENNO	207.0		1.35 (29)		4.10	7.20
49 P	6.20	7.10 (278)	1.41			5.1 HAWGOOD	212.1		1.28		4.00	7.10 (277)
51 P	6.29	7.20	s 1.48			5.4 HAMER	217.5		s 1.22		3.50	6.55
50 PY	6.39	7.32	s 1.56			5.6 CAMAS	223.1		s 1.14		3.40	6.45
49 P	6.48	7.45	2.03			6.1 JONES	228.2		1.08		3.28	6.33
51 106 CPWY	7.15	8.20	s 2.23			6.7 DN DUBOIS YL BO	234.9		s 1.00		3.15	6.20
49 P	7.33	8.38	2.34			8.0 HIGHBRIDGE	242.9		12.45		2.50	5.55
57 PW	7.45	8.50	s 2.44			5.5 Block Signals D SPENCER RC	248.5		s12.37		2.35	5.40
55 52 PW	8.11	9.16	s 3.05			9.5 HUMPHREY	258.0		s12.18		2.10	5.12
61 PY	8.30	9.35	s 3.19			6.7 D MONIDA MO	264.7		s12.08AM		1.50	4.45
50 PW	8.47	9.52	f 3.32			8.1 SNOWLINE	272.8		f11.55PM		1.30	4.25
COPWY	9.15 10.25	10.15 11.30	3.50 (278) 4.00			7.1 DN-R LIMA YL RD	279.9		11.45 11.35		1.00 12.15PM	4.00 (29) 3.00
47 P	10.45	11.50AM (252)	s 4.12			8.1 D DELL DE	288.0		s11.20		11.50AM (277)	2.15
48 P	11.11 (30)	12.05PM	f 4.20			6.0 KIDD	294.0		f11.11 (251)		11.30	2.00
78 P	11.33	12.27	s 4.42			13.0 DN ARMSTEAD AD	307.0		s10.55		11.00	1.30
48 P	11.47PM	12.42	f 4.51			6.9 GRAYLING	312.9		f10.40		10.45	1.15
64 P	12.02AM	12.57	f 5.01			7.5 BARRATTS	320.4		f10.29		10.30	1.00
64 CPW	12.40 (278)	2.30	s 5.11			7.6 DN DILLON YL DN	328.0		s10.18		10.10	12.40 (251)
36 P	12.55	2.43	f 5.26			6.4 BOND	334.4		f10.01		9.26	12.16
45 P	1.11	3.00	f 5.34			5.9 APEX	340.3		f 9.53		9.15	12.05AM
47 PY	1.40	3.25	f 5.50			8.4 NAVY	348.7		f 9.37		8.57	11.47PM
61 CPW	2.10	3.55	s 6.05			10.2 D MELROSE VI	358.9		s 9.22		8.35	11.25
37 P	2.30	4.15	f 6.16			6.0 QUINN	364.9		f 9.05		8.16	11.06
39 P	2.45	4.30	s 6.26			5.2 D DIVIDE J	370.1		s 8.55		8.03	10.53
65 P	2.55	4.40	f 6.36			5.7 WOODIN	374.3		f 8.47		7.52	10.42
17 P	3.15	5.00	f 6.48			6.4 FEELY	380.7		f 8.37		7.37	10.27
50 P	3.26	5.12	f 6.57			3.9 BUXTON	384.6		f 8.29		7.25	10.15
PWY	A 4.00AM	A 5.30PM	As 7.10AM (252)			6.4 DN-R SILVER BOW YL SB	390.0		s 8.20PM		7.10AM (29)	10.00PM

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

	A 5.00 AM	A 9.00 PM	A 7.30 AM			DN BUTTE YL BY	397.0		8.00 PM		6.30 AM	9.30 PM
						(263.1)		Daily	Daily	Daily	Daily	Daily
	(13.45)	(17.30)	(8.00)	(1.45)	(1.20)	.....Thru Time.....		(1.40)	(7.30)	(1.30)	(13.30)	(13.10)
	19.1	15.0	32.9	28.9	38.0	.....Average speed per hour.....		30.4	35.1	33.7	19.4	20.0

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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
WS 70 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
53	GLENCOE JCT. YL	0.0
	3.9 ELKOL	3.9
	(3.9)	

WESTWARD — GLENCOE BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
53	GLENCOE JCT. YL	0.0
	1.9 GLENCOE	1.9
	(1.9)	

WESTWARD — BLAZON BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
	BLAZON JCT.	0.0
	1.4 RADIANT	1.4
	(1.4)	

WESTWARD — CONDA BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
178 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
108 PW	ALEXANDER YL	0.0
16	D 6.0 GRACE GA	6.0
	(6.0)	

WESTWARD — GAY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
72 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
	ANNIS JCT.	0.0
3	0.5 GRAYS (Spur)	0.5
9	2.1 ANNIS (Spur)	2.0
	(2.6)	

WESTWARD — GARDNER BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
	THOMAS JCT.	0.0
12	4.4 THOMAS (Spur)	4.4
	0.2 END OF TRACK	4.0
	(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 31 Passenger Daily	FIRST CLASS 35 Passenger Daily	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	FIRST CLASS 32 Passenger	FIRST CLASS 36 Passenger	SECOND CLASS 492 Mixed	SECOND CLASS 478 Local Freight
	COPTWYZ	9.15AM	7.55AM	7.00AM	3.00AM	DN-R IDAHO FALLS YL AK	0.0	A 2.30PM	A11.55PM	A 2.00PM	A 7.00PM
17	PY	9.25	Af 8.05AM	7.06	3.06	3.0 ORVIN YL	3.0	2.13	11.38	f 1.50	5.45
60	PW	9.40		s 7.14	3.12	4.6 D UCON UN	7.6	s 2.05	11.30	1.40PM	5.35
54	P	10.05		s 7.25	s 3.23	6.2 D RIGBY RG	13.8	s 1.55	f11.20	Via West Belt Branch	5.20
36	W	10.20		s 7.31	3.29	4.3 LORENZO	18.1	s 1.48	11.12		4.40
25	P	10.40		s 7.36	3.33	2.6 THORNTON	20.7	s 1.43	11.08		4.30
67	P	11.10		s 7.46	s 3.43	5.3 D REXBURG RX	26.0	s 1.35	f11.00		4.10
51	P	11.25		s 7.53	3.48	3.8 D SUGAR CITY SC	29.8	s 1.28	10.51		3.10
36	PY					1.1 HART	30.9				
110	PWY	11.40AM		s 8.05	s 4.00	5.9 D ST. ANTHONY YL SH	36.8	s 1.18	s10.40	A10.50AM	2.40
	P					1.5 BELT YL	38.3			10.40AM	
43	P	12.05PM		f 8.15	4.08	4.5 CHESTER	42.8	s 1.07	10.27		1.55
46	COPWY	A12.30PM		A 8.35AM	s 4.45	8.2 DN-R ASHTON YL HN	51.0	12.55PM	s10.15		1.30PM
						1.5 INGLING	52.5		9.56		
28	P				f 5.04	5.7 WARM RIVER	58.2		f 9.35		
22	P				f 5.33	8.7 GERRIT	66.9		f 9.07		
22					f 5.50	8.8 ECCLES	75.7		f 8.52		
15	P				f 6.00	4.9 ISLAND PARK	80.6		f 8.43		
26	P				s 6.13	4.8 TRUDE	85.4		s 8.34		
25	PWY				s 6.30	5.3 BIG SPRINGS	90.7		s 8.20		
22	PY				6.50	6.5 REAS PASS	97.2		f 7.55		
29	COPWY				A 7.30AM	9.9 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	(4.30) 23.8	.....Thru Time..... ....Average speed per hour....	(1.35) 32.2	(4.25) 24.2	(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 Tuesday Thursday Saturday	FIRST CLASS 47 Passenger Daily	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	FIRST CLASS 48 Passenger	SECOND CLASS 482 Local Freight
46	COPWY	6.30AM	5.10AM	DN-R ASHTON YL HN	0.0	A 9.55PM	A12.30PM
19		6.40	f 5.14	1.8 MARYSVILLE YL	1.8	f 9.45	12.15
33		6.55	f 5.22	4.2 GRAINVILLE	6.0	f 9.37	12.01PM
22	PW	7.10	s 5.28	2.6 D DRUMMOND MD	8.6	s 9.32	11.50AM
12		7.25	f 5.36	4.2 FRANCE	12.8	f 9.24	11.33
33	P	7.35	s 5.44	3.0 LAMONT	15.8	s 9.18	11.23
21		8.08	s 6.09	10.5 FELT	26.3	s 8.55	10.50
22	PWY	8.23	s 6.20	3.0 D TETONIA NA	30.3	s 8.47	10.35
			f 6.25	2.4 DWIGHT	32.7	f 8.41	
31		8.42	s 6.37	4.5 D DRIGGS DI	37.2	s 8.33	10.02
19	PWY	A 9.05AM	A 7.00AM	8.4 D-R VICTOR YL VR	45.6	8.15PM	9.30AM
				(45.0)		Daily	Tuesday Thursday Saturday
		(2.35) 17.6	(1.50) 24.9	.....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. 31 stop daily, except Sunday and holidays, to dispatch mail at Chester.
For stations not shown on schedule pages.—See page 17.

WESTWARD — MACKAY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 421 Mixed Daily Except Sunday	SECOND CLASS 409 Mixed Daily Except Sunday	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	SECOND CLASS 422 Mixed Daily Except Sunday	SECOND CLASS 410 Mixed Daily Except Sunday
	CPWY	8.15AM	7.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM
				2.6 GARDNER JCT.	2.6		
7		f 8.25	f 7.42	1.7 CLARKSON	4.3	f 2.00	f 3.42
31		f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37
				0.2 THOMAS JCT.	5.9		
	P	A 8.35AM	f 7.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 3.33
33	PW		f 8.24	13.0 TABER	20.1		f 3.00
35	PY		f 9.15	19.6 SCOVILLE	39.7		f 2.10
37	PWY		s10.05	19.4 D ARCO YL RO	59.1		s 1.20
21	P		s10.27	7.6 MOORE	66.7		s12.48
10			s10.45	5.9 DARLINGTON	72.6		s12.30
5			s11.00	4.7 LESLIE	77.3		s12.15PM
68	PWY		A11.25AM	8.0 D-R MACKAY YL MY	85.3		11.50AM
				(85.3)		Daily Except Sunday	Daily Except Sunday
		(0.20) 21.3	(3.55) 21.7	.....Thru Time..... ....Average speed per hour....		(0.35) 12.2	(4.05) 20.9

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. 12 June 22, 1952 STATIONS	Mile Post	SECOND CLASS 422 Mixed
	P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM
32		f 8.48	4.3 ROCKFORD	4.3	f 1.30
17		f 8.53	1.6 LIBERTY	5.9	f 1.20
32	P	s 9.13	4.3 D PINGREE PG	10.2	f12.58
31	P	f 9.33	6.3 SPRINGFIELD	16.5	f12.40
17	P	s 9.50	3.2 STERLING	19.7	s12.25PM
4		f	3.9 STRANG	23.6	f
8			2.4 FINGAL	26.0	
37	PWY	A10.25AM	2.2 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. 12 June 22, 1952 STATIONS	Mile Post	SECOND CLASS 492 Mixed
60	PW	D-R UCON UN	0.0	A 1.40PM
22	P	8.8 LEWISVILLE	8.8	f 1.10
50	P	1.7 D MENAN MN	10.5	s 1.00
		1.0 ANNIS JCT.	11.5	
51	PW	13.5 PLANO	25.0	f12.12
18		1.7 EDMONDS	26.7	f12.05PM
11	P	2.6 EGIN	29.3	f11.56AM
32		2.3 HEMAN	31.6	f11.46
19	P	1.9 PARKER	33.5	f11.40
110	PWY	5.2 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 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. 12 June 22, 1952 STATIONS	Mile Post
17	PY	8.05AM	ORVIN YL	0.0
22		f 8.15	2.3 LINCOLN	2.3
	P		0.8 LINCOLN JCT.	3.1
46	P	s 8.27	2.6 IONA	5.7
21	PW	s 9.05	10.7 D RIRIE RK	16.4
11	P	f 9.18	5.0 BYRNE	21.4
11	P	f 9.30	4.2 JENSON	25.6
23	P	f 9.40	2.6 WALKER	28.2
40	P	f 9.52	4.2 PARKINSON	32.4
11	P	f 9.58	1.9 MOODY	34.3
12	P	s10.20	3.8 D NEWDALE NE	38.1
	P	A10.40AM	6.3 BELT YL	44.4
			(44.4)	
		(2.35) 17.2	.....Thru Time..... Average speed per hour	

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

WESTWARD — TWIN FALLS BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 439 Freight Daily Except Sunday	SECOND CLASS 475 Time Freight Daily Except Sunday	FIRST CLASS 573 Motor Passenger Daily	FIRST CLASS 49 Mixed Daily	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	FIRST CLASS 574 Motor Passenger	FIRST CLASS 50 Mixed	SECOND CLASS 440 Freight Daily Except Sunday	SECOND CLASS 476 Time Freight Daily Except Sunday
101 269	CPWY	12.20PM	3.00AM	4.10PM	5.20AM	DN-R **MINIDOKA YL** RT	0.0	A 3.10PM	A 9.05PM	A11.00AM	A 1.30AM
						8.2					
73	P	12.35	3.17	f 4.25	f 5.33	ACEQUIA	8.2	f 2.45	f 8.43	10.35	11.10PM
						5.3					
94	OPWY	12.50	3.40	s 4.40	s 5.55	DN-R **RUPERT YL** MS	13.5	s 2.35	s 8.35	10.20	10.55
						6.1					
32	P	1.01	3.52	s 4.48	s 6.03	HEYBURN	19.6	s 2.20	f 8.25	10.05	10.40
						2.1					
59 68	PWY	1.15	4.10	s 5.00	s 6.23	DN **BURLEY YL** BU	21.7	s 2.15	s 8.20	10.00	10.35
						4.1					
76	P	1.25	4.20	f 5.08	f 6.31	STARR'S FERRY	25.8	f 2.02	f 8.11	9.45	10.15
						7.7					
58	P	1.50 (574)	4.35	f 5.19	f 6.41	MILNER	33.5	f 1.50 (439)	f 7.59	9.30	10.00
						2.0					
16	P			f 5.23	f 6.44	PARSONS	35.5	f 1.45	f 7.56		
						5.9					
71	PW	2.05	4.50	s 5.33	s 6.54	D MURTAUGH	41.4	s 1.35	s 7.47	9.15	9.45
						3.7					
53	P	2.15	4.59	5.39	7.00	BICKEL	45.1	1.27	7.39	9.05	9.35
						3.9					
12						BILLS	49.0				
						0.7					
41	P	2.30	5.10	s 5.48	s 7.08	D HANSEN NS	49.7	s 1.19	s 7.32	8.55	9.25
						3.6					
60	P	2.43	5.18	s 5.57	s 7.16	D KIMBERLY KY	53.3	s 1.08	s 7.22	8.45	9.15
						3.1					
31	P			6.02	7.21	McMILLAN **YL**	56.4				
						2.5					
	COPWYZ	A 4.00PM	A 7.00AM	6.10 6.15	7.30 7.50	DN-R **TWIN FALLS YL** NA	58.9	12.55 12.50	7.10 6.55	8.30AM	9.00PM
						4.4					
42				f 6.23	f 7.57	CURRY	63.3	f12.40	f 6.43		
						2.6					
60	P			s 6.28	s 8.02	D FILER FR	65.9	s12.35	s 6.38		
						2.6					
45				f 6.33 (50)	f 8.06	PEAVEY	68.5	f12.28	f 6.33 (573)		
						2.8					
41				f 6.38	f 8.10	CEDAR	71.3	f12.24	f 6.26		
						2.5					
	PWY			A 6.50PM	A 8.20AM	DN-R **BUHL YL** BO	73.8	12.20PM	6.20PM		
						(73.8)		Daily	Daily	Daily Except Sunday	Daily Except Sunday
		(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	(2.45) 27.0	(2.30) 23.6	(4.30) 13.1

WESTWARD — OAKLEY BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	
59 68	PWY		DN-R **BURLEY YL** BU	0.0	
			4.3		
28			BEETVILLE	4.3	
			0.9		
23			PELLA	5.2	
			11.1		
23			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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.			Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	
59 68	PWY		DN-R **BURLEY YL** BU	0.0	
			3.1		
34			UNITY	3.1	
			2.9		
22			SPRINGDALE	6.0	
			3.1		
16			**DECLO**	9.1	
			(9.1)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
For stations not shown on schedule pages.—See page 17.

WESTWARD — NORTH SIDE BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
94	OPWY	DN-R **RUPERT YL** MS	0.0
		4.4	
34	P	MYERS **YL**	4.4
		1.5	
36	P	D PAUL **YL** DJ	5.9
		2.0	
20		BUDGE	7.9
		8.0	
54		SCHODDE	15.9
		3.9	
21		McHENRY	19.8
		4.2	
22		D HAZELTON AZ	24.0
		4.1	
63	W	D EDEN DX	28.1
		6.7	
54		PERRINE	34.8
		5.8	
25		FALLS CITY	40.6
		7.3	
54	OWY	DN JEROME **YL** JO	47.9
		8.8	
54		D WENDELL ND	56.7
		9.5	
51		TUTTLE	66.2
		7.4	
118 120	PWY	DN-R **BLISS YL** IS	73.6
		(73.6)	

WESTWARD — WELLS BRANCH — EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 439 Mixed Daily Except Sunday	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	SECOND CLASS 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		
26		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. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 441 Mixed — Monday Wednesday Friday	STATIONS	Mile Post	EASTWARD SECOND CLASS 442 Mixed
WS 121–115 COPWY ES 111–130		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	BELLEVUE	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		
13		f 8.40	TRIUMPH	67.6	f 9.35
			1.8		
30	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. 12 — June 22, 1952

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	
10		RAWSON	4.5
		4.9	
31		BURMAH	9.4
		12.1	
42	P	MAGIC	21.5
		9.7	
32		MACON	31.2
		2.8	
32	P	BLAINE	34.0
		2.8	
7		RANDS	36.8
		2.9	
17		SELBY	39.7
		4.1	
42	PW	D FAIRFIELD FD	43.8
		7.9	
32		CORRAL	51.7
		6.1	
50	WY	R **HILL CITY YL**	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. 12 — June 22, 1952

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. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS	Mile Post
168	PWY	DN-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	
62	PWY	D 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. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		WESTWARD SECOND CLASS 483 Mixed — Daily Except Sunday	STATIONS	Mile Post	EASTWARD SECOND CLASS 484 Mixed
92	OPW	7.00AM	DN-R **PAYETTE YL** AY	0.0	A 2.45PM
			3.9		
18		f 7.10	EIFFIE	3.9	f 2.30
			1.2		
27	P	s 7.30	D FRUITLAND FU	5.1	s 2.25
			1.7		
19		f 7.40	BUCKINGHAM	6.8	f 2.06
			4.3		
30	P	s 8.00	D NEW PLYMOUTH NP	11.1	s 1.55
			10.5		
11		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. 12 — June 22, 1952

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS	Mile Post
204	PW	DN-R **CALDWELL YL** CW	0.0
		2.5	
40		SIMPLOT **YL**	2.5
		1.2	
21		WEITZ **YL**	3.7
		1.4	
26		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. 12 — June 22, 1952

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

WESTWARD — BOISE BRANCH — EASTWARD

Time-Table No. 12 — June 22, 1952

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. 12 June 22, 1952 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	
		1.7		
49	f 8.40	FISCHER	2.4	2.25
		6.9		
14	s 9.00	MIDDLETON	9.3	s 2.10
		9.6		
15	f 9.20	JENNESS	18.9	f 1.40
		8.1		
96 PWY	s10.20	D-R **EMMETT YL** MF	27.0	s 1.10
		4.8		
42	f10.40	PLAZA	31.8	f12.45
		9.3		
43 P	s11.20	MONTOUR	41.1	s12.20PM
		8.6		
32 P	486 s11.55AM	D HORSESHOE BEND YL HB	49.7	485 s11.55AM
		5.4		
32	f12.20PM	GARDENA	55.1	f11.35
		9.0		
35 OPTW	s 1.20	D BANKS **YL** AB	64.1	s11.10
		11.3		
25 PW	f 2.10	BIG EDDY	75.4	f10.25
		7.6		
31 PWY	s 3.00	SMITHS FERRY **YL**	83.0	s 9.55
		9.7		
15 P	f 3.35	CABARTON	92.7	f 9.20
		2.8		
32 W	f 3.45	BELVIDERE	95.5	f 9.11
		3.7		
32 PY	s 4.30	D CASCADE **YL** CD	99.2	s 9.00
		11.8		
31	f 5.00	ARLING	111.0	f 8.00
		8.4		
33 W	s 5.30	D DONNELLY FY	119.4	s 7.35
		5.3		
14	f 5.45	NORWOOD	124.7	f 7.22
		8.1		
32 OPWY	A 6.15PM	D-R **McCALL YL** NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(9.45)	.....Thru Time.....		(7.35)
	13.6	.....Average speed per hour.....		17.5

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
107 OP 130 TWY	DN-R **WEISER YL** SR	0.0
	6.0	
12	REBECCA	6.0
	13.1	
48	CONCRETE	19.1
	12.7	
23 P	D MIDVALE MI	31.8
	8.7	
35 P	D CAMBRIDGE RA	40.5
	9.3	
3 W	GOODRICH	49.8
	6.8	
12	MESA	56.6
	3.6	
59 OPWY	D-R COUNCIL **YL** CN	60.2
	1.4	
7	HOOVER **YL**	61.6
	10.4	
6	GLENDALE	72.0
	8.0	
15	WOODLAND	80.0
	4.1	
43	RUBICON **YL**	84.1
	5.6	
45 PWY	D-R DS **NEW MEADOWS YL**	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	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post	SECOND CLASS 460 Mixed
ES 170 COP WS 252 WY	1.00PM	DN-R **ONTARIO YL** ON	0.0	A 4.00PM
		1.9		
PY	f 1.10	**MALHEUR JCT. YL**	1.9	3.40
		1.8		
14	f 1.15	CAIRO	3.7	f 3.35
		3.2		
38	f 1.25	LUSE	6.9	f 3.25
		3.1		
24	f 1.35	MALLETT	10.0	f 3.15
		5.5		
134 PWY	s 1.55	D-R **VALE YL** VA	15.5	s 3.00
		8.0		
46	460 f 2.20	HOPE	23.5	459 f 2.20
		11.3		
52	f 2.50	LITTLE VALLEY	34.8	f 1.50
		7.2		
53 P	s 3.15	HARPER	42.0	s 1.25
		9.2		
50	f 3.40	NAMORF	51.2	f12.55
		11.0		
27	f 4.07	JONESBORO	62.2	f12.28PM
		11.4		
53 PWY	s 4.40	D JUNTURA JN	73.6	s11.50AM
		13.0		
50	f 5.25	LONG	86.6	f11.10
		6.1		
49 PW	s 5.50	RIVERSIDE	92.7	s10.50
		10.1		
31	f 6.15	DUNNEAN	102.8	f10.25
		7.4		
30 PW	f 6.40	VENATOR	110.2	f10.05
		7.7		
30	f 7.00	CIRCLE BAR	117.9	f 9.45
		8.7		
31 PW	s 7.30	CRANE	126.6	s 9.15
		16.9		
31	f 8.20	REDESS	143.5	f 8.32
		13.3		
23 OP WYZ	A 9.00PM	D-R **BURNS YL** BR	156.8	8.00AM
		(156.8)		Daily Except Sunday
	(8.00)	.....Thru Time.....		(8.00)
	19.6	.....Average speed per hour.....		19.6

WESTWARD BROGAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 12 June 22, 1952 STATIONS	Mile Post
134 PWY	D-R **VALE YL** VA	0.0
	17.3	
29	JAMIESON	17.3
	6.0	
31 PWY	**BROGAN YL**	23.3
	(23.3)	

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision			
Leefe	64.8	Spur 2.4 Mi. PY	Both
Onyx	197.5	13 P	West
Inkom Ballast Quarry	202.9	140 P	East
Second Subdivision			
Don	219.6	43 PX 72	Both Both
Schiller	226.5	11 P	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	36	Both
Kimball	166.6	17	Both
Mitchell	176.9	17	Both
Red Rock (1)	302.8	25 W	Both
Rock	314.6	62	Both
Dalys (1)	316.4	14 P	Both
Glen (1)	347.8	8	West
Lavon (1)	351.7	None	None
Maiden Rock (1)	366.0	12 12	Both Both
Goshen Branch			
Cox	9.2	11	West
Ammon	18.1	30	West
Wilkinson	21.0	3	West
Yellowstone Branch			
St. Leon	3.7	16	East
Mark	22.2	24	Both
Jolley	27.6	10	Both
Pineview	72.5	5 P	Both
Teton Valley Branch			
Judkins (2)	22.3	6 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
Cerro Grande (3)	35.5	None	None
West Belt Branch			
Coltman (4)	2.8	19 P	East
Grant (4)	4.8	18 P	East
Barlow	7.0	17	East
Midway	9.4	31 19	Both West
Pyke (4)	35.3	5	West
East Belt Branch			
Gale Spur	27.5	10	East
Twin Falls Branch			
Amalga	17.3	12	West
Stowe	52.1	12	West
North Side Branch			
Travers	3.5	18	Both
Black	26.9	28	Both
Hunt	31.5	8	Both
Sugar Loaf	38.3	12	Both
Barrymore	42.6	10	Both
Haytown	44.7	4	Both
Hydra	45.8	7	Both
Appleton	52.9	12	Both
King	58.1	17	Both
Raft River Branch			
Evans	4.7	5 10	East East
Wells Branch			
Knull (5)	5.6	7	Both
Godwin (5)	7.0	8	Both
Amsterdam (5)	23.2	9	West
Ketchum Branch			
Priest (6)	33.9	7 7	East West
Gimlet (6)	63.2	32	East
Homestead Branch			
Home	14.0	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 (7)	17.2	5	East
Little Rock	18.9	9	Both
Wilder Branch			
Greenleaf	7.0	9	West
Stoddard Branch			
Westma	11.6	9	East
Boise Branch			
Penitentiary Spur	5.0	10	East
Vernon	6.3	10	West
Idaho Northern Branch			
Maddens (8)	6.1	5	East
Amsco	13.6	12	Both
Bramwell (8)	22.2	5	East
Black Canyon (8)	33.0	5	East
Archabal (8)	127.4	9	Both
Oregon Eastern Branch			
Lawen (9)	138.4	3	East
New Meadows Branch			
Presley	11.7	9	Both
Diamond	26.7	4 W	West
Fruitvale	66.5	3	Both
Tamarack	81.9	29	Both
Brogan Branch			
Lancaster	11.4	20	East

(1) Flag stop for Nos. 29–30.
(2) Flag stop for Nos. 31–32.
(3) Flag stop for Nos. 409–410.
(4) Flag stop for No. 492.
(5) Flag stop for Nos. 439–440.
(6) Flag stop for Nos. 441–442.
(7) Flag stop for Nos. 483–484.
(8) Flag stop for Nos. 485–486.
(9) Flag stop for Nos. 459–460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

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

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

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

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

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	79	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
1500 class Diesel-electric road freight locomotives.	50	50	50
Diesel-electric freight and road switch locomotives.	65	65	50
Diesel-electric yard switch locomotives in road service.	35	35	35
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
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 water cars converted from Vanderbilt (round) type tender, on 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, except when using No. 14 cross-overs or turn-outs;			
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 as Reverse.	20	20	20
When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
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
Between M.P. 148.0 and 148.3.	70	60	50

Location	Miles Per Hour		
	Str.	Psgr.	Frt.
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

SECOND SUBDIVISION

Location	Miles Per Hour Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6
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

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
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.	50	40
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 278.5.	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.	50	40
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 Between M.P. 328.6 and 329.2.	35	25
Bond Between M.P. 337.0 and 337.2.	50	40
Apex Between M.P. 341.1 and 341.4.	50	40
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. Maximum speed.		15
Cumberland Branch. Maximum speed.		15
Glencoe Branch. Maximum speed.		15
Elkol Branch Maximum speed.		15
Blazon Branch. Maximum speed.		15
Grace Branch. Maximum speed.		20
Bridge 5.33 with MacArthur type engines.		10
Conda Branch. Maximum speed.		15
Leefe Spur. Maximum speed.		15
Gay Branch. Maximum speed.		25
Between M.P. 3.0 and Gay.		15

BRANCHES (Continued)

Location	Miles Per Hour Psgr.	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 Maximum speed.		15
Thomas Branch Maximum speed.		15
Aberdeen Branch Maximum speed.		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
West Belt Branch Maximum speed.		25
Truss bridges.		15

Location	Miles Per Hour Psgr.	Frt.
Annis Branch Maximum speed.		15
Teton Valley Branch Maximum speed.	35	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 20.1ft.	25	25
Rupert, on west leg of wye.	10	10
Rupert, over streets and alleys.	12	12
Burley, within city limits.	20	20
Burley, over street crossings.	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 Maximum speed.		20
Burley, within city limits.		20
Burley, over street crossings.		12
Oakley Branch Maximum speed.		25
Light MacArthur type engines.		20
Burley, within city limits.		20
Burley, over street crossings.		12
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 Melandeo.		20
Wells yard.		15
Ketchum Branch Maximum speed.	40	30
Bridge 16.04 with MacArthur type engines.	15	15

Location	Miles Per Hour Psgr.	Frt.
Bellevue, over streets and alleys.	12	12
Between Hailey and Ketchum, over truss bridges.	15	15
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 Maximum speed.		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 east 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 Maximum speed.		15
Homedale Branch Maximum speed.		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.	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
Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20
Brogan Branch Maximum speed.		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.		25
On curves.		20
Between Concrete and M.P. 30.0. Straight track.		15
On curves.		10
Between M.P. 30.0 and 55.0. Straight track.		25
On curves.		15
Between M.P. 55.0 and 55.5.		10
Between M.P. 55.5 and 66.5. Straight track.		25
On curves.		15
Between M.P. 66.5 and New Meadows. Straight track.		15
On curves.		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	Nampa.....Central Yard Switch Shanty
Montpelier.....Engineers' Register Room	Nampa.....Roundhouse Office
Montpelier.....Telegraph Office	Nampa.....Train Dispatcher's Office
Blackfoot.....Telegraph Office	Nampa.....East End Switch Shanty
Idaho Falls.....Telegraph Office	Nampa.....West End Switch Shanty
Idaho Falls.....Yard Office	Nyssa.....Telegraph Office
Idaho Falls..Enginemen's Register Room	Marsing.....Telegraph Office
Lima.....Telegraph Office	Ontario.....Telegraph Office
Silver Bow.....Telegraph Office	Payette.....Telegraph Office
Ashton.....Telegraph Office	Weiser.....Telegraph Office
West Yellowstone.....Telegraph Office	Boise Freight.....Yard Telegraph Office
Pocatello.....Train Dispatcher's Office	Boise Freight.....Roundhouse Office
Pocatello.....Passenger Conductors' Register Room, Passenger Station	Jerome.....Telegraph Office
	Wells.....Telegraph Office
Pocatello.....Yard Telegraph Office	Ketchum.....Telegraph Office
Pocatello.....Switchmen's Locker Room	Emmett.....Telegraph Office
Pocatello.Engine Crew Dispatcher's Office	Banks.....Telegraph Office
Pocatello..Train Crew Dispatcher's Office	McCall.....Telegraph Office
Pocatello...West End Yardmaster's Office	Burns.....Telegraph Office
Pocatello.....Tower Locker Room	Council.....Telegraph Office
Minidoka.....Telegraph Office	Rupert.....Telegraph Office
Shoshone.....Telegraph Office	Twin Falls.....Telegraph Office
Glenns Ferry.....Telegraph Office	Twin Falls.....Freight Office
Glenns Ferry.Roundhouse Register Room	Buhl.....Telegraph Office
Glenns Ferry.....Yard Office	Huntington.....Yard Office
Nampa.....Telegraph 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.		