



Union Pacific Railroad Company
NORTHWESTERN DISTRICT



IDAHO DIVISION

TIME-TABLE
No. 14

Effective Monday
June 22, 1953
At 12:01 A.M. Mountain Time

*Safety Is
No Accident*

FOR EMPLOYEES ONLY

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

E. H. BAILEY
General Manager

H. E. SHUMWAY
General Supt. Transportation

A. McALLISTER
General Superintendent

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

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
Douglas L. Gamette...	Medical Director	Los Angeles, Calif.	Simeon Hopper.....	Surgeon	Hazelton, Ida.
E. E. Merrell.....	District Surgeon	Pocatello, Ida.	R. George Wolff.....	Surgeon	Homedale, Ida.
H. H. Hughart.....	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon	Idaho Falls, Ida.
H. Dean Hartvigson.....	Surgeon	Pocatello, Ida.	Milton T. Rees.....	Surgeon	Idaho Falls, Ida.
Forrest H. Howard.....	Surgeon	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
Orville E. Merrell.....	Surgeon	Pocatello, Ida.	W. C. Smail.....	Surgeon	Jerome, Ida.
David C. Miller.....	Surgeon	Pocatello, Ida.	David E. Harris.....	Surgeon	Lava Hot Springs, Ida.
Clark T. Parker.....	Surgeon	Pocatello, Ida.	Don S. Numbers.....	Surgeon	McCall, Ida.
Merrill J. Sharp.....	Surgeon	Pocatello, Ida.	Carl D. Lusty.....	Surgeon	Meridian, Ida.
Eugene V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Robert H. Burgoyne.....	Surgeon	Montpelier, Ida.
Frank L. Harms.....	Surgeon	American Falls, Ida.	Harry H. King.....	Surgeon	Montpelier, Ida.
H. Henry Rock.....	Surgeon	Aberdeen, Ida.	R. B. Lindsay.....	Surgeon	Montpelier, Ida.
Ivan R. Egbert.....	Surgeon	Arco, Ida.	J. P. Weber.....	Surgeon	Mountain Home, Ida.
L. Spencer Parkinson.....	Surgeon	Ashton, Ida.	Ernest D. Hunsaker.....	Aurist	Nampa, Ida.
James O. Hampton.....	Surgeon	Blackfoot, Ida.	Frederick D. Koehne.....	Surgeon	Nampa, Ida.
Norman C. Hedemark.....	Oculist	Boise, Ida.	John R. Mangum.....	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.....	Oculist and Aurist	Boise, Ida.	Thomas E. Mangum, Jr.....	Surgeon	Nampa, Ida.
Roy L. Peterson.....	Oculist and Aurist	Boise, Ida.	Joseph J. Sarazin.....	Surgeon	Nyssa, Ore.
Warren D. Springer.....	Surgeon	Boise, Ida.	Wilfred N. Sanders.....	Surgeon	Ontario, Ore.
Melvin A. Drake.....	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr.....	Surgeon	Payette, Ida.
John W. Davis.....	Surgeon	Burley, Ida.	Murland F. Rigby.....	Surgeon	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon	Burley, Ida.	A. C. Truxal.....	Surgeon	Rexburg, Ida.
John H. Weare.....	Surgeon	Burns, Ore.	Aldon Tall.....	Surgeon	Rigby, Ida.
Harvey L. Casebeer.....	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer.....	Surgeon	Rupert, Ida.
Richard C. Monahan.....	Surgeon	Butte, Mont.	Emory L. Soule.....	Surgeon	St. Anthony, Ida.
John V. Plett.....	Oculist and Aurist	Butte, Mont.	Royal G. Neher.....	Surgeon	Shoshone, Ida.
Clifford M. Kaley.....	Surgeon	Caldwell, Ida.	Allen H. Tigert.....	Surgeon	Soda Springs, Ida.
Robert T. Whiteman.....	Surgeon	Cambridge, Ida.	Russell Tigert, Jr.....	Surgeon	Soda Springs, Ida.
Dale B. Patterson.....	Surgeon	Cascade, Ida.	John R. Moritz.....	Surgeon	Sun Valley, Ida.
John A. Edwards.....	Surgeon	Council, Ida.	George B. Saviers.....	Surgeon	Sun Valley, Ida.
Bernard P. Strouth.....	Surgeon	Council, Ida.	Charles B. Beymer.....	Surgeon	Twin Falls, Ida.
George L. Routledge.....	Surgeon	Dillon, Mont.	Wallace Bond.....	Oculist and Aurist	Twin Falls, Ida.
LaGrande C. Larsen.....	Surgeon	Driggs, Ida.	Harwood L. Stowe.....	Surgeon	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon	Emmett, Ida.	Neal E. McCarthy.....	Surgeon	Vale, Ore.
Marion J. Kerns.....	Surgeon	Fairfield, Ida.	Harold F. Holsinger.....	Surgeon	Wendell, Ida.
Ward A. Rulien.....	Surgeon	Glenns Ferry, Ida.	Robert M. Coats.....	Surgeon	Weiser, Ida.
John H. Cromwell.....	Surgeon	Gooding, Ida.	Marion S. McGrath.....	Surgeon	Weiser, Ida.
Marion V. Klingler.....	Surgeon	Gooding, Ida.			
R. H. Wright.....	Surgeon	Hailey, Ida.			

WESTWARD							CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 14 June 22, 1963	FIRST CLASS									
401	19	11	105	457	17	25			12	458	106	18	20	26	402			
Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express			Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS											
			6.00	2.05		4.05	0.0	GRANGER	A 9.15		A12.42	A10.30						
			10.30	5.45		9.35		POCATELLO	4.00		8.55	5.20		A 9.15				
			11.15	5.55		10.35	1.45		3.30		8.45	4.45						
			2.15	8.25		2.00	5.40	GLENN'S FERRY	12.01		6.10	1.30		5.00				
			3.59	9.40		3.45	7.45	BOISE	10.15		5.00	11.50		2.40				
			6.35	11.40		6.25	10.45	M.T. HUNTINGTON	7.30		3.05	9.25		11.40				
			5.45	10.40		5.35	9.55	P.T. HUNTINGTON	6.20		2.05	8.15		10.25				
			8.25	1.05		8.20	12.45	LA GRANDE	3.45		11.40	5.35		7.20				
			10.47	3.11		11.00	3.15	PENDLETON	1.10		9.35	2.55		4.50				
								SPOKANE					A 7.00					
								AYER						4.30				
								WALLULA						3.18				
								HINKLE	12.20		8.55	2.05	2.35	3.50				
								THE DALLES	10.15		7.15	11.50	12.05	12.30				
								PORTLAND	8.10	A 9.15	5.30	9.45	10.00	10.10				
								TACOMA			5.52			1.15				
								SEATTLE			4.45			11.45				
									Daily	Daily	Daily	Daily	Daily	Daily				

(7.00) (9.30) (23.00) (18.25) (3.59) (26.55) (20.50) Thru Time (24.05) (4.30) (18.12) (23.45) (9.00) (22.05) (7.00)
26.2 39.0 40.8 51.0 46.0 34.9 34.8 Average speed per hour... 39.0 40.7 51.6 39.6 41.1 32.9 26.2

WESTWARD					CONDENSED TIME-TABLE										EASTWARD	
FIRST CLASS					Distance from McCammon	Time-Table No. 14 June 22, 1963	FIRST CLASS									
29	33	31	47	35			32	34	36	30	48					
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	STATIONS											
					0.0	MCCAMMON		A 5.40	A 2.55	A 4.45						
						POCATELLO		5.10	2.25	4.05						
					22.7			4.30	1.55	3.20						
					73.3	IDAHO FALLS	A 2.30	3.00	12.15	1.40						
					124.3	ASHTON	12.55		10.15		A 9.55					
					169.9	VICTOR					8.15					
					180.4	WEST YELLOWSTONE			7.30							
					285.8	BUTTE					7.30					
							Daily	Daily	Daily	Daily	Daily	Daily				

(9.00) (2.50) (1.35) (1.50) (7.20) Thru Time (1.35) (2.40) (7.25) (9.15) (1.40)
31.8 25.9 32.2 24.9 24.6 Average speed per hour... 32.2 27.5 24.3 30.9 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

Table with columns for Car Capacity, Time Freight, and Time Passenger for various train numbers (263, 251, 257, 277, 29, 11, 105, 33, 17, 35) and stations (RCS-IPWY, P, 112, 73, 115, 80, 121, 74, 125, COPTWXZ, PXY, WS 70 PW, ES 70 X, 94, 74, 112, 66, 124, 74, 120, 74, 88, 69, 78, 105, 124, 100, 73, 178, 108, 112, 225, 127, 112, 112, 103, 100, 27, CS 157, 90, WS 49, ES 88, RCS-COPTWYZ).

Time-Table No. 1

June 22, 1953

STATIONS

Table listing stations and train directions: DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, DN OPAL OW, FOLGER, WATERFALL, EAST KEMMERER YL, DN KEMMERER YL Z, MOYER JCT. YL, DN FOSSIL YL FI, NUGGET, ORR, SAGE, CARLSON, BECKWITH, PIXLEY, DN COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, DN-R MONTPELIER MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, DN SODA SPRINGS SD, ALEXANDER, TALMAGE, DN BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, DN LAVA HOT SPGS. XY, TOPAZ, DN McCAMMON YL MC, D INKOM KO, PORTNEUF, DN-R POCATELLO YL H-CA PO.

BLOCK SIGNALS

Double Track

Double Track

Double Track

Double Track

Summary table with columns for Thru Time and Average speed per hour for various train numbers.

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. 14

June 22, 1953

STATIONS

Table with columns for Mile Post, Time Freight, and Time Passenger for various train numbers (36, 12, 30, 106, 34, 18, 262, 278, 270, 264) and stations (DN-R GRANGER YL GN, DONOVAN, MOXA, HASSETT, NUTRIA, COSGRIFF, DN OPAL OW, FOLGER, WATERFALL, EAST KEMMERER YL, DN KEMMERER YL Z, MOYER JCT. YL, DN FOSSIL YL FI, NUGGET, ORR, SAGE, CARLSON, BECKWITH, PIXLEY, DN COKEVILLE CK, MARSE, BORDER, PEGRAM, HARER, DINGLE, DN-R MONTPELIER MX, PESCADERO, GEORGETOWN, CAVANAUGH, MANSON, ROSE, DN SODA SPRINGS SD, ALEXANDER, TALMAGE, DN BANCROFT YL BN, KINPORT, PEBBLE, BROXON, BLASER, DN LAVA HOT SPGS. XY, TOPAZ, DN McCAMMON YL MC, D INKOM KO, PORTNEUF, DN-R POCATELLO YL H-CA PO).

BLOCK SIGNALS

Double Track

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Summary table with columns for Thru Time and Average speed per hour for various train numbers.

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.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 1

June 22, 1953

STATIONS

Table with columns for train numbers (COPTWYZ, P, CS 153 P, 118 P, 145 PW, 120 P, 119 P, 119 PW, 110 P, 119 P, 101 200 CPWY, 119 P, 119 P, 119 PW, 119 P, 122 P, 119 P, 116 P, WS 121-115 ES 111-130 CPWY, 118 P, 117 60 PW, 120 P, 118 120 PWY, CS 120 WS 99 PY, CS 139 PWX, COPTWY) and rows for times at stations 29, 11, 105, 33, 17, 49, 25, 35.

Table listing stations and mileposts: POCATELLO YL (2.4), POCATELLO JCT. YL (8.0), MICHAUD (5.8), BANNOCK (8.4), AMERICAN FALLS (3.8), BORAH (7.8), QUIGLEY (5.9), WAPI (3.8), DEWOFF (7.5), HAWLEY (5.1), MINIDOKA (3.8), MAX (8.1), ADELAIDE (4.7), KIMAMA (6.7), SENTER (7.8), OWINZA (5.8), BESSLEN (4.6), DIETRICH (7.9), SHOSHONE (9.0), TUNUPA (6.7), GOODING (6.7), FULLER (6.3), BLISS (6.8), TICESKA (9.5), KING HILL (7.0), GLENN'S FERRY YL (159.9).

..... Thru Time (0.05) 28.8 (2.50) 56.4 (2.30) 64.0 (0.05) 28.8 (3.15) 49.2 (1.25) 41.4 (3.40) 43.6 (0.05) 28.8 Average speed per hour.....

For conditional stops to discharge or pick up revenue passengers.—See page 17. For stations not shown on schedule pages.—See page 17.

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Time Table No. 14

June 22, 1953

Mile Post

STATIONS

Table with columns for train numbers (POCATELLO YL, POCATELLO JCT. YL, MICHAUD, BANNOCK, AMERICAN FALLS, BORAH, QUIGLEY, WAPI, DEWOFF, HAWLEY, MINIDOKA, MAX, ADELAIDE, KIMAMA, SENTER, OWINZA, BESSLEN, DIETRICH, SHOSHONE, TUNUPA, GOODING, FULLER, BLISS, TICESKA, KING HILL, GLENN'S FERRY YL) and rows for times at stations 36, 30, 12, 106, 34, 18, 26, 50.

..... Thru Time (0.15) 9.6 (0.15) 9.6 (3.20) 45.9 (2.35) 61.9 (0.15) 9.6 (3.15) 49.2 (4.15) 37.6 (1.40) 35.1 Average speed per hour.....

For conditional stops to discharge or pick up revenue passengers.—See page 17. For stations not shown on schedule pages.—See page 17.

WESTWARD					THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS	FIRST CLASS				Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS				SECOND CLASS		
	257	105	17	25	11			106	18	26	12	2		
	Time Freight Daily	Streamliner Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily			Streamliner Passenger	Passenger	Mail and Express	Passenger	Time Freight		
STATIONS														
COPTWY	9.30AM	8.25PM	2.00PM	5.40AM	2.15AM	DN-R GLENN'S FERRY YL	373.8	As 6.10AM	A 1.20PM	A 4.45PM	A 11.50PM	A 11.15PM		
CS 110 PW	9.50	8.35	2.12	5.53	2.27	HAMMETT	382.7	5.59	1.06	4.18	11.33	10.55		
CS 123 PY	10.20	8.49	2.30	6.11	2.43	DN REVERSE YL RV	393.3	5.48	12.51	3.59	11.18	10.35		
71 PWY	10.32	8.56	2.42	6.25	2.56	DN MOUNTAIN HOME MZ	401.0	5.41	12.41	3.48	11.08	10.20		
149 P	10.40	9.01	2.48	6.31	3.01	SEBREE	407.5	5.36	12.33	3.37	10.59	10.12		
136 P	10.47	9.05	2.52	6.35	3.05	CLIFT	412.7	5.32	12.29	3.31	10.55	10.05		
IPWY	A 11.00AM	9.13	3.01	6.45	3.14	DN ORCHARD YL OD	423.0	5.24	12.20	3.20	10.46	9.50PM		
73 P		9.20	3.09 ²⁶	6.54	3.22	LEONE	B-430.3	5.17	12.11	3.09 ¹⁷	10.37			
73 P		9.25	3.15	7.00	3.28	BLACK'S CREEK	B-435.0	5.12	12.05PM	2.55	10.30			
59 P		9.31	3.21	7.06	3.34	SHAVER	B-441.7	5.06	11.58AM	2.48	10.23			
67 PWY	VIA KUNA LINE	9.40	3.35	7.30	3.50	DN BOISE YL BG	B-448.4	5.00	11.50	2.40	10.15	VIA KUNA LINE		
P			3.45	7.45	3.59	BOISE JCT.	B-450.7							
31 P		9.44	3.49	7.49	4.03	PERKINS	B-451.4	4.52	11.38	2.25	9.57			
29 P		9.47	3.52	7.52	4.06	BETTY	B-454.6	4.49	11.35	2.22	9.54			
74 P		9.50 ¹²	3.56	7.57	4.09	D MERIDIAN MD	B-457.3	4.46	11.32	2.19	9.50 ¹⁰⁵			
22 P		9.53	4.00	8.02	4.13	SONNA	B-460.7	4.43	11.29	2.14	9.37			
OPTWYZ	11.45AM	10.08	4.15	8.15	4.25 ¹⁰⁶	DN-R NAMPA YL AU-Q	456.6	4.36 ¹¹	11.20	2.05	9.27	A 8.20PM		
55 P	11.51	10.12	4.25	8.25	4.36	MOSS	460.8	4.24	11.03	1.45	9.10	8.10		
204 PW	11.58AM	10.17	4.40	8.40	4.55	DN CALDWELL YL CW	465.6	4.20	10.58	1.40	9.05	8.02		
122 P	12.03PM	10.20	4.44	8.44	5.00	ENROSE	469.2	4.16	10.50	1.29	8.57	7.57		
127 P	12.07	10.23	4.47	8.47	5.03	D NOTUS U	472.5	4.13	10.47	1.25	8.54	7.53		
160 P	12.18	10.30	4.58	8.57	5.10	DN PARMA MA	480.8	4.06	10.40	1.15	8.47	7.42		
108 PWY	12.28	10.37	5.09	9.08	5.19	DN NYSSA YL SY	488.4	3.59	10.33	1.05	8.39	7.35		
PY	12.40	5.17	9.16	5.28	5.28	MALHEUR JCT. YL	496.8		10.23	12.53	8.28	7.25		
ES 170 WS 252 OPY	12.50 ²⁰	10.48	5.25	9.25	5.35	DN ONTARIO YL ON	498.7	3.49	10.20	12.50 ²⁶⁷	8.25	7.15		
150 PWY	12.57	10.54	5.33	9.35	5.43	DN PAYETTE YL AY	502.5	3.43	10.10	12.33	8.15	7.01		
150 P	1.07	11.00	5.40	9.42	5.50	CRYSTAL	509.3	3.37	10.02	12.22	8.07	6.51		
107 PWY	1.17	11.08	5.50	9.55 ¹⁸	6.00	DN WEISER YL SR	515.9	3.31	9.55 ²⁵	12.15PM	8.00	6.41		
150 P	1.30	11.18	6.01	10.09	6.11	COBB	525.7	3.21	9.43	11.58AM	7.48	6.27		
160 P	1.44	11.28	6.11 ²⁰²	10.24	6.20	ROCK ISLAND	534.0	3.12	9.34	11.49	7.39	6.11 ¹⁷		
P						BLAKES JCT.	537.1							
OPTWYZ	A 2.10PM	A 11.40PM	A 6.25PM	A 10.45AM	A 6.35AM	DN-R HUNTINGTON YL HU	538.8	3.05AM	9.25AM	11.40AM	7.30PM	5.50PM		
	(4.40)	(3.15)	(4.25)	(5.05)	(4.20)			(3.05)	(3.55)	(5.05)	(4.20)	(5.25)		
	35.4	54.3	39.9	34.7	40.7			57.2	45.0	34.7	40.7	39.5		

WESTWARD		KUNA LINE		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS	Time-Table No. 14		Mile Post	SECOND CLASS
	257	June 22, 1953			262
	Time Freight Daily	STATIONS			Time Freight
122 IPWY	11.00AM	DN ORCHARD YL OD	423.0	A 9.40PM	
150 PW	11.15	OWYHEE	434.7	9.16	
150 P	11.30	D KUNA KA	446.7	8.48	
OPTWYZ	A 11.45AM	DN-R NAMPA YL AU-Q-D	456.6	8.20PM	
	(0.45)			(1.20)	
	44.8			25.2	

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

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

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

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

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

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

WESTWARD					FOURTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	SECOND CLASS	FIRST CLASS			Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS			SECOND CLASS				
	251	277	29	33			35	36	30	34	252	278		
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily			Passenger Daily	Passenger	Passenger	Passenger	Time Freight	Stock Special		
STATIONS														
P				11.35PM	10.45AM	1.20AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 3.05AM	A 4.15PM	A 7.10PM	A 10.25AM	
P	3.25PM	3.45AM	11.40	10.50	1.25	MONTANA JCT. YL	136.7	1.35	3.00	4.10	6.58	10.13		
124 P	3.31	3.51	11.45	10.54	1.29 ³⁰	TYHEE	140.4	1.29 ³⁵	2.55	4.06	6.51	10.06		
72 PW	3.39	3.59	11.50	11.02	1.35	D FORT HALL FH	145.7	1.16	2.47	4.00	6.43	9.58		
71 P	3.53 ³⁴	4.08	11.55PM	11.08	1.41	GIBSON	151.0	1.09	2.39	3.53 ²⁵¹	6.35	9.50		
ES 66 WS 80 CPWY	4.10	4.20	12.02AM	11.16	1.49	DN BLACKFOOT YL BF	158.1	12.53	2.21	3.38	6.20	9.35		
72 P	4.20	4.30	12.18	11.38	1.57	WAPELLO	164.0	12.46	2.14	3.31	6.05	9.20		
72 PW	4.28	4.38	12.23	11.47	2.03 ³⁰	D FIRTH FR	169.4	12.40	2.03 ³⁵	3.24	5.55	9.10		
PY						GOSHEN JCT.	169.8							
105 P	4.38	4.48	12.29 ³⁰	11.58AM	2.10	DN SHELLEY SY	175.5	12.29 ²⁰	1.52	3.15	5.45	9.00		
71 P	4.44	4.54	12.34	12.03PM	2.14	COTTON	179.3	12.22	1.47	3.08	5.38	8.53		
97 P	4.50	5.00	12.38	12.07	2.18	BACH YL	183.1	12.18	1.43	3.04	5.30	8.45		
COPTWYZ	5.25 ²⁵²	6.10	12.55	12.25PM	2.35AM	DN-R IDAHO FALLS YL IA	184.5	12.15AM	1.40	3.00PM	5.25 ²⁵¹	8.40		
51 P	5.45	6.30	1.04			PAYNE	191.2		1.20		4.40	7.50		
54 P	5.53	6.40	1.13 ³⁰			BASSETT	196.5		1.13 ²⁰		4.30	7.40		
54 PW	6.02	6.50	1.20			D ROBERTS AR	202.0		1.03		4.20	7.30		
54 P	6.11	7.00	1.26			TENNO	207.0		12.56		4.10	7.20		
49 P	6.20	7.10 ²⁷⁸	1.32			HAWGOOD	212.1		12.50		4.00	7.10 ²⁷⁷		
51 P	6.29	7.20	1.39			HAMER	217.5		12.43		3.50	6.55		
50 PY	6.39	7.32	1.46			CAMAS	223.1		12.35		3.40	6.45		
49 P	6.48	7.45	1.53			JONES	228.2		12.28		3.28	6.33		
51 106 PWY	7.15	8.20	2.01			DN DUBOIS YL BO	234.9		12.20		3.15	6.20		
49 P	7.33	8.38	2.11			HIGHBRIDGE	242.9		12.06AM		2.50	5.55		
49 P	7.45	8.50	2.22			D SPENCER RC	248.5		11.58PM		2.35	5.40		
52 PW	8.11	9.16	2.40			HUMPHREY	258.0		11.39		2.10	5.12		
61 PY	8.30	9.35	2.52			D MONIDA MO	264.7		11.29		1.50	4.45		
50 P	8.47	9.52	3.06			SNOWLINE	273.7		11.14		1.30	4.25		
OPWY	9.15 ³⁰	10.15	3.20 ²⁷⁸			DN-R LIMA YL RD	279.9		11.05 ²⁵¹		1.00	4.00 ²⁹		
47 P	11.15	11.50AM	3.45			D DELL DE	288.0		10.38		11.50AM	2.15		
48 P	11.30	12.05PM	3.53			KIDD	294.0		10.29		11.30	2.00		
78 P	11.50PM	12.27	4.15			DN ARMSTEAD AD	307.0		10.13		11.00	1.30		
48 P	12.04AM	12.42	4.25			GRAYLING	312.9		9.58		10.45	1.15		
64 P	12.19	12.57	4.36			BARRATTS	320.4		9.45		10.30	1.00		
64 CPWY	12.40 ²⁷⁸	1.30	4.50			DN DILLON YL DN	328.0		9.35		10.10	12.40 ²⁵¹		
36 P	12.55	1.43	5.00			BOND	334.4		9.20		9.41	12.16		
45 P	1.11	2.00	5.09			APEX	340.3		9.13		9.30	12.05AM		
47 PY	1.40	2.25	5.25			NAVY	348.7		8.57		9.12	11.47PM		
61 PW	2.10	2.55	5.40			D MELROSE VI	358.9		8.42		8.50	11.25		
37 P	2.30	3.15	5.51			QUINN	364.9		8.27		8.31	11.06		
39 P	2.45	3.30	6.03			D DIVIDE J	370.1		8.17		8.18	10.53		
65 P	2.55	3.40	6.13			WOODIN	374.3		8.09		8.07	10.42		
17 P	3.15	4.00	6.25			FELY	380.7		8.00		7.52	10.27		
60 P	3.26	4.12	6.34			BUXTON	384.6		7.53		7.40	10.15		
PWY	A 4.00AM	A 4.30PM	As 6.50AM			DN-R SILVER BOW YL SB	390.0		7.45PM		7.25AM	10.00PM		
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.														
	A 5.00 AM	A 9.00 PM	A 7.10 AM			DN BUTTE YL BY	397.0		7.30 PM		6.30 AM	9.30 PM		
			(261.0)					Daily	Daily	Daily	Daily	Daily		
	(13.35)	(17.15)	(7.35)	(1.40)	(1.15)			(1.25)	(7.35)	(1.15)				

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. 14 June 22, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
	CPTWZ	DN-R KEMMERER YL 2	0.0	70 PY	MOYER JCT. YL 4.8	0.0	53		GLENCOE JCT. YL 3.9	0.0	
		NO. KEMMERER JCT. YL 1.4	1.0	53	GLENCOE JCT. YL 4.5	4.8			ELKOL 3.9	3.9	
		NO. KEMMERER YL 2.7	2.4		BLAZON JCT. 3.7	9.3			(3.9)		
		PHOSPHATE YL 4.1	5.1	16	MINE NO. 8 YL 13.0	13.0					
22		QUEALY YL (9.2)	9.2		(13.0)						

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post
	STATIONS				STATIONS				STATIONS		
	53	GLENCOE JCT. YL 1.9	0.0		BLAZON JCT. 1.4	0.0	178 PWY	DN	SODA SPRINGS YL SD 1.8	0.0	
	55	GLENCOE (1.9)	1.9		RADIANT (1.4)	1.4	80		MONSANTO YL (Spur) 1.0	1.8	
							6		FORMATION (Spur) 2.8	2.8	
							6		PANTING 1.4	5.6	
							19 Y		CONDA 7.0	7.0	
									(7.0)		

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

WESTWARD ANNIS BRANCH EASTWARD			WESTWARD THOMAS BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post
	STATIONS				STATIONS		
	3	ANNIS JCT. 0.5	0.0		THOMAS JCT. 4.4	0.0	
	9	GRAYS (Spur) 2.1	0.5	12	THOMAS (Spur) 0.2	4.4	
		ANNIS (Spur) 2.8	2.8		END OF TRACK	4.6	
		(2.8)			(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		FIRST CLASS		Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS		SECOND CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	477 Local Freight Daily Except Sunday	491 Mixed Daily Except Sunday	31 Passenger Daily	35 Passenger Daily			32 Passenger	36 Passenger	492 Mixed	478 Local Freight			32 Passenger	36 Passenger	492 Mixed	478 Local Freight
	COPTWYZ	9.15AM	7.55AM	7.00AM	3.00AM	DN-R	IDAHO FALLS YL 3.0	0.0	A	2.30PM	A11.55PM	A	2.00PM	A	6.00PM	
	17 PY	9.25	A18.05AM	7.06	3.06		ORVIN YL 4.6	3.0		2.13	11.38		1.50		4.30	
	60 PW	9.40		7.14	3.12	D	UCON UN 6.3	7.6		2.05	11.30		1.40PM		4.20	
	54 P	10.05		7.25	3.23	D	RIGBY RG 4.3	18.8		1.55	11.20				4.05	
	36 W	10.20		7.31	3.29		LORENZO 2.9	18.1		1.48	11.12				3.45	
	28 P	10.40		7.36	3.33		THORNTON 5.3	20.7		1.43	11.08				3.35	
	67 P	11.10		7.46	3.43	D	REXBURG RX 3.8	26.0		1.35	11.00				3.15	
	51 P	11.25		7.53	3.48	D	SUGAR CITY SC 1.1	29.8		1.28	10.51				2.30	
	36 PY						HART 5.9	30.9								
	110 PWY	11.40AM		8.05	4.00	D	ST. ANTHONY YL SH 1.5	38.8		1.18	10.40		A10.50AM		2.05	
	P						BELT YL 4.5	38.3					10.40AM			
	43 P	12.05PM		8.15	4.08		CHESTER 3.2	42.8		1.07	10.27				1.25	
	46 COPWY	A12.30PM		8.35AM	4.45	DN-R	ASHTON YL HN 1.5	51.0		12.55PM	10.15				1.00PM	
							INGLING 5.7	52.5			9.56					
	28 P						WARM RIVER 8.7	58.2			9.35					
	22 P						GERRIT 8.8	68.9			9.07					
	22						ECCLES 4.9	75.7			8.52					
	15 P						ISLAND PARK 4.8	80.6			8.43					
	26 P						TRUDE 6.3	85.4			8.34					
	25 PWY						BIG SPRINGS 6.5	90.7			8.20					
	22 PY						REAS PASS 9.9	97.2			7.55					
	COPWY						D-R WEST YELLOWSTONE YL 1.5	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			(1.35) 32.2	(4.25) 24.2	(3.20) 14.3	(5.00) 10.2			

WESTWARD					TETON VALLEY BRANCH					EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 14 June 22, 1953	Mile Post	FIRST CLASS		SECOND CLASS		STATIONS	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight Daily Except Sunday		47 Passenger Daily				48 Passenger		482 Local Freight							
	46 COPWY	6.30AM		5.10AM	DN-R	ASHTON YL HN 0.0		A	9.55PM		A12.30PM					
	19	6.40		5.14		MARYSVILLE YL 1.8			9.45		12.15					
	33	6.55		5.22		GRAINVILLE 2.6			9.37		12.01PM					
	22 PW	7.10		5.28	D	DRUMMOND MD 2.6			9.32		11.50AM					
	13	7.25		5.36		FRANCE 4.4			9.24		11.33					
	33 P	7.35		5.44		LAMONT 8.0			9.18		11.23					
	21	8.08		6.09		FELT 10.6			8.55		10.50					
	22 PWY	8.23		6.20	D	TETONIA NA 10.6			8.47		10.35					
						DWIGHT 4.4			8.41							
	31	8.42		6.37	D	DRIGGS DI 8.4			8.33		10.02					
	19 PWY	A 9.05AM		A 7.00AM	D-R	VICTOR YL VR 8.4			8.15PM		9.30AM					
						(45.6)			Daily		Daily Except Sunday					
		(2.35) 17.6	(1.50) 24.9	..... Thru Time					(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		WESTWARD		EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
STATIONS											
CPWY	8.15AM	7.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM	17 PY		8.05AM	ORVIN	0.0
7	f 8.25	f 7.42	4.3 CLARKSON	4.3	f 2.00	f 3.42	23		f 8.15	2.3 LINCOLN	2.3
31	f 8.30	f 7.47	1.4 MORELAND	5.7	f 1.55	f 3.37	P			0.8 LINCOLN JCT.	3.1
			0.2 THOMAS JCT.	5.9			46 P		s 8.27	2.6 IONA	5.7
P	A 8.35AM	f 7.51	1.2 ABERDEEN JCT. YL	7.1	1.45PM	f 3.33	21 PW		s 9.05	10.7 RIRIE RK	16.4
33 PW		f 8.24	13.0 TABER	20.1		f 3.00	11 P		f 9.18	5.0 BYRNE	21.4
35 PY		f 9.15	19.6 SCOVILLE	39.7		f 2.10	11 P		f 9.30	4.2 JENSON	25.6
37 PWY		s 10.05	19.4 ARCO YL RO	59.1		s 1.20	23 P		f 9.40	2.6 WALKER	28.2
21 P		s 10.27	7.6 MOORE	66.7		s 12.48	40 P		f 9.52	4.2 PARKINSON	32.4
10		s 10.45	5.9 DARLINGTON	72.6		s 12.30	11 P		f 9.58	1.9 MOODY	34.3
5		s 11.00	4.7 LESLIE	77.3		s 12.15PM	12 P		s 10.20	3.8 NEWDALE NE	38.1
68 PWY		A 11.25AM	8.0 MACKAY YL MY	85.3		11.50AM	P		A 10.40AM	6.3 BELT YL	44.4
			(85.3)							(44.4)	
	(0.20)	(3.55)	..... Thru Time	(0.35)	(4.05)				(2.35)	..... Thru Time	
	21.3	21.7	..... Average speed per hour	12.2	20.9				17.2	..... Average speed per hour	

WESTWARD		ABERDEEN BRANCH		EASTWARD		WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 14 June 22, 1953	Mile Post
	421	422			421	422					
	Mixed	Mixed			Mixed	Mixed					
STATIONS											
P	8.35AM	ABERDEEN JCT. YL	0.0	A 1.45PM	60 PW		D-R UCON	UN	0.0	A 1.40PM	
32	f 8.48	4.3 ROCKFORD	4.3	f 1.30	22 P		8.8 LEWISVILLE		8.8	f 1.10	
17	f 8.53	1.6 LIBERTY	5.9	f 1.20	50 P		1.7 MENAN MN	10.6	s 1.00		
32 P	s 9.13	4.3 PINGREE PG	10.2	f 12.58			1.0 ANNIS JCT.	11.6			
31 P	f 9.33	6.3 SPRINGFIELD	16.6	f 12.40	51 PW		13.5 PLANO	25.0	f 12.12		
17 P	s 9.50	3.2 STERLING	19.7	s 12.25PM	18		1.7 EDMONDS	26.7	f 12.05PM		
8		6.3 FINGAL	26.0		11 P		2.6 EGIN	29.3	f 11.56AM		
37 PWY	A 10.25AM	2.2 ABERDEEN YL BN	28.2	11.50AM	32		2.3 HEMAN	31.6	f 11.46		
		(28.2)			19 P		1.9 PARKER	33.5	f 11.40		
	(1.50)	..... Thru Time	(1.55)		110 PWY		5.2 ST. ANTHONY YL SH	38.7	11.15AM		
	15.4	..... Average speed per hour	14.7				(38.7)				
									(2.25)		
									16.0		

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

WESTWARD		TWIN FALLS BRANCH				EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 14 June 22, 1953	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				
STATIONS														
101	CPWY	12.20PM	3.00AM	3.45PM	5.20AM	DN-R	MINIDOKA YL	RT	0.0	A 2.45PM	A 9.15PM	A 11.00AM	A 1.30AM	
73	P	12.35	3.17	f 3.58	f 5.33	DN-R	ACEQUIA		8.2	f 2.20	f 8.58	10.35	11.10PM	
94	OPWY	12.50	3.40	s 4.12	s 6.05	DN-R	RUPERT YL	MS	13.5	s 2.10	s 8.50	10.20	10.55	
32	P	1.01	3.52	s 4.20	s 6.15		HEYBURN		19.6	s 1.55	f 8.34	10.05	10.40	
59	68	PWY	1.15	4.10	s 4.30	s 6.32	DN	BURLEY YL	BU	21.7	s 1.50	s 8.30	10.00	10.35
76	P	1.37	4.20	f 4.37	f 6.39		STARRH'S FERRY		25.8	f 1.37	f 8.16	9.45	10.15	
58	P	1.50	4.35	f 4.47	f 6.51		MILNER		33.5	f 1.25	f 8.04	9.30	10.00	
16	P			f 4.50	f 6.54		PARSONS		35.5	f 1.20	f 8.01			
71	PW	2.05	4.50	s 4.58	s 7.04	D	MURTAUGH	MU	41.4	s 1.10	s 7.52	9.15	9.45	
53	P	2.15	4.59	5.04	7.10		BICKEL		45.1	1.02	7.44	9.05	9.35	
23							BILLS		49.0					
41	P	2.30	5.10	s 5.11	s 7.18	D	HANSEN	NS	49.7	s 12.54	s 7.37	8.55	9.25	
60	P	2.43	5.18	s 5.19	s 7.26	D	KIMBERLY	KY	53.3	s 12.43	s 7.27	8.45	9.15	
31	P			5.24	7.31		McMILLAN YL		56.4					
	COPWYZ	A 4.00PM	A 7.00AM	5.30	7.40	DN-R	TWIN FALLS YL	NA	58.9	12.30	7.15	8.30AM	9.00PM	
				5.35	7.50		CURRY		63.3	f 12.15	f 6.50			
42				f 5.42	f 7.57		FILER	FR	65.9	s 12.10	s 6.45			
60	P			f 5.47	s 8.02		PEAVEY		68.5	f 12.03PM	f 6.40			
				f 5.51	f 8.06		CEDAR		71.3	f 11.59AM	f 6.35			
				f 5.55	f 8.10		BUHL YL	BO	73.8	11.55AM	6.30PM			
							(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday	
		(3.40)	(4.00)	(2.15)	(3.00)	..... Thru Time	(2.50)	(2.45)	(2.30)	(4.30)			
		16.1	14.7	32.8	24.6	..... Average speed per hour	26.0	27.0	23.6	13.1			

WESTWARD		OAKLEY BRANCH		EASTWARD		WESTWARD		RAFT RIVER BRANCH		EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14 June 22, 1953		Mile Post	Time-Table No. 14 June 22, 1953		Mile Post	Time-Table No. 14 June 22, 1953		Mile Post	Time-Table No. 14 June 22, 1953			
	STATIONS			STATIONS			STATIONS			STATIONS			
	59	68		PWY	DN-R		BURLEY YL	BU		0.0	59	68	PWY	DN-R	BURLEY YL	BU	0.0
28				4.3 BEETVILLE		4.3	34				3.1 UNITY		3.1
23				0.9 PELLA		5.2	15				1.6 EVANS (Spur)		4.7
23				11.1 TROUT		16.3	22				3.1 SPRINGDALE		6.0
60				1.5 MARION		17.8	16				3.1 DECLO		9.1
12				1.6 WARR		19.4							
20	Y		D-R	OAKLEY	OA	21.8							
				(21.8)							(9.1)		

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

WESTWARD		WELLS BRANCH			EASTWARD		WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14			Mile Post		
	439	June 22, 1953				440		June 22, 1953					
	Mixed	STATIONS				Mixed		STATIONS					
		COPWYZ	7.00PM	DN-R	TWIN FALLS YL NA	0.0		94	OPWY	DN-R	RUPERT YL MS	0.0	
		31	f 7.25		BERGER	10.9		34	P		MYERS YL	4.4	
		26	s 7.45		HOLLISTER	19.4		36	P	D	PAUL YL DJ	5.9	
		9	f 7.54		AMSTERDAM (Spur)	23.2		20			BUDGE	7.9	
		21	s 8.10	D	ROGERSON RG	28.8		54			SCHODDE	15.9	
		38	f 8.35		METEOR	38.7		21			McHENRY	19.8	
		34	f 9.05		IDAVADA	50.1		22	D		HAZELTON AZ	24.0	
		34	f 9.19		DELAPLAIN	56.1		23			BLACK	26.9	
		34	f 9.35		SAN JACINTO	60.7		63	W	D	EDEN DX	28.1	
		34	s 9.55		CONTACT	68.8		54			PERRINE	34.8	
		33	f 10.10		HENRY	75.1		12			SUGAR LOAF	38.3	
		33	f 10.40		SHORES	86.7		25			FALLS CITY	40.6	
		48	f 11.00		WILKINS	93.6		10			BARRYMORE	42.6	
		37	f 11.10		HERRELL	97.3		54	OWY	DN	JEROME YL JO	47.9	
		44	s 11.30		SUMMER CAMP	102.5		54	D		WENDELL ND	56.7	
		44	f 11.50PM		MELANDCO	108.9		17			KING	58.1	
		35	f 12.05AM		TOWN CREEK	116.1		54			TUTTLE	66.2	
					WELLS YL HU	123.4		118	PWY	D-R	BLISS YL IS	73.6	
					(123.4)			120			BLISS YL IS	73.6	
					(5.30) Thru Time	(5.30)					(73.6)		
					22.4 Average speed per hour	22.4							

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14			Mile Post		
	441	June 22, 1953				442		June 22, 1953					
	Mixed	STATIONS				Mixed		STATIONS					
		WS 121-115 ES 111-130	6.00AM	DN-R	SHOSHONE YL X	0.0		39	PWY	D-R	RICHFIELD YL FK	0.0	
		3	f		MARLEY	10.9		10			RAWSON	4.5	
		39	s 6.35	D-R	RICHFIELD YL FK	15.3		31			BURMAH	9.4	
		29	f 6.50		PAGARI	21.7		42	P		MAGIC	21.5	
		27	f 7.10		TIKURA	29.7		32	P		MACON	31.2	
		59	s 7.30	D	PICABO XN	37.3		32	P		BLAINE	34.0	
		6	f 7.40		HAY	41.8		7			RANDS	36.8	
		10	f 7.45		GANNETT	44.3		17			SELBY	39.7	
		30	s 8.05		BELLEVUE	52.1		42	PW	D	FAIRFIELD FD	43.8	
		17	s 8.16	D	HAILEY RI	57.2		32			CORRAL	51.7	
		22	f 8.22		BARITE	60.0		60	WY	D-R	HILL CITY YL HC	57.8	
		13	f 8.40		TRIUMPH	67.6					(57.8)		
		30	W Loop	A	8.45AM	D-R	KETCHUM YL KU	69.4					
					(69.4)								
					(8.45) Thru Time	(8.15)							
					25.2 Average speed per hour	21.4							

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		HOMESTEAD BRANCH			EASTWARD		WESTWARD		HOMEDALE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14			Mile Post		
	439	June 22, 1953				440		June 22, 1953					
	Mixed	STATIONS				Mixed		STATIONS					
		P			BLAKES JCT.	0.0		168	PWY	DN-R	NYSSA YL SY	0.0	
		4	P		HOME (Spur)	14.0		19			OVERSTREET	8.1	
		10			MINERAL (Spur)	15.3		20			ADRIAN	10.6	
		2			STILL (Spur)	16.2		32			NAPTON	16.9	
		15			STURGILL (Spur)	27.1		62	PWY	D	HOMEDALE YL HR	24.4	
		34	PT		D-R ROBINETTE YL RQ	32.9		19			CLAYTONIA	31.0	
					(32.9)			19	OPY	D-R	MARSING YL MR	33.1	
					(33.1)								

WESTWARD		PAYETTE BRANCH			EASTWARD		WESTWARD		WILDER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14			Mile Post		
	483	June 22, 1953				484		June 22, 1953					
	Mixed	STATIONS				Mixed		STATIONS					
		92	OPWY	6.00AM	DN-R	PAYETTE YL AY	0.0		204	PW	DN-R	CALDWELL YL CW	0.0
		18	f	6.20		EFFIE	3.9		40			SIMPLON YL	2.5
		27	P	s	6.30	D	FRUITLAND FU	5.1		21		WEITZ YL	3.7
					6.40		BUCKINGHAM	6.8		26		DOLES YL	5.1
		30	P	s	7.00	D	NEW PLYMOUTH NP	11.1		9		GREENLEAF (Spur)	7.0
		11	f	7.27		LETHA	21.0		13		ALLEDALE	9.7	
		96	PWY	A	7.50AM	D-R	EMMETT YL MF	29.7		43		WILDER YL WR	11.5
					(29.7)						(11.5)		
					(1.50) Thru Time	(1.45)							
					16.2 Average speed per hour	16.8							

WESTWARD		STODDARD BRANCH			EASTWARD		WESTWARD		BOISE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 14			Mile Post		
	439	June 22, 1953				440		June 22, 1953					
	Mixed	STATIONS				Mixed		STATIONS					
		OPTWYZ			DN-R	NAMPA YL AU-Q	0.0		P		BOISE JCT.	0.0	
		17			DEAL	4.4		22			FAIR GROUNDS YL	1.1	
		44			BOWMONT	8.9			PTWZ	D-R	BOISE FREIGHT YL BD	3.2	
		28			MELBA	14.6		10			PENITENTIARY SPUR	5.0	
		54			STODDARD	17.1		10			VERNON (Spur)	6.3	
					END OF TRACK	20.0					BARBER	8.4	
					(20.0)						(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	Time-Table No. 14	Mile Post	SECOND CLASS
	485 Mixed	June 22, 1953		486 Mixed
	Daily Except Sunday			
	STATIONS			
OPTWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	2.35PM
		IDA. NOR. JCT. YL	0.7	
49	8.40	FISCHER	2.4	2.25
14	9.00	MIDDLETON	9.3	2.10
15	9.20	JENNESS	18.9	1.40
96 PWY	10.20	D-R EMMETT YL MF	27.0	1.10
42	10.40	PLAZA	31.8	12.55
43 P	11.20	MONTOUR	41.1	12.20PM
32 P	11.55AM	D HORSESHOE BEND HB	49.7	11.55AM
32	12.20PM	GARDENA	55.1	11.35
35 OPTW	1.20	D BANKS YL AB	64.1	11.10
25 PW	2.10	BIG EDDY	75.4	10.25
31 PWY	3.00	SMITHS FERRY YL	83.0	9.55
15 P	3.35	CABARTON	92.7	9.20
32 W	3.45	BELVIDERE	95.5	9.11
32 PY	4.30	D CASCADE YL CD	99.2	9.00
31	5.00	ARLING	111.0	8.00
33 W	5.30	D DONNELLY FY	119.4	7.35
14	5.45	NORWOOD	124.7	7.22
32 OPWY	6.15PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
(9.45)	Thru Time		(7.35)	
13.8	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. 14	Mile Post		
	June 22, 1953			
	STATIONS			
107 OP	DN-R WEISER YL SR	0.0		
130 TWY	REBECCA	6.0		
12	CONCRETE	19.1		
48	D MIDVALE MI	31.8		
23 P	CAMBRIDGE RA	40.5		
35 P	GOODRICH	49.8		
3 W	MESA	56.6		
12	D-R COUNCIL YL CN	60.2		
59 OPWY	HOOVER YL	61.6		
7	GLENDALE	72.0		
6	WOODLAND	80.0		
15 W	RUBICON YL	84.1		
43	D-R NEW MEADOWS YL DS	89.7		
45 PWY				
	(89.7)			

WESTWARD OREGON EASTERN BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 14	Mile Post	SECOND CLASS
	459 Mixed	June 22, 1953		460 Mixed
	Daily Except Sunday			
	STATIONS			
ES 170 OP	1.00PM	DN-R ONTARIO YL ON	0.0	4.00PM
WS 252 WY		MALHEUR JCT. YL	1.9	3.40
PY	1.10	CAIRO	3.7	3.35
14	1.15	LUSE	6.9	3.25
38	1.25	MALLETT	10.0	3.15
24	1.35	D-R VALE YL VA	15.5	3.00
134 PWY	1.55	HOPE	23.5	2.20
46	2.20	LITTLE VALLEY	34.8	1.50
52	2.50	HARPER	42.0	1.25
53 P	3.15	NAMORF	51.2	12.55
50	3.40	JONESBORO	62.2	12.28PM
27	4.07	D JUNTURA JN	73.6	11.50AM
53 PWY	4.40	LONG	86.6	11.10
50	5.25	RIVERSIDE	92.7	10.50
49 PW	5.50	DUNNEAN	102.8	10.25
31	6.15	VENATOR	110.2	10.05
30 PW	6.40	CIRCLE BAR	117.9	9.45
30	7.00	CRANE	126.6	9.15
31 PW	7.30	REDESS	143.5	8.32
31	8.20	BURNS YL BR	156.8	8.00AM
23 OP WYZ	9.00PM			Daily Except Sunday
		(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. 14	Mile Post		
	June 22, 1953			
	STATIONS			
134 PWY	D-R VALE YL VA	0.0		
20	LANCASTER (Spur)	11.4		
29	JAMIESON	17.3		
31 PWY	BROGAN YL	23.3		
	(23.3)			

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

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Ketchum Branch			
Leefe	64.8	Spur 2.4 Mi. PY	Both	Priest	33.9	{ 7	East
Onyx	197.5	13 P	West	Gimlet	63.2	{ 7	West
Inkom Ballast Quarry	202.9	140 P	East			32	East
Second Subdivision				Payette Branch			
Don	219.6	{ 43 PX	Both	Ingard	3.3	8	Both
Schiller	226.5	{ 72	Both	Falks	17.2	5	East
Coates	369.5	11 P	Both	Little Rock	18.9	9	Both
Sand Bank	370.9	8 P	West	Stoddard Branch			
		42 PX	Both	Westma	11.6	9	East
Third Subdivision				Idaho Northern Branch			
Hillcrest	B-445.1	14 P	Both	Maddens	6.1	5	East
Apple Valley	485.9	26	Both	Josephson	12.6	12	Both
Arcadia	491.7	45 P	Both	Amsco	13.6	12	Both
Washoe Spur	500.9	32	West	Bramwell	22.2	5	East
Wood	506.2	10	Both	Black Canyon	33.0	5	East
Feltham	512.7	23	Both	Archabal	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck	138.2	36	Both	Lawen	138.4	3	East
Mitchell	176.9	17	Both	New Meadows Branch			
Red Rock	302.8	25 W	Both	Presley	11.7	9	Both
Rock	314.6	62	Both	Diamond	26.7	4 W	West
Dalys	316.4	14 P	Both	Tamarack	81.9	29	Both
Glen	347.8	8	West				
Maiden Rock	366.0	{ 12	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	22.3	{ 6	East				
Fox Creek	42.3	{ 6	Both				
Mackay Branch							
Collins	2.1	10	West				
Aiken	3.8	{ 10	Both				
		{ 10	East				
Cerro Grande	35.5	None	None				
West Belt Branch							
Coltman	2.8	19 P	East				
Grant	4.8	18 P	East				
Barlow	7.0	17	East				
Midway	9.4	{ 31	Both				
Pyke	35.3	{ 19	West				
		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				
Hunt	31.5	8	Both				
Haytown	44.7	4	Both				
Hydra	45.8	7	Both				
Appleton	52.9	12	Both				

- (1) Flag stop for Nos. 29-30.
- (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. 441-442.
- (6) Flag stop for Nos. 483-484.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track.			30
Inspection bus cars.		40	40	On curves.			25
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			20
When caboose is handled in train consisting of passenger train equipment.		60		On other branch lines.			15
Within yard limits— Protected by continuous block signal system.	60	50	25	Jordan spreaders and other machines of spreader type, when in operation.			15
Not protected by continuous block signal system. On branch lines.	50 30	40 30	25 15	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 25 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 40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 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 switches, except at Reverse, Blaser and Pescadero.	20	20	20
3700 and 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. (Slower speed must be observed where conditions require.)			15
0-6-0 and 0-8-0 type yard engines.		20	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	Cokeville Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 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. 12.1 and 12.3.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Between M.P. 96.7 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 16.4.	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. 18.1 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. 21.1 and 21.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 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. 125.1 and 125.3.	70	60	50	M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.8 and 126.7.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	25
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 181.7.	70	60	50
Between M.P. 35.5 and 38.9.	50	40	25	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 181.8 and 183.1.	60	50	40
Kemmerer 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	5	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	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 135.8.	70	60	50	Between M.P. 186.1 and 187.3.	50	40	30
Between M.P. 49.2 and 49.4.	40	35	25	Manson Between M.P. 138.6 and 139.3.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Rose Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 188.1 and 190.3.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	McCammon Between M.P. 192.4 and 192.7.	60	50	40
Orr Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	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. 200.5 and 201.1.	60	50	40
				Between M.P. 148.0 and 148.3.	70	60	50	Between M.P. 202.3 and 202.5.	60	50	40
								Between M.P. 207.2 and 208.4.	70	60	50
								Pocatello Within platform limits of pas- senger depot.	6	6	6

SECOND SUBDIVISION

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

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.4 and B-440.4.	50	40	25	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Between M.P. 484.5 and 485.0.	70	60	
Between M.P. 378.6 and 379.3.	45	40	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Washoe Spur With 5000 class engines.			5
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-450.5 and B-451.0.	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 390.6.	60	50	40	Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Mountain Home Over street crossings.	25	25	25	Nampa Between passenger depot and M.P. 466.3.	15	15	15	Between M.P. 526.4 and 535.9.	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. 535.9 and 539.0.	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-434.3.	60	50	40	Kuna Line Orchard Between M.P. 428.4 and 429.0.	60	50	40	Kuna Between M.P. 447.5 and 450.8.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Kuna Between M.P. 447.5 and 450.8.	60	50	40	Between M.P. 456.3 and passenger depot, Nampa.	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	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jet. and Idaho Falls.	70	50	Hamer Between M.P. 218.3 and 218.5.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
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 Jct. Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 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. 343.5 and 345.8.	35	25
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 351.4.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
Shelley Over streets and alleys.	30	30	Between M.P. 258.6 and 259.2.	45	35	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 269.7 and 269.9.	40	30	Curve M.P. 366.4 with 5000 and 5300 class engines.	10	10
Between M.P. 187.4 and 188.6.	40	30	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 190.7 and 191.0.	45	35	Snowline Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Roberts Between M.P. 205.4 and 206.0.	50	40	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30
Tenno Between M.P. 208.4 and 210.2.	50	40	Westward within yard limits.	25	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
			Between M.P. 308.9 and 310.3.	35	25	Feely Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3800, 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
Wool Branch. Maximum speed.	15	Conda Branch. Maximum speed.	15		

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	Teton Valley Branch Maximum speed.	35	25	Bellevue, over streets and alleys.	12	12
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between Hailey and Ketchum, over truss bridges.	15	15
Mackay On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 63.1 and 64.6.	30	20
Thomas Branch Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
Aberdeen Branch Maximum speed.		25	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Goshen Branch Maximum speed.		25	3500 and 3800 class engines.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Light MacArthur type engines.		20	Rupert, on west leg of wye.	10	10	Boise Branch Between Boise Jct. and Boise Freight.		25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, over streets and alleys.	12	12	Between Boise Freight and Barber.		15
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, within city limits.	20	20	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, over street crossings.	12	12	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Kimberly, within city limits.	40	40	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		5
St. Anthony, over highway crossing just west of depot.	8	8	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
Between M.P. 55.4 and 55.7.	20	15	North Side Branch Maximum speed.		30	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	Heavy MacArthur type engines.		15	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Between M.P. 30.0 and 30.5.		20	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, over street crossings.		12	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
East Belt Branch Maximum speed.		25	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, over street crossings.		12	Wilder Branch Maximum speed.		25
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Wells Branch Maximum speed.		30	Between M.P. 31.1 and 36.1.		25
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 45.9 and 53.3.		25
West Belt Branch Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Between M.P. 69.6 and 71.6.		25
Truss bridges.		15	Between M.P. 91.1 and 91.4.		25	Between Herrell and Melandco.		20
Annis Branch Maximum speed.		15	Between M.P. 91.1 and 91.4.		25	Wells yard.		15
			Between M.P. 91.1 and 91.4.		25	Ketchum Branch Maximum speed.	40	30
			Between M.P. 91.1 and 91.4.		25	Bridge 16.04 with MacArthur type engines.	15	15
			Between M.P. 91.1 and 91.4.		25	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	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
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	Engines running backwards.		10
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25 20	Homestead Branch Maximum speed, watch for rocks.		20
Bridge 106.14.		15				On curves.		15

SYMBOLS AND ABBREVIATIONS

(Rules 6 and 6(A))

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.....	Engineermen's Register Room	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Jerome.....	Telegraph Office	Rupert.....	Telegraph Office
Kemmerer.....	Telegraph Office	Shoshone.....	Telegraph Office
Ketchum.....	Telegraph Office	Silver Bow.....	Telegraph Office
Lima.....	Telegraph Office	Twin Falls.....	Telegraph Office
Marsing.....	Telegraph Office	Twin Falls.....	Freight Office
McCall.....	Telegraph Office	Weiser.....	Telegraph Office
Minidoka.....	Telegraph Office	Wells.....	Telegraph Office
Montpelier.....	Telegraph Office	West Yellowstone.....	Telegraph Office
Montpelier.....	Engineers' Register Room		

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