



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 13

Effective Sunday
October 5, 1952
At 12:01 A.M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO AUG. 1, 1949
SCALE OF MILES



WESTWARD					FIRST SUBDIVISION					Time-Table No. 13	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS					STATIONS	
	263	251	257	277	29	11	105	33	17		
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily		
144 RCS-IPWY	10:00AM		2:45AM			5:25PM	2:05PM		4:05AM	DN-R GRANGER YL GN	
65 P	10:08		2:53			5:29	2:09		4:10	DONOVAN	
112 P	10:14		2:59			5:33	2:12		4:14	MOXA	
73 P	10:21		3:06			5:38	2:16		4:19	HASSETT	
115 P	10:26		3:11			5:41	2:19		4:22	NUTRIA	
80 P	10:34		3:19			5:46	2:23		4:27	COSGRIFF	
121 P	10:41		3:26			5:50	2:27		4:34	DN OPAL OW	
74 P	10:49		3:34			5:55	2:31		4:40	FOLGER	
125 PW	10:56		3:41			6:00	2:35		4:45	WATERFALL	
	11:06		3:51			6:07	2:41		4:53	EAST KEMMERER YL	
CPTWXZ	11:15		4:00			6:15	2:43		5:05	DN KEMMERER YL Z	
WS 70 PXY	11:22		4:07			6:19	2:46		5:10	MOYER JCT. YL	
ES 70 PW										FOSSIL YL FI	
ES 70 XY	11:47		4:30			6:32	2:57		5:25	NUGGET	
94 PW	11:57AM		4:40			6:40	3:04		5:33	ORR	
74 P	12:05PM		4:48			6:44	3:08		5:37	SAGE	
112 P	12:11		4:54			6:47	3:11		5:42	CARLSON	
66 P	12:18		5:01			6:51	3:15		5:47	BECKWITH	
124 P	12:24		5:07			6:55	3:19		5:51	PIXLEY	
74 P	12:32		5:15			7:00	3:24		5:56	DN COKEVILLE CK	
120 PW	12:42		5:25			7:08	3:29		6:08	MARSE	
74 P	12:50		5:33			7:13	3:33		6:15	BORDER	
124 P	12:56		5:39			7:17	3:37		6:20	PEGRAM	
74 PW	1:04		5:47			7:23	3:42		6:28	HARER	
83 P	1:12		5:55			7:30	3:47		6:36	DINGLE	
69 P	1:21		6:04			7:37	3:52		6:43	DN-R MONTPELIER YL MX	
OPTWYZ	1:45		6:20			7:50	4:00		6:55	PESCADERO	
	2:20		7:30			8:00			7:05	GEORGETOWN	
78 P	2:32		7:42			8:08	4:07		7:13	CAVANAUGH	
105 PW	2:40		7:50			8:14	4:13		7:20	MANSON	
124 P	2:47		7:57			8:20	4:18		7:26	ROSE	
100 P	2:53		8:03			8:25	4:22		7:31	DN SODA SPRINGS SD	
73 P	2:59		8:09			8:29	4:26		7:35	ALEXANDER	
178 PWY	3:08		8:18			8:40	4:32		7:50	TALMAGE	
108 PW	3:16		8:26			8:48	4:37		7:58	DN BANCROFT YL BN	
112 P	3:23		8:33			8:53	4:41		8:03	KINPORT	
225 CPWY	3:35		8:45			9:01	4:46		8:12	PEBBLE	
112 P	3:41		8:51			9:06	4:50		8:17	BROXON	
112 P	3:48		8:58			9:11	4:54		8:22	BLASER	
103 P	3:55		9:05			9:16	4:58		8:27	DN LAVA HOT SPGS. XY	
100 PW	4:01		9:11			9:19	5:01		8:30	TOPAZ	
27 PX	4:09		9:19			9:25	5:05		8:37	DN McCAMMON YL MC	
CS 157 P	4:17		9:27			9:31	5:10		8:44	INKOM KO	
90 IPWXY	4:30	10:30AM	9:40	1:20AM		9:42	5:18	9:35AM	8:57	PORTNEUF	
WS 40 PWX	4:46	10:46	9:56	1:36		9:55	5:29	9:48	9:10	DN-R POCATELLO YL H-CA PO	
						10:29	10:02	5:34	9:54		
RCS-COPTWYZ	A 5:20PM	A 11:20AM	A 10:35AM	A 2:30AM		A 10:45PM	A 10:20PM	A 5:45PM	A 10:10AM	A 9:35AM	
	(7.20)	(0.80)	(7.50)	(1.10)		(0.35)	(4.55)	(3.40)	(0.35)	(5.30)	
	29.2	27.2	27.3	19.5		38.9	43.5	58.3	38.9	38.9	

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

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

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

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

Time-Table No. 13		FIRST SUBDIVISION					SECOND CLASS				EASTWARD		
October 5, 1952		Mile Post	12	30	106	34	18	262	278	270	264		
STATIONS			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Time Freight	Stock Special	Time Freight	Time Freight		
DN-R	GRANGER YL GN	0.0	9:15AM		12:42PM		10:30PM			A 7:30PM		A 6:20AM	
	DONOVAN	4.1	9:09		12:37		10:22			7:18		6:07	
	MOXA	7.7	9:05		12:34		10:18			7:12		6:00	
	HASSETT	12.5	9:00		12:30		10:13			7:06		5:52	
	NUTRIA	16.4	8:57		12:27		10:10			7:01		5:47	
	COSGRIFF	20.2	8:52		12:23		10:05			6:54		5:39	
DN	OPAL OW	24.5	8:47		12:19		10:00			6:48		5:32	
	FOLGER	29.3	8:41		12:15		9:55			6:41		5:24	
	WATERFALL	33.6	8:36		12:11		9:50			6:34		5:16	
	EAST KEMMERER YL	39.0	8:29		12:05		9:43			6:24		5:06	
DN	KEMMERER YL Z	39.7	8:27		12:03PM		9:41			6:20		5:01	
	MOYER JCT. YL	42.3	8:19		11:58AM		9:32			6:03		4:53	
DN	FOSSIL YL FI	50.3	8:04		11:47		9:16			5:40		4:30	
	NUGGET	56.0	7:56		11:40		9:07			5:23		4:13	
	ORR	59.6	7:51		11:36		9:02			5:15		4:05	
	SAGE	63.1	7:47		11:33		8:57			5:08		3:58	
	CARLSON	67.3	7:42		11:29		8:52			5:00		3:50	
	BECKWITH	71.3	7:38		11:25		8:48			4:53		3:43	
	PIXLEY	77.4	7:32		11:20		8:42			4:45		3:35	
DN	COKEVILLE CK	83.5	7:25		11:15		8:35			4:35		3:25	
	MARSE	88.2	7:16		11:10		8:25			4:23		3:15	
	BORDER	92.1	7:12		11:07		8:20			4:17		3:09	
	PEGRAM	97.7	7:06		11:02		8:13			4:09		3:01	
	HARER	102.9	6:59		10:57		8:06			4:01		2:53	
	DINGLE	108.0	6:53		10:52		7:59			3:52		2:45	
DN-R	MONTPELIER YL MX	115.0	6:45		10:45		7:50			3:35		2:30	
	PESCADERO	121.3	6:35		10:40		7:40			3:10		1:55	
	GEORGETOWN	126.8	6:20		10:33		7:25			2:50		1:37	
	CAVANAUGH	131.9	6:13		10:28		7:18			2:40		1:28	
	MANSON	136.1	6:07		10:23		7:12			2:31		1:21	
	ROSE	138.1	6:03		10:19		7:08			2:25		1:15	
DN	SODA SPRINGS SD	140.0	5:59		10:15		7:04			2:19		1:09	
	ALEXANDER	146.0	5:50		10:09		6:55			2:07		12:57	
	TALMAGE	151.6	5:38		10:03		6:43			1:56		12:46	
	BANCROFT YL BN	156.2	5:32		9:58		6:37			1:45		12:35	
DN	KINPORT	161.8	5:24		9:53		6:29			1:30		12:20	
	PEBBLE	165.6	5:16		9:48		6:23			1:19		12:09	
	BROXON	170.3	5:11		9:43		6:18			1:11		12:01AM	
	BLASER	174.8	5:06		9:38		6:13			1:03		11:53PM	
DN	LAVA HOT SPGS. XY	177.4	5:03		9:35		6:10			12:56		11:46	
	TOPAZ	180.0	4:58		9:31		6:05			12:48		11:38	
DN	McCAMMON YL MC	184.3	4:50		9:26		5:57			12:33		11:23	
	INKOM KO	191.2	4:41	As 4:45AM	9:19	As 5:40PM	5:48			12:15PM	A 2:20PM	A 8:40PM	11:05
D	PORTNEUF	201.9	4:25	f 4:31	9:08	s 5:26	5:35			11:55AM	1:55	8:15	10:45
DN-R	POCATELLO YL H-CA PO	207.7	4:19	4:24	9:02	5:18	5:29			11:30AM	1:30PM	7:50PM	10:20PM
		213.9	4:10AM	4:15AM	8:55AM	5:10PM	5:20PM			11:30AM	1:30PM	7:50PM	10:20PM
			Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily
	Thru Time		(5.05)	(0.30)	(3.47)	(0.30)	(5.10)			(8.00)	(0.50)	(0.50)	(8.00)
	Average speed per hour		42.1	45.4	56.6	45.4	41.4			26.7	27.2	27.2	26.7

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

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

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				
FIRST CLASS					Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS							
11	105	17	49	25			12	106	18	26	50			
Passenger Daily	Streamliner Daily	Passenger Daily	Mixed Daily	Mail and Express Daily			Passenger	Streamliner Passenger	Passenger	Mail and Express	Mixed			
STATIONS														
COPTWYZ	11:05PM	5:55PM	10:35AM	3:40AM	12:30AM	213.9	A 3:40AM	A 8:45AM	A 4:45PM	A 9:15PM	A 11:00PM			
CS 153 P	11:17	6:06	10:47	3:55	12:42	224.3	3:20	8:30	4:25	8:36	10:29			
118 P						230.1								
145 PW	11:33	6:17	11:03	4:15	12:58	238.5	3:06	8:19	4:11	8:20	10:10			
120 P						242.3								
119 P	11:45	6:28	11:16	4:31	1:10	250.1	2:52	8:08	3:57	8:00	9:50			
119 PW				4:38		256.0					9:42			
119 P	11:53PM	6:36	11:24	4:43	1:18	259.8	2:43	8:00	3:48	7:50	9:36			
119 P						267.3								
101 CPWY	12:08AM	6:47	11:48	5:05AM	1:32	272.4	2:30	7:49	3:35	7:35	9:20PM			
119 P						276.2								
119 P	12:19	6:58	11:59AM		1:44	284.3	2:10	7:37	3:18	7:09				
119 PW						289.0				7:02				
119 P	12:29	7:08	12:09PM		1:58	295.7	1:58	7:27	3:08	6:49				
122 P						303.5								
119 P						309.3								
116 P	12:45	7:22	12:24		2:20	313.9	1:41	7:13	2:51	6:32				
WS 121-115 COP ES 111-130 WY	1:00	7:32	12:40		2:45	321.8	1:30	7:05	2:40	6:20				
118 P						330.8								
117 PW	1:20	7:48	1:00		3:06	337.5	12:55	6:47	2:17	5:52				
120 P						344.2								
118 PWY	1:33	7:59	1:13		3:21	350.5	12:38	6:36	2:02	5:35				
CS 120 PY						357.3								
CS 139 PWX	1:51	8:14	1:36		3:45	366.8	12:15	6:19	1:39	5:10				
COPTWYZ	A 2:05AM	A 8:25PM	A 1:50PM		A 4:00AM	373.8	12:05AM	6:10AM	1:30PM	5:00PM				
	(3.00) 53.3	(2.30) 64.0	(3.15) 49.2	(1.25) 41.4	(3.30) 45.7	Thru Time.....	(3.35) 44.6	(2.35) 61.9	(3.15) 49.2	(4.15) 37.6	(1.40) 35.1		

WESTWARD			KUNA LINE			EASTWARD		
SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS			
		257 Time Freight Daily					262 Time Freight Daily	
STATIONS								
122 IPWY			11:00AM	DN ORCHARD YL OD	423.0	A 9:40PM		
150 PW			11:15	DN OWYHEE	434.7	9:16		
150 P			11:30	D KUNA KA	446.7	8:48		
OPTWYZ			A 11:45AM	DN-R NAMPA YL AU-Q-D	456.6	8:20PM		
				(33.6)		Daily		
			(0.45) 44.8	.....	Thru Time.....	(1.20) 25.2	.....

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				
SECOND CLASS					Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS							
257 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	25 Mail and Express Daily	11 Passenger Daily			106 Streamliner Passenger	18 Passenger	26 Mail and Express	12 Passenger	262 Time Freight			
STATIONS														
COPTWYZ	9:30AM	8:25PM	2:00PM	4:10AM	2:15AM	373.8	A 6:10AM	A 1:20PM	A 4:45PM	A 11:55PM	A 11:15PM			
CS 110 PW	9:50	8:35	2:12	4:23	2:27	382.7	5:59	1:06	4:18	11:37	10:55			
CS 123 PY	10:20	8:49	2:30	4:41	2:43	393.3	5:48	12:51	3:59	11:22	10:35			
71 PWY	10:32	8:56	2:42	4:55	2:56	401.6	5:41	12:41	3:48	11:12	10:20			
149 P	10:40	9:01	2:48	5:01	3:01	407.5	5:36	12:33	3:37	11:03	10:12			
136 P	10:47	9:05	2:52	5:05	3:05	412.7	5:32	12:29	3:31	10:59	10:05			
122 IPWY	A 11:00AM	9:13	3:01	5:24 ¹⁰⁶	3:14	423.0	5:24 ²⁶	12:20	3:20	10:50	9:50PM			
73 P		9:20	3:09 ²⁰	5:33	3:22	B-430.3	5:17	12:11	3:09 ¹⁷	10:41				
73 P		9:25	3:15	5:39	3:28	B-435.9	5:12	12:05PM	3:00	10:34				
59 P		9:31	3:21	5:45	3:34	B-441.7	5:06	11:58AM	2:53	10:27				
67 PWY	VIA KUNA LINE	9:40	3:35 3:45	5:55 6:15	3:50 3:59	B-448.4	5:00	11:50 11:45	2:45 2:35	10:15 10:05	VIA KUNA LINE			
31 P		9:44	3:49	6:26	4:03	B-450.7								
29 P		9:47	3:52	6:29	4:06	B-451.4	4:52	11:38	2:28	9:57				
74 P		9:50 ¹²	3:56	6:35	4:09	B-454.8	4:49	11:35	2:25	9:54				
22 P		9:53	4:00	6:40	4:13	B-457.3	4:46	11:32	2:22	9:50 ¹⁰⁵				
OPTWYZ	11:45AM	10:08	4:15 4:25	6:55 7:05	4:25 ¹⁰⁶ 4:36	B-460.7	4:43	11:29	2:15	9:37				
55 P	11:51	10:12	4:30	7:11	4:45	B-467.3	4:36 ¹¹	11:20 11:10	2:05 1:55	9:27 9:17	A 8:20PM			
204 PW	11:58AM	10:17	4:40	7:22	4:55	B-468.8	4:24	11:03	1:45	9:10	8:10			
122 P	12:03PM	10:20	4:44	7:26	5:00	B-468.8	4:20	10:58	1:40	9:05	8:02			
127 P	12:07	10:23	4:47	7:30	5:03	B-469.2	4:16	10:50	1:29	8:57	7:57			
160 P	12:18	10:30	4:58	7:41	5:10	B-472.5	4:13	10:47	1:25	8:54	7:53			
168 PWY	12:28	10:37	5:09	7:53	5:19	B-480.8	4:06	10:40	1:15	8:47	7:42			
PY	12:40		5:17	8:01	5:28	B-488.4	3:59	10:33	1:05	8:39	7:32			
ES 170 WS 262 OPY	12:50 ²⁶	10:48	5:25	8:10	5:35	B-498.8		10:23	12:53	8:28	7:20			
150 PWY	12:57	10:54	5:33	8:22	5:43	B-498.7	3:49	10:20	12:50 ²⁵⁷	8:25	7:15			
150 P	1:07	11:00	5:40	8:30	5:50	B-502.5	3:43	10:10	12:33	8:15	7:01			
107 PWY	1:17	11:08	5:50	8:45	6:00	B-509.3	3:37	10:02	12:22	8:07	6:51			
150 P	1:30	11:18	6:01	8:58	6:11	B-515.9	3:31	9:55	12:15PM	8:00	6:41			
160 P	1:44	11:28	6:11 ²⁶²	9:10	6:20	B-525.7	3:21	9:43	11:58AM	7:48	6:27			
P						B-534.0	3:12	9:34	11:49	7:39	6:11 ¹⁷			
OPTWYZ	A 2:10PM	A 11:40PM	A 6:25PM	A 9:25AM	A 6:35AM	B-537.1								
						B-538.8	3:05AM	9:25AM	11:40AM	7:30PM	5:50PM			
						(176.3)	Daily	Daily	Daily	Daily	Daily			
	(4.40) 35.4	(3.15) 54.3	(4.25) 39.9	(5.15) 33.6	(4.20) 40.7	Thru Time.....	(3.05) 57.2	(3.55) 45.0	(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 Glens Ferry and the end of double track at Reverse. For conditional stops to discharge or pick up revenue passengers. — See page 17. For stations not shown on schedule pages. — See page 17.

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS		SECOND CLASS		
	251 Time Freight Daily	277 Time Freight Daily	29 Passenger Daily	33 Passenger Daily			30 Passenger	34 Passenger	252 Time Freight	278 Stock Special	
	STATIONS										
COPTWYZ	3-10PM	3:30 ³⁰ AM	11-30PM	10:40 ²⁷⁸ AM	DN-R POCATELLO YL CA PO	133.9	A 3:30 ²⁷⁷ AM	A 4:30PM	A 8:00PM	A 10:40 ³³ AM	
P	3-25	3-45	11-40	10-50	MONTANA JCT.	136.7	3-15	4-13	6-58	10-13	
124 P	3-31	3-51	11-44	10-54	TYHEE	140.4	3-10	4-09	6-51	10-06	
72 PW	3-39	3-59	11-50	11-02	D FORT HALL FH	145.7	3-02	4-02	6-43	9-58	
71 P	3:53 ³⁴	4-08	11-56PM	11-08	GIBSON	151.0	2:55	3:53 ²⁵¹	6-35	9-50	
ES 66 WS 80 CPWY	4-10	4-20	12-04AM	11-16	DN BLACKFOOT YL BF	158.1	2:37	3-38	6-20	9-35	
72 P	4-20	4-30	12-19	11-38	WAPPELO	164.0	2:30	3-31	6-05	9-20	
72 PW	4-28	4-38	12-26	11-47	D FIRTH FR	169.4	2:24	3-24	5-55	9-10	
PY					GOSHEN JCT.	169.8					
105 P	4-38	4-48	12-35	11-58AM	DN SHELLEY SY	175.5	2:17	3-15	5-45	9-00	
71 P	4-44	4-54	12-40	12-03PM	COTTON	179.3	2:12	3-08	5-38	8-53	
97 P	4-50	5-00	12-44	12-07	BACH YL	183.1	2:08	3-04	5-30	8-45	
COPTWYZ	5:25 ²⁵²	6-10	1-05	12-25PM	DN-R IDAHO FALLS YL AX	184.5	2:05	3:00PM	5:25 ²⁵¹	8:40	
51 P	5-45	6-30	1-18		PAYNE	191.2	1-46		4-40	7-50	
54 P	5-53	6-40	1-24		BASSETT	196.5	1-40		4-30	7-40	
54 PW	6-02	6-50	1:32 ³⁰		D ROBERTS AR	202.0	1:32 ²⁹		4-20	7-30	
54 P	6-11	7-00	1-39		TENNO	207.0	1-17		4-10	7-20	
49 P	6-20	7:10 ²⁷⁸	1-46		HAWGOOD	212.1	1-10		4:00	7:10 ²⁷⁷	
51 P	6-29	7-20	1-54		HAMER	217.5	1:03		3-50	6-55	
50 PY	6-39	7-32	2-03		CAMAS	223.1	12-54		3-40	6-45	
49 P	6-48	7-45	2-11		JONES	228.2	12-48		3-28	6-33	
51 106 PWY	7-15	8-20	2-30		DN DUBOIS YL BO	234.9	12-40		3-15	6-20	
49 P	7-33	8-38	2-42		HIGHBRIDGE	242.9	12-24		2-50	5-55	
57 PW	7-45	8-50	2-53		D SPENCER RC	248.5	12-16AM		2-35	5-40	
55 52 PW	8-11	9-16	3-15		HUMPHREY	258.0	11-56PM		2-10	5-12	
61 PY	8-30	9-35	3-30		D MONIDA MO	264.7	11-45		1-50	4-45	
50 P	8-47	9-52	3-44		SNOWLINE	272.8	11-31		1-30	4-25	
OPWY	9-15 10:25	10:15 11:30	4:00 ²⁷⁸ 4:10		DN-R LIMA YL RD	279.9	11:20 11:10		1:00 12:15PM	4:00 ²⁹ 3:00	
47 P	10:55 ³⁰	11:50 ²⁵² AM	4-22		D DELL DE	288.0	10:55 ²⁵¹		11:50 ²⁷⁷ AM	2-15	
48 P	11-11	12-05PM	4-30		KIDD	294.0	10-46		11-30	2-00	
78 P	11-33	12-27	4-52		DN ARMSTEAD AD	307.0	10-30		11-00	1-30	
48 P	11-47PM	12-42	5-02		GRAYLING	312.9	10-14		10-45	1-15	
64 P	12-02AM	12-57	5-13		BARRATTS	320.4	10-01		10-30	1-00	
64 CPW	12-40 ²⁷⁸	1-30	5-23		DN DILLON YL DN	328.0	9-50		10-10	12-40 ²⁵¹	
36 P	12-55	1-43	5-38		BOND	334.4	9-33		9-41	12-16	
45 P	1-11	2-00	5-47		APEX	340.3	9-25		9-30	12-05AM	
47 PY	1-40	2-25	6-03		NAVY	348.7	9-09		9-12	11-47PM	
61 PW	2-10	2-55	6-18		D MELROSE VI	358.9	8-54		8-50	11-25	
37 P	2-30	3-15	6-30		QUINN	364.9	8-36		8-31	11-06	
39 P	2-45	3-30	6-41		D DIVIDE J	370.1	8-25		8-18	10-53	
65 P	2-55	3-40	6-51		WOODIN	374.3	8-17		8-07	10-42	
17 P	3-15	4-00	7-03		FEELY	380.7	8-07		7-52	10-27	
50 P	3-26	4-12	7-12		BUXTON	384.6	7-59		7-40	10-15	
PWY	A 4:00AM	A 4:30PM	As 7:25AM		DN-R SILVER BOW YL SB	390.0	7-50PM		7:25AM	10:00PM	
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.											
	A 5:00 AM	A 9:00 PM	A 7:45 AM		DN BUTTE YL BY	397.0	7:30 PM		6:30 AM	9:30 PM	
(263.1)											
Daily Daily Daily Daily											
(13.50) 19.0	(17.30) 15.0	(8.15) 31.9	(1.45) 28.9	..... Thru Time	(8.00) 32.9	(1.30) 33.7	(13.30) 19.4	(13.10) 20.0		
Average speed per hour.....											
Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.											
Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.											
Unless otherwise directed, first-class trains will operate via new main line between Pocatello and Montana Junction.											
No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers.											
For stations not shown on schedule pages.—See page 17.											

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
CPTWZ	DN-R	KEMMERER YL Z	0.0		WS 70 ES 70	PY							
		NO. KEMMERER JCT. YL	1.0										
		NO. KEMMERER YL	2.4										
		PHOSPHATE YL	5.1										
22		QUEALY YL	9.2										
(9.2)													
WESTWARD GLENCOE BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
53		GLENCOE JCT. YL	0.0										
55		GLENCOE	1.9										
(1.9)													
WESTWARD BLAZON BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
		BLAZON JCT.	0.0										
		RADIANT	1.4										
(1.4)													
WESTWARD CONDA BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
178	PWY	DN SODA SPRINGS	0.0										
6		FORMATION (Spur)	2.8										
6		PANTING	5.8										
19	Y	CONDA	7.0										
(7.0)													
WESTWARD GRACE BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
108	PW	ALEXANDER YL	0.0										
16	D	GRACE GA	6.0										
(6.0)													
WESTWARD GAY BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
72	PW	D FORT HALL FH	0.0										
42		M.P. 9.1	9.1										
132	YZ	GAY	20.8										
(20.8)													
WESTWARD GOSHEN BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
		GOSHEN JCT.	0.0										
		GOSHEN	4.8										
		GERRARD	10.6										
		INDIAN	12.4										
		HACKMAN	15.2										
		LINCOLN JCT.	21.6										
(21.6)													
WESTWARD ANNIS BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
		ANNIS JCT.	0.0										
3		GRAYS (Spur)	0.5										
9		ANNIS (Spur)	2.6										
(2.6)													
WESTWARD GARDNER BRANCH EASTWARD													
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
		GARDNER JCT.	0.0										
		PETERSON	3.2										
		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. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13 October 5, 1952		Mile Post
	WS 70 ES 70	PY				WS 70 ES 70	PY				WS 70 ES 70	PY	
		THOMAS JCT.	0.0										

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS		SECOND CLASS			
	477	491	31			32	492	478			
	Local Freight	Mixed	Passenger			Passenger	Mixed	Local Freight			
	Daily Except Sunday	Daily Except Sunday	Daily								
STATIONS											
COPTWYZ	9:15AM	7:55AM	7:00AM	DN-R	IDAHO FALLS YL	0.0	A 2:30PM	A 2:00PM	A 6:00PM		
17 PY	9:25	A 8:05AM	7:06		ORVIN YL	8.0	f 2:13	f 1:50	4:30		
60 PW	9:40		s 7:14	D	UCON UN	7.6	s 2:05	1:40PM	4:20		
54 P	10:05		s 7:25	D	RIGBY RG	13.8	s 1:55		4:05		
36 W	10:20		s 7:31		LORENZO	18.1	s 1:48		3:45		
25 P	10:40		s 7:36		THORNTON	20.7	s 1:43		3:35		
67 P	11:10		s 7:46	D	REXBURG RX	26.0	s 1:35		3:15		
51 P	11:25		s 7:53	D	SUGAR CITY SC	29.8	s 1:28		2:30		
36 PY					HART	30.9					
110 PWY	11:40AM		s 8:05	D	ST. ANTHONY YL SH	36.8	s 1:18	A 10:50AM	2:05		
P					BELT YL	38.3		10:40AM			
43 P	12:05PM		f 8:15		CHESTER	42.8	s 1:07		1:25		
46 COPWY	A 12:30PM		A 8:35AM	DN-R	ASHTON YL HN	51.0	12:55PM		1:00PM		
					INGLING	52.5					
28 P					WARM RIVER	58.2					
22 P					GERRIT	66.9					
22					ECCLES	75.7					
15 P					ISLAND PARK	80.6					
26 P					TRUDE	85.4					
25 PWY					BIG SPRINGS	90.7					
22 PY					REAS PASS	97.2					
29 COPWY				D-R	WEST YELLOWSTONE YL	107.1					
					(107.1)		Daily	Daily Except Sunday	Daily Except Sunday		
	(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	..... Thru Time	(1.35) 32.2	(3.20) 14.3	(5.00) 10.2	..... Average speed per hour		

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS	Time-Table No. 13 October 5, 1952	Mile Post	FIRST CLASS		SECOND CLASS			
	481	31	32			482					
	Local Freight	Passenger	Passenger			Local Freight					
	Daily Except Sunday	Daily									
STATIONS											
46 COPWY	6:30AM		8:40AM	DN-R	ASHTON YL HN	0.0	A 12:50PM		A 12:30PM		
19	6:40		f 8:44		MARYSVILLE YL	1.8	f 12:40		12:15		
33	6:55		f 8:52		GRAINVILLE	6.0	f 12:32		12:01PM		
22 PW	7:10		s 8:58	D	DRUMMOND MD	8.6	s 12:27		11:50AM		
12	7:25		f 9:06		FRANCE	12.8	f 12:19		11:33		
33 P	7:35		s 9:13		LAMONT	15.8	s 12:13PM		11:23		
21	8:08		s 9:37		FELT	26.3	s 11:50AM		10:50		
22 PWY	8:23		s 9:47	D	TETONIA NA	30.3	s 11:42		10:35		
			f 9:52		DWIGHT	32.7	f 11:36				
31	8:42		s 10:02	D	DRIGGS DI	37.2	s 11:28		10:02		
19 PWY	A 9:05AM		A 10:20AM	D-R	VICTOR YL VR	45.6	11:10AM		9:30AM		
					(45.6)		Daily	Daily Except Sunday			
	(2.35) 17.6	(1.40) 27.3	..... Thru Time	(1.40) 27.3	(3.00) 15.2	..... Average speed per hour				

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
 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		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday									
STATIONS											
CPWY	8:15AM	7:30AM	DN-R	BLACKFOOT YL BF	0.0	A 2:20PM	A 3:55PM				
				GARDNER JCT.	2.6						
7	f 8:25	f 7:42		CLARKSON	4.3	f 2:00	f 3:42				
31	f 8:30	f 7:47		MORELAND	5.7	f 1:55	f 3:37				
				THOMAS JCT.	5.9						
P	A 8:35AM	f 7:51		ABERDEEN JCT. YL	7.1	1:45PM	f 3:33				
33 PW		f 8:24		TABER	20.1		f 3:00				
35 PY		f 9:15		SCOVILLE	39.7		f 2:10				
37 PWY		s 10:05	D	ARCO YL RO	59.1		s 1:20				
21 P		s 10:27		MOORE	66.7		s 12:48				
10		s 10:45		DARLINGTON	72.6		s 12:30				
5		s 11:00		LESLIE	77.3		s 12:15PM				
68 PWY	A 1:25AM	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	(0.35) 12.2	(4.05) 20.9	..... Average speed per hour				

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		
	421	422			422	492					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday									
STATIONS											
P	8:35AM		ABERDEEN JCT. YL	0.0	A 1:45PM						
32	f 8:48		ROCKFORD	4.3	f 1:30						
17	f 8:53		LIBERTY	5.9	f 1:20						
32 P	s 9:13	D	PINGREE PG	10.2	12:58						
31 P	f 9:33		SPRINGFIELD	16.5	12:40						
17 P	s 9:50		STERLING	19.7	s 12:25PM						
8			FINGAL	26.0							
37 PWY	A 10:25AM	D-R	ABERDEEN YL BN	28.2	11:50AM						
			(28.2)		Daily Except Sunday						
	(1.80) 15.4	..... Thru Time	(1.55) 14.7	..... Average speed per hour						

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS		STATIONS	Mile Post	SECOND CLASS		
	491	492			492	492					
	Mixed	Mixed			Mixed	Mixed					
	Daily Except Sunday	Daily Except Sunday									
STATIONS											
17 PY	8:05AM		ORVIN	0.0							
22	f 8:15		LINCOLN	2.3	f 1:10						
P			LINCOLN JCT.	3.1							
46 P	s 8:27		IONA	5.7							
21 PW	s 9:05	D	RHIE RK	16.4							
11 P	f 9:18		BYRNE	21.4							
11 P	f 9:30		JENSON	25.6							
23 P	f 9:40		WALKER	28.2							
40 P	f 9:52		PARKINSON	32.4							
11 P	f 9:58		MOODY	34.3							
12 P	s 10:20	D	NEWDALE NE	38.1							
P	A 10:40AM		BELT YL	44.4							
			(44.4)		Daily Except Sunday	Daily Except Sunday					
	(2.35) 17.2	..... Thru Time	(2.25) 16.0	..... Average speed per hour						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 5-72.
 For stations not shown on schedule pages.—See page 17.

WESTWARD					TWIN FALLS BRANCH					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Mile Post	FIRST CLASS		SECOND CLASS		Mile Post	FIRST CLASS		SECOND CLASS	
	439	475	573	49		574	50	440	476					
	Freight	Time Freight	Motor Passenger	Mixed		Motor Passenger	Mixed	Freight	Time Freight					
	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday					
Time-Table No. 13 October 5, 1952														
STATIONS														
101 269	CPWY	12-20PM	3-00AM	4-10PM	5-20AM	DN-R	MINIDOKA YL	RT	0.0	A 3-10PM	A 9-05PM	A 11-00AM	A 1-30AM	
73	P	12-35	3-17	4-25	5-33		ACEQUIA		8.2	f 2-45	f 8-43	10-35	11-10PM	
94	OPWY	12-50	3-40	4-40	5-55	DN-R	RUPERT YL	MS	13.5	s 2-35	s 8-35	10-20	10-55	
32	P	1-01	3-52	4-48	6-03		HEYBURN		19.6	s 2-20	f 8-25	10-05	10-40	
59 68	PWY	1-15	4-10	5-00	6-23	DN	BURLEY YL	BU	21.7	s 2-15	s 8-20	10-00	10-35	
76	P	1-25	4-20	5-08	6-31		STARRH'S FERRY		25.8	f 2-02	f 8-11	9-45	10-15	
58	P	1-50	4-35	5-19	6-41		MILNER		33.5	f 1-50	f 7-59	9-30	10-00	
16	P			6-23	6-44		PARSONS		35.5	f 1-45	f 7-56			
71	PW	2-05	4-50	5-33	6-54	D	MURTAUGH	MU	41.4	s 1-35	s 7-47	9-15	9-45	
53	P	2-15	4-59	5-39	7-00		BICKEL		45.1	1-27	7-39	9-05	9-35	
12							BILLS		49.0					
41	P	2-30	5-10	5-48	7-08	D	HANSEN	NS	49.7	s 1-19	s 7-32	8-55	9-25	
60	P	2-43	5-18	5-57	7-16	D	KIMBERLY	KY	53.3	s 1-08	s 7-22	8-45	9-15	
31	P			6-02	7-21		McMILLAN YL		56.4					
	COPWYZ	A 4-00PM	A 7-00AM	6-10	7-30	DN-R	TWIN FALLS YL	NA	58.9	12-55	7-10	8-30AM	9-00PM	
42				6-23	7-57		CURRY		63.3	f 12-40	f 6-43			
60	P			6-28	8-02	D	FILER	FR	65.9	s 12-35	s 6-38			
45				6-33	8-06		PEAVEY		68.5	f 12-28	f 6-33			
41				6-38	8-10		CEDAR		71.3	f 12-24	f 6-26			
	PWY			A 6-50PM	A 8-20AM	DN-R	BUHL YL	BO	73.8	12-20PM	6-20PM			
(73.8)														
(3.40) Thru Time					(2.50) Thru Time					(4.30) Thru Time				
16.1					14.7					27.7				
(2.40) Average speed per hour					(2.45) Average speed per hour					(2.30) Average speed per hour				
27.7					24.6					26.0				

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13				Mile Post	Time-Table No. 13					
	October 5, 1952					October 5, 1952					
	STATIONS										
	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
59 68	PWY	DN-R	BURLEY YL	BU	0.0						
			4.3		4.3						
28			BEETVILLE								
23			0.9		5.2						
			PELLA								
23			11.1		16.3						
			TROUT								
60			1.5		17.8						
			MARION								
12			1.6		19.4						
			WARR								
20	Y	D-R	2.4	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. 13				Mile Post	Time-Table No. 13					
	October 5, 1952					October 5, 1952					
	STATIONS										
	Daily	Daily	Daily Except Sunday	Daily Except Sunday		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
59 68	PWY	DN-R	BURLEY YL	BU	0.0						
			3.1		3.1						
34			UNITY								
22			2.9		6.0						
			SPRINGDALE								
16			3.1		9.1						
			DECLO								
(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. 13				Mile Post	Time-Table No. 13					
	October 5, 1952					October 5, 1952					
	STATIONS										
	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
94	OPWY	DN-R	RUPERT YL	MS	0.0						
			4.4		4.4						
34	P		MYERS YL								
			1.5		5.9						
36	P	D	PAUL YL	DJ							
			2.0		7.9						
20			BUDGE								
			8.0		16.9						
51			SCHODDE								
			3.9		19.8						
21			McHENRY								
			4.2		24.0						
22		D	HAZELTON	AZ							
			4.1		28.1						
63	W	D	EDEN	DX							
			6.7		34.8						
54			PERRINE								
			5.8		40.6						
25			FALLS CITY								
			7.3		47.9						
54	OWY	DN	JEROME YL	JO							
			8.8		56.7						
54		D	WENDELL	ND							
			9.5		66.2						
54			TUTTLE								
			7.4		73.6						
118 120	PWY	DN-R	BLISS YL	IS							
(73.6)											

WESTWARD				WELLS BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 13				Mile Post	Time-Table No. 13					
	October 5, 1952					October 5, 1952					
	SECOND CLASS					SECOND CLASS					
	Daily Except Sunday	Daily Except Sunday	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
	COPWYZ		7-00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8-00AM			
31			f 7-25		10.9		10.9	f 7-15			
26			s 7-45		19.4		19.4	s 6-55			
21	PWY		s 8-10	D	ROGERSON	RG	28.8	s 6-30			
					9.9		38.7	f 6-03			
38			f 8-35		METEOR		60.1	f 5-36			
					11.4		56.1	f 5-22			
34	PW		f 9-05		IDAVADA		60.7	f 5-12			
					6.0		68.8	s 4-55			
34			f 9-19		DELAPLAIN		75.1	f 4-38			
					4.6		86.7	f 4-14			
34	P		f 9-35	D	SAN JACINTO	CN	93.6	f 3-59			
					8.1		97.3	f 3-49			
33	CPW		s 9-55		CONTACT		102.5	s 3-33			
					6.3		108.9	f 3-04			
33			f 10-10		HENRY		116.1	f 2-47			
					11.6		123.4	2-30AM			
48	PWY		f 10-40		SHORES			Daily Except Monday			
					6.9						
48			f 11-00		WILKINS						
					3.7						
37			f 11-10		HERRELL						
					5.2						
44	PY		s 11-30		SUMMER CAMP						
					6.4						
44			f 11-50PM		MELANDCO						
					7.2						
35			f 12-05AM		TOWN CREEK						
					7.3						
	PWY		A 12-30AM	DN-R	WELLS YL	HU					
(123.4)											
(5.30) Thru Time					(5.30) Thru Time						
22.4					22.4						
(5.30) Average speed per hour					(5.30) 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				KETCHUM BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS					
			441 Mixed			442 Mixed					
			Monday Wednesday Friday								
STATIONS				STATIONS							
WS 121-115 ES 111-130			6:00AM	ON-R	SHOSHONE YL	X	0.0	A 12:45PM			
					10.9 MARLEY		10.9	f			
30 PWY			6:35	D-R	RICHFIELD YL	FK	15.3	s 12:05PM			
					0.4 PAGARI		21.7	f 11:45AM			
29			6:50		8.0 TIKURA		29.7	f 11:25			
27			7:10		7.6 PICABO	XN	37.3	s 11:05			
59 PW			7:30	D	4.5 HAY		41.8	f 10:50			
6			7:40		2.5 GANNETT		44.3	f 10:45			
10			7:45		7.8 BELLEVUE		52.1	s 10:25			
30			8:05		5.1 HAILEY	RI	57.2	s 10:05			
17 W			8:16	D	2.8 BARITE		60.0	f 9:52			
22			8:22		7.6 TRIUMPH		67.8	f 9:35			
13			8:40		1.8 KETCHUM YL	KU	69.4	9:30AM			
30 W Loop			8:45AM	D-R							
					(69.4)			Monday Wednesday Friday			
			(2.45) 25.2		..... Thru Time.....		(3.15) 21.4				
					..... Average speed per hour.....						

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

WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS					
			441 Mixed			442 Mixed					
			Monday Wednesday Friday								
STATIONS				STATIONS							
39 PWY				D-R	RICHFIELD YL	FK	0.0				
					4.5 RAWSON		4.5				
10					4.9 BURMAH		9.4				
31					12.1 MAGIC		21.5				
42 P					9.7 MACON		31.2				
32					2.8 BLAINE		34.0				
32 P					2.8 RANDS		39.8				
7					2.9 SELBY		39.7				
17					4.1 FAIRFIELD	FD	43.8				
42 PW				D	7.9 CORRAL		51.7				
32					6.1 HILL CITY YL	HC	57.8				
50 WY				D-R							
					(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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS					
			441 Mixed			442 Mixed					
			Monday Wednesday Friday								
STATIONS				STATIONS							
P					BLAKES JCT.		0.0				
34 PT				D-R	32.9 ROBINETTE YL	RQ	32.9				
					(32.9)						

(32.9)

WESTWARD				HOMEDALE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS					
			441 Mixed			442 Mixed					
			Monday Wednesday Friday								
STATIONS				STATIONS							
168 PWY				DN-R	8.1 NYSSA YL	SY	0.0				
19					2.5 OVERSTREET		8.1				
20					2.5 ADRIAN		10.6				
32					6.3 NAPTON		16.9				
62 PWY				D	7.5 HOMEDALE	HR	24.4				
19					6.6 CLAYTONIA		31.0				
19 OPY				D-R	2.1 MARSING YL	MR	33.1				
					(33.1)						

(33.1)

WESTWARD				PAYETTE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 13 October 5, 1952	Mile Post	SECOND CLASS					
			483 Mixed			484 Mixed					
			Daily Except Sunday								
STATIONS				STATIONS							
92 OPWY			7:00AM	DN-R	PAYETTE YL	AY	0.0	A 2:45PM			
18			7:10		3.9 EIFFIE		3.9	f 2:30			
27 P			7:30	D	1.2 FRUITLAND	FU	5.1	s 2:25			
19			7:40		1.7 BUCKINGHAM		6.8	f 2:06			
30 P			8:00	D	4.3 NEW PLYMOUTH	NP	11.1	s 1:55			
11			8:27		10.5 LETHA		21.6	f 1:23			
96 PWY			8:50AM	D-R	8.1 EMMETT YL	MF	29.7	1:00PM			
					(29.7)			Daily Except Sunday			
			(1.50) 16.2		..... Thru Time.....		(1.45) 16.8				
					..... Average speed per hour.....						

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

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 IDAHO NORTHERN BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 13	Mile Post
	485 Mixed Daily Except Sunday	October 5, 1952	
STATIONS			
OPTWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0
		IDA. NOR. JCT. YL	0.7
49	f 8:40	FISCHER	2.4
14	s 9:00	MIDDLETON	9.3
15	f 9:20	JENNESS	18.9
96 PWY	s 10:20	D-R EMMETT YL MF	27.0
42	f 10:40	PLAZA	31.8
43 P	s 11:20	MONTOUR	41.1
32 P	s 11:55AM	D HORSESHOE BEND HB	49.7
32	f 12:20PM	GARDENA	55.1
35 OPTW	s 1:20	D BANKS YL AB	64.1
25 PW	f 2:10	BIG EDDY	75.4
31 PWY	s 3:00	SMITHS FERRY YL	83.0
15 P	f 3:35	CABARTON	92.7
32 W	f 3:45	BELVIDERE	95.6
32 PY	s 4:30	D CASCADE YL CD	99.2
31	f 5:00	ARLING	111.0
33 W	s 5:30	D DONNELLY FY	119.4
14	f 5:45	NORWOOD	124.7
32 OPWY	A 6:15PM	D-R McCALL YL NE	132.8
(132.8)			
(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. 13		Mile Post
	October 5, 1952		
STATIONS			
107 OP		DN-R WEISER YL SR	0.0
130 TWY		REBECCA	6.0
48		CONCRETE	19.1
23 P		D MIDVALE MI	31.8
35 P		D CAMBRIDGE RA	40.5
3 W		GOODRICH	49.8
12		MESA	56.6
59 OPWY		D-R COUNCIL YL CN	60.2
7		HOOVER YL	61.6
6		GLENDALE	72.0
15		WOODLAND	80.0
43		RUBICON YL	84.1
45 PWY		D-R 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	Time-Table No. 13	Mile Post
	459 Mixed Daily Except Sunday	October 5, 1952	
STATIONS			
ES 170 OP		DN-R ONTARIO YL ON	0.0
WS 252 WY		MALHEUR JCT. YL	1.9
PY	f 1:10	CAIRO	3.7
14	f 1:15	LUSE	6.9
38	f 1:25	MALLETT	10.0
24	f 1:35	VALE YL VA	15.5
134 PWY	s 1:55	HOPE	23.5
46	f 2:20	LITTLE VALLEY	34.8
52	f 2:50	HARPER	42.0
53 P	s 3:15	NAMORF	51.2
50	f 3:40	JONESBORO	62.2
27	f 4:07	JUNTURA JN	73.6
53 PWY	s 4:40	LONG	86.6
50	f 5:25	RIVERSIDE	92.7
49 PW	s 5:50	DUNNEAN	102.8
31	f 6:15	VENATOR	110.2
30 PW	f 6:40	CIRCLE BAR	117.9
30	f 7:00	CRANE	126.6
31 PW	s 7:30	REDESS	143.5
31	f 8:20	BURNS YL BR	156.8
23 OP WYZ	A 9:00PM		
(156.8)			
(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. 13		Mile Post
	October 5, 1952		
STATIONS			
134 PWY		D-R VALE YL VA	0.0
29		JAMIESON	17.3
31 PWY		BROGAN YL	23.3
(23.3)			

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

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Ketchum Branch			
Leefe.....	64.8	Spur 2.4 Mi. PY	Both	Priest.....(6).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(6).....	63.2	{ 7	West
Inkom Ballast Quarry.....	202.9	140 P	East	Homestead Branch			
Second Subdivision				Home.....	14.0	4 P	East
Don.....	219.6	{43 PX	Both	Mineral.....	15.3	10 W	East
Schiller.....	226.5	11 P	Both	Still.....	16.2	2	East
Coates.....	369.5	8 P	West	Sturgill.....	27.1	15	East
Sand Bank.....	370.9	42 PX	Both	Payette Branch			
Third Subdivision				Ingard.....	3.3	8	Both
Hillcrest.....	B-445.1	14 P	Both	Falks.....(7).....	17.2	5	East
Apple Valley.....	485.9	26	Both	Little Rock.....	18.9	9	Both
Arcadia.....	491.7	45 P	Both	Wilder Branch			
Washoe Spur.....	500.9	32	West	Greenleaf.....	7.0	9	West
Wood.....	506.2	10	Both	Stoddard Branch			
Feltham.....	512.7	23	Both	Westma.....	11.6	9	East
Fourth Subdivision				Boise Branch			
Chubbuck.....	138.2	36	Both	Penitentiary Spur.....	5.0	10	East
Kimball.....	166.6	17	Both	Vernon.....	6.3	10	West
Mitchell.....	176.9	17	Both	Idaho Northern Branch			
Red Rock.....(1).....	302.8	25 W	Both	Maddens.....(8).....	6.1	5	East
Rock.....	314.6	62	Both	Josephson.....(8).....	12.6	12	Both
Dalys.....(1).....	316.4	14 P	Both	Amsco.....	13.6	12	Both
Glen.....(1).....	347.8	8	West	Bramwell.....(8).....	22.2	5	East
Maiden Rock.....(1).....	366.0	{12	Both	Black Canyon.....(8).....	33.0	5	East
Goshen Branch				Archabal.....(8).....	127.4	9	Both
Cox.....	9.2	11	West	Oregon Eastern Branch			
Ammon.....	18.1	30	West	Lawen.....(9).....	138.4	3	East
Wilkinson.....	21.0	3	West	New Meadows Branch			
Yellowstone Branch				Presley.....	11.7	9	Both
St. Leon.....	3.7	16	East	Diamond.....	26.7	4 W	West
Mark.....	22.2	24	Both	Fruitvale.....	66.5	3	Both
Jolley.....	27.6	10	Both	Tamarack.....	81.9	29	Both
Pineview.....	72.5	5 P	Both	Brogan Branch			
Teton Valley Branch				Lancaster.....	11.4	20	East
Judkins.....(2).....	22.3	{ 6	East	(1) Flag stop for Nos. 29-30. (6) Flag stop for Nos. 441-442. (2) Flag stop for Nos. 31-32. (7) Flag stop for Nos. 483-484. (3) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 485-486. (4) Flag stop for No. 492. (9) Flag stop for Nos. 459-460. (5) Flag stop for Nos. 439-440.			
Fox Creek.....(2).....	42.3	{ 6	Both				
Mackay Branch							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	{10	East				
Cerro Grande.....(3).....	35.5	None	None				
West Belt Branch							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(4).....	35.3	5	West				
East Belt Branch							
Gale Spur.....	27.5	10	East				
Twin Falls Branch							
Amalga.....	17.3	13	Both				
North Side Branch							
Travers.....	3.5	18	Both				
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	East				
Wells Branch							
Godwin.....(5).....	7.0	8	Both				
Amsterdam.....(5).....	23.2	9	West				

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			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			20
When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Not protected by continuous block signal system. On branch lines.	50	40	25	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30
	30	30	15	On other branch lines.			20
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.			20
				Through truss bridges.			6
1500 class Diesel-electric road freight locomotives.	50	50	50	Passing fueling stations— On main lines.	50	40	25
Diesel-electric freight and road switch locomotives.	65	65	50	On branch lines.		30	15
Diesel-electric yard switch locomotives in road service.	35	35	35	When using cross-overs and turn-outs: 9000 class engines; Forward movement.		10	10
Steam engines running backward.	20	20	20	Back-up movement.		6	6
7000-7800 class engines, except between McCammon and Pocatello.		70	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement.	15	15	15
7000-7800 class engines, between McCammon and Pocatello.		75	50	Back-up movement.	10	10	10
MacArthur type engines with 63-inch drivers.		55	50	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20
MacArthur type engines with 57-inch drivers.		35	35	Over spring switches, where movement is over facing point switch, except at Reverse.	20	20	20
3900 class engines.		65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
3800 class engines.		60	50	On wye tracks.	6	6	6
4000, 9000 and 2-10-2 type engines.		50	50	Through tunnels, branch lines.		10	10
Consolidation type engines.		35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line.			25
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	On branch lines.			15
0-6-0 and 0-8-0 type yard engines.		20	20	(Slower speed must be observed where conditions require.)			

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 3.4 and 3.7.	70	60	50	Between M.P. 87.4 and 87.7.	60	50	40	Bancroft Over streets and alleys.	25	25	25
Moxa Between M.P. 12.2 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.6.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.5 and 96.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Nutria Between M.P. 16.1 and 16.5.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 18.2 and 18.3.	60	50	40	Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Cosgriff Between M.P. 21.2 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.8.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.4 and 176.7.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 120. 6 and 123.4.	60	50	40	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 125.0 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Waterfall Between M.P. 34.6 and 34.8.	60	50	40	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 35.5 and 38.8.	50	40	25	Between M.P. 128.2 and 128.6.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 43.2 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30	Cavanaugh Between M.P. 135.5 and 135.7.	70	60	50	Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40
Fossil Between M.P. 54.5 and 58.0.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 188.2 and 190.2.	70	60	50
Nugget Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 142.4 and 143.4.	70	60	50	McCammon Between M.P. 192.4 and 192.6.	60	50	40
Orr Between M.P. 60.8 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.5 and 145.3.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 66.5 and 68.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30	Between M.P. 200.3 and 201.1.	60	50	40
				Between M.P. 148.0 and 148.3.	70	60	50	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			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Between M.P. 360.8 and 365.8.	70	60	50
Bridge 239.75.	40	25	25	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 369.0 and 370.9.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.8.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 371.1 and 373.3.	45	40	25
Wapi Between M.P. 258.8 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 373.3 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.1.	60	50	40	Glenns Ferry			
				Between M.P. 342.2 and 343.3.	60	50	40				

THIRD SUBDIVISION

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

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Bond Between M.P. 337.0 and 337.2.	50	40
Between Idaho Falls and Silver Bow. MacArthur type engines with 63-inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Apex Between M.P. 341.1 and 341.4.	50	40
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	50	40	Between M.P. 342.7 and 342.9.	50	40
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 343.0 and 343.5.	30	20
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.6 and 345.8.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Between M.P. 346.0 and 346.3.	30	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Glen Between M.P. 347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 354.4. Between M.P. 357.2 and 357.7.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.2 and 258.4.	35	25	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Curve M.P. 366.5 with 5000 and 5300 class engines.	10	10
Idaho Falls Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 366.7 and 367.8.	35	25
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 367.8 and 368.2.	30	20
Between M.P. 187.4 and 188.7.	40	30	Snowline Between M.P. 277.4 and 278.5.	35	25	Divide Between M.P. 373.5 and 374.6.	40	30
Between M.P. 190.7 and 190.9.	45	35	Lima Over Center Street east of depot.	20	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Roberts Between M.P. 205.5 and 206.2.	50	40	Westward within yard limits.	25	15	Between M.P. 379.0 and 381.1.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Feely Between M.P. 382.4 and 383.9.	25	20
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.2.	35	25	Between M.P. 384.5 and 385.2.	35	25
			Between M.P. 310.4 and 310.6.	25	20	Buxton Between M.P. 386.6 and 388.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Between M.P. 389.0 and 390.2.	20	20
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	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	Blazon Branch. Maximum speed.	15	Leefe Spur. Maximum speed.	15
Cumberland Branch. Maximum speed.	15	Grace Branch. Maximum speed.	20	Gay Branch. Maximum speed.	25
Glencoe Branch. Maximum speed.	15	Bridge 5.33 with MacArthur type engines.	10	Between M.P. 3.0 and Gay.	15
Elkol Branch Maximum speed.	15	Conda Branch. Maximum speed.	15		

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch Maximum speed.		15	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Mackay On curve on low line smelter.	6		Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
Gardner Branch Maximum speed.		15	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Boise Branch Between Boise Jct. and Boise Freight.		25
Light MacArthur type engines.		20	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch Maximum speed.		15
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Idaho Northern Branch Maximum speed.		30
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Buhl, on mill and elevator track with MacArthur type engines.		5	Banks, westward around curve east of east passing track switch, to east switch.		5
St. Anthony, over highway crossing just west of depot.	8	8	North Side Branch Maximum speed.		30	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 55.4 and 55.6.	20	15	Heavy MacArthur type engines.		15	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 59.4 and 66.0.	20	15	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 72.9 and 73.3.	35	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between M.P. 74.0 and 74.3.	30	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 85.2 and 85.5.	35	25	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 86.4 and 87.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 92.0 and 95.0.	20	15	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Between M.P. 100.0 and 101.0.	20	15	Burley, within city limits.		20	McCall, over street crossings.		10
East Belt Branch Maximum speed.		25	Burley, over street crossings.		12	Wilder Branch Maximum speed.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Wells Branch Maximum speed.		30	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Between M.P. 31.0 and 36.2.		25	Between M.P. 45.8 and 53.3.		25
Truss bridges.		15	Between M.P. 69.6 and 71.6.		25	Between M.P. 91.2 and 91.5.		25
West Belt Branch Maximum speed.		25	Between Herrell and Melandco.		20	Wells yard.		15
Truss bridges.		15	Between M.P. 99.6 and 113.6 on curves.		20	Ketchum Branch Maximum speed.	40	30
			Between M.P. 100.0 and 101.0.		15	Bridge 16.04 with MacArthur type engines.	15	15
			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		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Homestead Branch Maximum speed, watch for rocks. On curves.		20
Dunnean Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10			15
Bridge 106.14.		15	Between Weiser and Concrete. Straight track. On curves.		25 20			20

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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

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

Rule 6(A)

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

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

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

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

Standard clocks are located as shown below:

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

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