

MAP OF THE
SOUTH-CENTRAL DISTRICT
IDAHO DIVISION
CORRECTED TO OCT. 1, 1936

SCALE OF MILES
0 10 20 30 40 50



IDAHO DIVISION

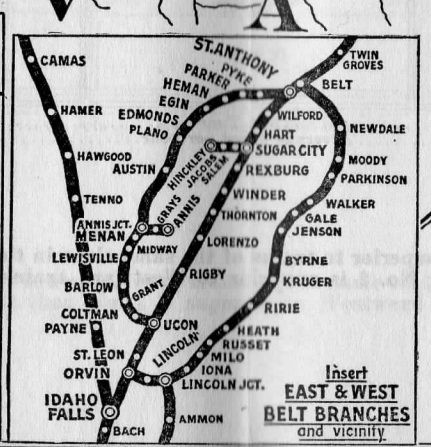
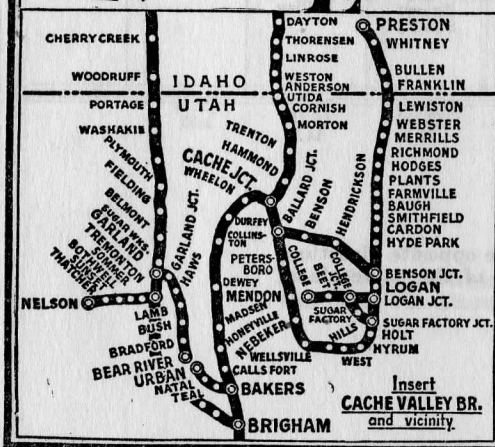
- FIRST SUBDIVISION
- SECOND SUBDIVISION
- THIRD SUBDIVISION
- FOURTH SUBDIVISION
- AND BRANCHES

**TIME-TABLE
No. 148**

**Effective Sunday,
January 14, 1940**
at 12:01 A. M. Mountain Time



FOR EMPLOYEES ONLY



Insert
EAST & WEST
BELT BRANCHES
and vicinity.

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
J. R. NILSSON	Chief Surgeon	Omaha	All.
J. C. Landenberger	District Surgeon	Salt Lake City	Central District.
R. C. Stratton	Surgeon	Green River	Green River to Granger.
J. R. Newnam	Surgeon	Kemmerer	Granger to Cokerille.
E. B. Hecht	Surgeon	Cokeville	Montpelier to Kemmerer.
H. H. King	Surgeon	Montpelier	Cokeville to McCammon.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to McCammon.
C. O. Moore	Surgeon	Paris	Paris to Montpelier.
Ellis Kackley	Surgeon	Soda Springs	Montpelier to McCammon.
G. G. Fitz	Surgeon	Bancroft	Soda Springs to McCammon.
E. N. Roberts	Division Surgeon	Pocatello	All.
J. Clothier	Eye, Ear, Nose, Throat	Pocatello	Blackfoot to American Falls and McCammon.
J. R. Young	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
W. W. Brothers	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
E. S. Borenmyer	Surgeon	Pocatello	Blackfoot to American Falls and McCammon.
V. G. Logan	Surgeon	American Falls	Pocatello to Shoshone.
Oscar L. Teschin	Surgeon	American Falls	Minidoka to Michaud.
C. W. Dill	Surgeon	Shoshone	Shoshone.
F. H. Howard	Surgeon	Shoshone	Minidoka to Bliss.
J. H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
J. W. Davis	Surgeon	Glenns Ferry	Shoshone to Mt. Home.
T. E. Evans	Surgeon	Mountain Home	Orchard to Glenns Ferry.
T. C. Horton	Surgeon	Nampa	West of Shoshone.
R. L. Rodwell	Surgeon	Nampa	Orchard to Caldwell, Boise, and Murphy to Middleton.
G. E. Shawhan	Eye, Ear, Nose, Throat	Nampa	West of Shoshone.
C. M. Kaley	Surgeon	Caldwell	Nampa to Nyssa.
David G. Duncan	Surgeon	Huntington	Weiser to Huntington and Robinette.
J. J. Sarazin	Surgeon	Nyssa	Parma to Ontario and Marsing.
Wm. J. Weese	Surgeon	Ontario	Nyssa to Payette.
L. R. Woodward	Surgeon	Payette	Weiser, Ontario, Fruitland.
Robert M. Coats	Surgeon	Weiser	Huntington to Payette.
R. T. Whiteman	Surgeon	Cambridge	Vicinity of Cambridge.
A. S. Thurston	Surgeon	Council	Vicinity of Council.
W. A. Koelsch	Surgeon	Boise	Orchard to Nampa via Boise.
A. C. Jones	Surgeon	Boise	Orchard to Nampa.
W. D. Springer	Surgeon	Boise	Orchard to Nampa.
G. G. Espe	Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
F. H. Kenagy	Surgeon	Rupert	Minidoka to Heyburn and Eden.
S. Hopper	Surgeon	Hazelton	Rupert to Bliss.
C. B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Wells.
J. W. Wurster	Surgeon	Buhl	Buhl to Twin Falls.
A. C. Olmsted	Surgeon	Wells	Wells Branch.
C. F. Zeller	Surgeon	Jerome	Rupert to Bliss.
W. A. Rulien	Surgeon	Wendell	Bliss to Jerome.
R. H. Wright	Surgeon	Halley	Ketchum Branch.
J. L. Reynolds	Surgeon	Emmett	Banks, Middleton to New Plymouth.
R. C. Ward	Surgeon	Cascade	Emmett to McCall.
D. S. Numbers	Surgeon	McCall	Idaho Northern Branch.
C. R. Walker	Surgeon	Vale	Ontario to Crane.
W. G. Homan	Surgeon	Burns	Burns to Crane.

Time Inspectors are located as shown below:

NAME	TITLE	PLACE	TERRITORY
THE BALL RAILROAD TIME SERVICE	Chicago, Ill.		
R. V. Owens	General Supervisor of Time Service	Chicago, Ill.	
Green River	N. F. Dudley	Omaha	
Kemmerer	F. E. Curtis	Chicago, Ill.	
Montpelier	E. R. Kammerath	Chicago, Ill.	
Pocatello	Parry Harrison	Chicago, Ill.	
Shoshone	Nate Morgan	Jewelry Co.	
Glenns Ferry	A. E. Vredenburg	Chicago, Ill.	
Caldwell	D. W. Martin	Chicago, Ill.	
Paris	Gills	Jewelry Store	
Nampa	A. T. Bullock	Chicago, Ill.	
Boise	Lester Hamilton	Chicago, Ill.	
Emmett	Wright and Glover	Chicago, Ill.	
Ontario	Smith Jewery	Chicago, Ill.	
Payette	F. Earl Wyckoff	Chicago, Ill.	
Weiser	Chas. A. Braun	Chicago, Ill.	
Huntington	C. H. Logan	Chicago, Ill.	
Rupert	Scholer	Jewelry Store	
Burley	G. H. Scholer	Chicago, Ill.	
Twin Falls	R. L. Roberts	Chicago, Ill.	
Buhl	Harry Wilson	Chicago, Ill.	

Standard clocks are located as shown below:

NAME	TITLE	PLACE	TERRITORY
Granger	Telegraph Office		
Kemmerer	Telegraph Office		
Montpelier	Engineers' Register Room		
Montpelier	Telegraph Office		
McCammon	Telegraph Office		
Pocatello	East End Yardmaster's Office		
Pocatello	Dispatcher's Office		
Pocatello	Passenger Conductors Register Room, Passenger Station		
Pocatello	Yard Telegraph Office		
Pocatello	Engineers' Wash Room		
Pocatello	Crew Dispatcher's Office		
Pocatello	West End Yardmaster's Office, Gould Street		
Minidoka	Telegraph Office		
Shoshone	Telegraph Office		
Bliss	Telegraph Office		
Glenns Ferry	Telegraph Office		
Glenns Ferry	Roundhouse Register Room		
Nampa	Telegraph Office		
Nampa	Yard Office		
Nampa	Round House Office		
Nampa	Dispatcher's Office		
Nampa	Telegraph Office		
Ontario	Telegraph Office		
Payette	Telegraph Office		
Weiser	Telegraph Office		
MacGregor	Telegraph Office		
Huntington	Yard Office		
Huntington	Telegraph Office		
Boise Freight	Telegraph Office		
Boise Freight	Roundhouse Office		
Burley	Telegraph Office		
Twin Falls	Telegraph Office		
Twin Falls	Freight Office		
Buhl	Telegraph Office		
Wells	Telegraph Office		
Ketchum	Telegraph Office		
Emmett	Telegraph Office		
McCall	Telegraph Office		
Burns	Telegraph Office		
New Meadows	Telegraph Office		

W. H. GUILD, General Manager
G. L. WHIPPLE, General Superintendent Transportation

E. C. MANSON, Assistant General Manager

F. C. PAULSEN, General Supt. Salt Lake City, Utah
R. E. TITUS, Superintendent Pocatello, Idaho
J. W. MYERS, Ass't Superintendent Pocatello, Idaho
L. A. COLLINS, Ass't Superintendent Nampa, Idaho
H. A. McDANIEL, Trainmaster Pocatello, Idaho
 First, Second and Third Subdivisions and Branches

E. C. RIDDLE, Chief Train Dispatcher
R. S. ASHBY, Assistant Chief Train Dispatcher
W. H. POWERS, Assistant Chief Train Dispatcher
J. V. NEVINS
F. W. ROTHAS
V. A. PARRY
J. C. MENZIES
L. R. SCHOE
L. C. WEAVER
M. T. CRAIG
D. DURHAM
R. R. JOHNSON
H. L. CRAWFORD
E. L. CHANTRY

Train Dispatchers
Pocatello, Idaho

Fourth Subdivision and Branches

J. B. DOLES, Chief Train Dispatcher
E. F. LOGAN
R. T. PETTY
C. E. MOLANDER
O. C. LINDEN
H. H. HARBAUGH
R. W. MANNING

Train Dispatchers
Nampa, Idaho

CONDENSED TIME-TABLE

WESTWARD

SECOND CLASS		FIRST CLASS				Distance from Granger via Kuna	Time-Table No. 148 January 14, 1940
261 Time Freight	255 Time Freight	329 Mixed	25 Passenger	1 Streamliner Passenger	17 Passenger		
Daily	Daily	Daily	Daily	★See note below	Daily		STATIONS
2.10PM	4.15AM		7.30PM	2.30PM	5.00AM	0.0	GRANGER
7.45 8.30	10.00 10.30AM		10.27PM	4.35	7.40	115.0	MONTPELIER
11.17PM	1.12PM		12.21AM	5.53	9.20	191.2	McCAMMON
12.30AM 2.20	2.30 5.00	2.15AM	12.55 1.35	6.20 6.25	9.50 10.20	213.9	POCATELLO
4.30	7.00	3.30 4.00	2.55	7.27	11.45AM	272.4	MINIDOKA
		A 6.00AM	6.00		1.35PM	331.3	TWIN FALLS
6.20	8.30		4.03	8.15	12.45	321.5	SHOSHONE
9.30 10.30AM	10.10 10.20PM		5.28	9.10	2.10	373.8	GLENN'S FERRY
			7.23 7.40	10.37	4.00 4.10	448.4	BOISE
2.30PM	1.20AM		8.18	10.59	4.40	456.6	NAMPA
3.50	2.30		9.22	11.41PM	5.48	498.7	ONTARIO
A 7.15PM	A 4.10AM		A 10.35AM	A 12.30AM	A 7.00PM	538.8	HUNTINGTON
(29.05) 18.5	(23.55) 22.5	(3.45) 34.0	(15.05) 36.5	(10.00) 55.1	(14.00) 39.3		Thru Time Average speed per hour

*Note—No. 1 leaves Granger only on 5th, 11th, 17th, 23rd and 29th of each month.

EASTWARD

Time-Table No. 148 January 14, 1940	Distance from Huntington via Boise	FIRST CLASS				SECOND CLASS	
		2 Streamliner Passenger	18 Passenger	332 Mixed	44 Passenger	260 Time Freight	256 Time Freight
STATIONS							
GRANGER	550.6	A 2.03PM	A 11.40PM		A 11.30AM	A 6.00PM A 5.00AM	
MONTPELIER	435.6	11.50AM	9.06 8.58		8.25 8.15	12.40 12.15PM 12.05AM 11.35PM	
McCAMMON	359.4	10.24	7.07		6.05	7.00AM 8.01	
POCATELLO	336.7	10.00 9.55	6.40 6.15	A 10.30PM	5.35 5.10	6.00 3.00AM 7.15 4.00PM	
MINIDOKA	278.2	8.56	4.57	9.00	3.45	10.30PM 10.34AM	
TWIN FALLS	337.1		2.50	7.00PM			
SHOSHONE	228.7	8.10	3.55		2.35	8.30 9.10	
GLENN'S FERRY	176.3	7.10	2.38		1.15AM	6.15 5.30 6.45 1.00AM	
BOISE	101.7	5.49	12.43 12.33		11.20PM 11.05		
NAMPA	82.8	5.28	12.08PM		10.40	1.05PM 8.30PM	
ONTARIO	40.1	4.51	11.03AM		9.36	11.10AM 6.30	
HUNTINGTON	0.0	4.10AM	9.55AM		8.35PM	9.30AM 5.00PM	
(550.6)		★See note below	Daily	Daily	Daily	Daily	
Thru Time		(9.53) 55.7	(13.45) 40.0	(3.30) 33.6	(14.55) 36.9	(32.30) 16.5	(36.00) 14.9

*Note—No. 2 leaves Huntington only on 2nd, 8th, 14th, 20th, and 26th of each month.

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

MILEAGE

First, Second, Third and Fourth Subdivisions:

Main Line	583.98
Branches	1084.81
Grand Total	1618.79

WESTWARD

FIRST SUBDIVISION

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS			Distance from Granger	Time-Table No. 148 January 14, 1940	STATIONS
	261 Time Freight	255 Time Freight	25 Passenger	1 Streamliner Passenger	17 Passenger			
	Daily	Daily	Daily	★See note below	Daily			
3,520 WIYP	2.10PM	4.15AM	7.30PM	2.30PM	5.00AM	0.0	DN-R GRANGER GN	
3,384 P	2.18	4.23	7.35	2.34	5.06	4.1	DONOVAN	
5,817 P	2.26	4.30	f 7.39	2.38	5.10	7.7	MOXA	
3,841 P	2.38	4.40	f 7.44	2.43	5.15	12.5	HASSETT	
5,697 P	2.43	4.45	f 7.47	2.46	5.18	15.4	NUTRIA	
4,141 P	2.48	5.03	f 7.52	2.51	5.23	20.2	COSGRIFF	
3,920 P	2.55	5.13	s 7.58	2.55	5.28	24.5	OPAL OW	
3,837 P	3.05	5.20	f 8.04	2.59	5.33	29.3	FOLGER	
3,726 WP	3.12	5.28	f 8.08	3.04	5.38	33.6	WATERFALL	
						36.6	MINE No. 2 (Spur)	
P			8.15	3.11	5.43	38.5	DIAMONDVILLE	
WFTOP	3.32	6.00	s 8.25	3.13	s 6.00	39.7	DN-R KEMMERER Z	
8,700 YP	3.50	6.10	f 8.31	3.17	6.04	42.3	MOYER JCT.	
IP			f			43.3	DN TUNNEL UN	
8,155 WYP	4.15	6.35	f 8.43	3.28	6.16	50.3	FOSSIL	
7,604 WP	4.25	6.45	f 8.50	3.36	6.23	56.0	NUGGET	
3,912 P	4.30	6.50	f 8.54	3.40	6.27	59.6	ORR	
5,652 P	4.35	6.55	f 8.59	3.44	6.31	63.1	SAGE	
3,415 P	4.41	7.01	f 9.04	3.48	6.35	67.3	CARLSON	
3,896 P	4.47	7.07	f 9.09	3.52	6.39	71.3	BECKWITH	
3,916 P	4.56	7.16	f 9.15	3.57	6.45	77.4	PIXLEY	
8,587 WP	5.05	7.25	s 9.26	4.03	s 6.55	83.5	DN COKEVILLE CK	
3,878 P	5.12	7.32	f 9.38	4.07	7.00	88.2	MARSE	
3,841 P	5.18	7.38	f 9.45	4.11	7.04	92.1	BORDER	
3,903 WP	5.26	7.46	f 9.52	4.16	7.10	97.7	PEGRAM	
4,595 P	5.34	7.54	f 9.59	4.21	7.16	102.9	HARER	
3,715 P	5.45	8.05	f 10.06	4.26	7.22	108.0	DINGLE	
						111.4	WARDORO (Spur)	
WFTYOP	A 7.45PM	A 10.00AM	A 10.17PM	A 4.35PM	A 7.33AM	115.0	DN-R MONTPELIER MX	

(5.35) 20.6 (5.45) 20.0 (2.47) 41.3 (2.05) 55.2 (2.33) 45.1 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note—No. 1 will run only on the following dates: Due to leave Granger on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 17 will stop to discharge revenue passengers from Cheyenne or beyond.

FIRST SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS			SECOND CLASS			Time-Table No. 148 January 14, 1940	STATIONS
	44 Passenger	2 Streamliner Passenger	18 Passenger	256 Time Freight	260 Time Freight	270 Freight		
3,520 WIYP	A 11.30AM	A 2.03PM	A 11.40PM	A 5.00AM	A 6.00PM	A 1.00AM	DN-R GRANGER GN	
3,384 P	11.20	1.57	11.33	4.38	5.00	12.27	DONOVAN	
5,817 P	f 11.16	1.54	11.29	4.30	4.54	12.22	MOXA	
3,841 P	11.11	1.49	11.23	4.07	4.46	12.15	HASSETT	
5,697 P	f 11.07	1.46	11.19	4.01	4.41	12.10	NUTRIA	
4,141 P	f 11.01	1.41	11.13	3.54	4.33	12.03AM	COSGRIFF	
3,920 P	s 10.56	1.37	11.08	3.46	4.25	11.55PM	OPAL OW	
3,837 P	f 10.48	1.33	11.02	3.37	4.17	11.48	FOLGER	
3,726 WP	f 10.43	1.26	10.57	3.30	4.10	11.40	WATERFALL	
							MINE No. 2 (Spur)	
P	s 10.35	1.20	10.51				DIAMONDVILLE	
WFTOP	s 10.27	1.18	s 10.48	3.15	3.55	11.25	DN-R KEMMERER Z	
8,700 YP	10.13	1.14	10.39	2.50	3.35	11.01	MOYER JCT.	
IP	f						DN TUNNEL UN	
8,155 WYP	f 9.58	1.01	10.26	2.25	3.01	10.26	FOSSIL	
7,604 WP	f 9.47	12.54	10.18	2.10	2.45	9.57	NUGGET	
3,912 P	f 9.42	12.49	10.13	2.02	2.37	9.49	ORR	
5,652 P	f 9.37	12.45	10.08	1.55	2.30	9.42	SAGE	
3,415 P	f 9.32	12.40	10.03	1.47	2.20	9.33	CARLSON	
3,896 P	f 9.28	12.36	9.59	1.40	2.12	9.25	BECKWITH	
3,916 P	f 9.21	12.30	9.53	1.30	2.02	9.15	PIXLEY	
8,587 WP	s 9.13	12.25	s 9.45	1.20	1.50	9.01	DN COKEVILLE CK	
3,878 P	f 9.01	12.19	9.38	1.03	1.38	8.43	MARSE	
3,841 P	f 8.56	12.15	9.33	12.55	1.30	8.35	BORDER	
3,903 WP	f 8.49	12.09	9.26	12.45	1.20	8.25	PEGRAM	
4,595 P	f 8.42	12.04PM	9.20	12.35	1.10	8.15	HARER	
3,715 P	f 8.35	11.58AM	9.14	12.25	12.59	8.05	DINGLE	
							WARDORO (Spur)	
WFTYOP	8.25AM	11.50AM	9.06PM	12.05AM	12.40PM	7.50PM	DN-R MONTPELIER MX	

Thru Time Average speed per hour (3.05) 37.3 (2.13) 51.9 (2.34) 44.8 (4.55) 23.4 (5.20) 21.5 (5.10) 22.6

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note—No. 2 will run only on the following dates: Due to leave Montpelier on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

No. 18 will stop to pick up revenue passengers for Cheyenne and beyond.

WESTWARD		SECOND SUBDIVISION					Distance from Granger	Time-Table No. 148	
		SECOND CLASS						January 14, 1940	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		279	261	263	255	277		STATIONS	
		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight			
		Daily Ex. Saturday	Daily	Daily	Daily	Daily			
WFTYOP			8.30PM		10.30AM	115.0	DN-R MONTPELIER MX	Double Track	
4,131 P			8.46		10.45	121.3	6.3 PESCADERO		
						125.3	4.0 WOOLEY'S		
5,404 WP			9.05		11.00	126.8	1.5 GEORGETOWN		
3,513 P			9.13		11.08	131.9	5.1 CAVANAUGH		
5,206 P			9.21		11.15	136.1	4.2 MANSON		
3,924 P			9.27		11.22	140.0	3.9 ROSE		
8,079 WP			9.40		11.35	146.0	6.0 DN SODA SPRINGS SD		
5,627 WP			9.49		11.44	151.6	5.6 ALEXANDER		
5,772 P			9.55		11.50AM	156.2	4.6 TALMAGE		
12,212 WFYP			10.20		12.15PM	161.8	5.6 DN BANCROFT BN		
5,632 P			10.27		12.22	165.6	3.8 KINPORT		
8,616 P			10.35		12.30	170.3	4.7 PEBBLE		
5,212 P			10.43		12.38	174.8	4.5 BROXON		
5,163 WP			10.49		12.44	177.4	2.6 BLASER		
			10.55		12.50	180.0	2.6 D LAVA HOT SPGS XY		
						181.7	1.7 RENFRO (Spur)		
7,904 P			11.05		1.00	184.3	2.6 TOPAZ		
11,214 WIYP		11.40PM	11.17	2.25PM	1.12	191.2	6.9 DN-R McCAMMON MC		
						197.1	5.9 ONYX (Spur)		
7,262 WP		11.59PM	11.34PM	2.50	1.29	201.9	4.8 D INKOM KO		
						207.7	5.8 PORTNEUF (Spur)		
WFTYOP		12.30AM	A 12.30AM	A 3.30PM	A 2.30PM	213.9	6.2 DN-R POCATELLO PO. CA		

(0.50) (4.00) (1.05) (4.00) (1.15) Thru Time
 27.2 24.7 20.1 24.7 18.1 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

Note—No. 1 will run only on the following dates: Due to leave Montpelier on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD		SECOND SUBDIVISION						Distance from Granger	Time-Table No. 148	
		FIRST CLASS							January 14, 1940	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.		25	1	31	17	41	29		STATIONS	
		Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	★See note below	Daily	Daily	Daily	Daily			
WFTYOP		10.27PM	4.35PM		7.40AM			115.0	DN-R MONTPELIER MX	
4,131 P		f 10.35	4.41		7.48			121.3	6.3 PESCADERO	
		f						125.3	4.0 WOOLEY'S	
5,404 WP		f 10.42	4.47		7.54			126.8	1.5 GEORGETOWN	
3,513 P		f 10.48	4.52		8.00			131.9	5.1 CAVANAUGH	
5,206 P		f 10.53	4.56		8.05			136.1	4.2 MANSON	
3,924 P		f 10.57	5.00		8.10			140.0	3.9 ROSE	
8,079 WYP		s 11.09	5.06		f 8.20			146.0	6.0 DN SODA SPRINGS SD	
5,627 WP		s 11.19	5.11		8.27			151.6	5.6 ALEXANDER	
5,772 P		f 11.25	5.15		8.33			156.2	4.6 TALMAGE	
12,212 WFYP		s 11.35	5.20		8.40			161.8	5.6 DN BANCROFT BN	
5,632 P		f 11.40	5.23		8.45			165.6	3.8 KINPORT	
8,616 P		f 11.45	5.27		8.51			170.3	4.7 PEBBLE	
5,212 P		f 11.50	5.31		8.56			174.8	4.5 BROXON	
5,163 WP		f 11.54PM	5.33		8.59			177.4	2.6 BLASER	
		s 12.02AM	5.38		9.03			180.0	2.6 D LAVA HOT SPGS XY	
								181.7	1.7 RENFRO (Spur)	
7,904 P		f 12.08	5.44		9.09			184.3	2.6 TOPAZ	
11,214 WIYP		s 12.21	5.53	12.35PM	f 9.20	4.10AM	12.10AM	191.2	6.9 DN-R McCAMMON MC	
		f 12.29	6.00	f 12.42	9.27	4.19	12.17	197.1	5.9 ONYX (Spur)	
7,262 WP		f 12.35	6.05	f 12.48	9.32	f 4.27	12.23	201.9	4.8 D INKOM KO	
		f 12.42	6.10	f 12.56	9.37	4.37	12.31	207.7	5.8 PORTNEUF (Spur)	
WFTYOP		A 12.55AM	A 6.20PM	A 1.10PM	A 9.50AM	A 4.50AM	A 12.45AM	213.9	6.2 DN-R POCATELLO PO. CA	

(2.28) (1.45) (0.35) (2.10) (0.40) (0.35) Thru Time
 40.1 56.5 38.9 45.6 34.1 38.9 Average speed per hour

No. 17 will stop to discharge revenue passengers from Cheyenne or beyond, and stop at Lava Hot Springs to pick up revenue passengers for McCammon, Pocatello and beyond.
 ★Note—No. 1 will run only on the following dates: Due to leave Montpelier on the 5th, 11th, 17th, 23rd, and 29th of each month.
 The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD		PARIS BRANCH				EASTWARD				
		SECOND CLASS				SECOND CLASS				
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.		399	397	Distance from Montpelier	Time-Table No. 148		Distance from Paris	396	398	
		Motor Mixed	Motor Mixed		January 14, 1940			Motor Mixed	Motor Mixed	
		Daily Except Sunday	Daily Except Sunday		STATIONS					
WFTYOP		9.00AM	5.45AM	0.0	DN-R MONTPELIER	MX	9.6	A 6.55AM	A 12.35PM	
		f 9.17	f 6.02	5.3	5.3 OVID		4.3	f 6.38	f 12.18	
W		A 9.30AM	A 6.15AM	9.6	D-R PARIS	PA	0.0	6.25AM	12.05PM	
					(9.6)			Daily Except Sunday	Daily Except Sunday	

(0.30) (0.30) Thru Time (0.30) (0.30)
 19.2 19.2 Average speed per hour 19.2 19.2

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

SECOND SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 148 January 14, 1940		FIRST CLASS							
	STATIONS	Distance from Huntington via Boise	32	42	44	2	18	30		
			Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger		
	WFTYOP	DN-R MONTPELIER MX 6.3	435.6		A 8.15AM	A 11.50AM	A 8.58PM			
4,131	P	PESCADERO 4.0	429.3		f 8.02	11.42	8.46			
		WOOLEY'S 1.5	425.3		f					
5,404	WP	GEORGETOWN 5.1	423.8		f 7.54	11.35	8.39			
3,513	P	CAVANAUGH 4.2	418.7		f 7.45	11.29	8.34			
5,206	P	MANSON 3.9	414.5		f 7.40	11.25	8.29			
3,924	YP	ROSE 6.0	410.6		f 7.33	11.22	8.25			
8,079	WYP	DN SODA SPRINGS SD 5.6	404.6		s 7.25	11.15	f 8.15			
5,627	WP	ALEXANDER 4.6	399.0		s 7.12	11.10	8.08			
5,772	P	TALMAGE 5.6	394.4		f 7.03	11.04	8.01			
12,212	WFYP	DN BANCROFT BN 3.8	388.8		s 6.54	10.58	7.53			
5,632	P	KINPORT 4.7	385.0		f 6.45	10.55	7.44			
8,616	P	PEBBLE 4.5	380.3		f 6.39	10.50	7.38			
5,212	P	BROXON 2.6	375.8		f 6.33	10.45	7.32			
5,163	WP	BLASER 2.6	373.2		f 6.29	10.41	7.28			
	P	D LAVA HOT SPGS. XY 1.7	370.6		s 6.25	10.37	7.23			
		RENFRO (Spur) 2.6	368.9							
7,904	P	TOPAZ 6.9	366.3		f 6.15	10.32	7.17			
11,214	WIYP	DN-R McCAMMON MC 5.9	359.4	A s 2.45AM	A s 5.55AM	s 6.05	10.24	f 7.07	A s 7.15PM	
		ONYX (Spur) 4.8	353.5		2.37	f 5.46	f 5.56	10.18	7.00	7.06
7,262	WP	D INKOM KO 5.8	348.7		2.31	f 5.41	f 5.51	10.13	6.55	f 7.01
		PORTNEUF (Spur) 6.2	342.9		2.25	f 5.35	f 5.45	10.07	6.49	6.55
WFTYOP		DN-R POCATELLO H PO. CA	336.7		2.15AM	5.25AM	5.35AM	10.00AM	6.40PM	6.45PM
		(98.9)		Daily	Daily	Daily	★See note below	Daily	Daily	

Thru Time..... (0.30) (0.30) (2.40) (1.50) (2.18) (0.30)
Average speed per hour..... 45.4 45.4 37.1 53.9 43.0 45.4

No. 18 will stop between Pocatello and Montpelier to pick up revenue passengers destined to points east of Green River.

★Note—No. 2 will run only on the following dates: Due to leave Pocatello on the 2nd, 8th, 14th, 20th, and 26th of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD

GRACE BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Alexander	Time-Table No. 148 January 14, 1940		Distance from Grace	SECOND CLASS	
	STATIONS							
	5,627	WP		ALEXANDER 6.0	6.0			
		D GRACE GA	0.0					
		(6.0)						

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

SECOND SUBDIVISION

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 148 January 14, 1940		SECOND CLASS				
	STATIONS	Distance from Huntington via Boise	262	260	270	278	256
			Time Freight	Time Freight	Freight	Time Freight	Time Freight
	WFTYOP	DN-R MONTPELIER MX 6.3	435.6	A 12.15PM	A 7.00PM		A 11.35PM
4,131	P	PESCADERO 4.0	429.3	9.43AM	6.48		10.55
		WOOLEY'S 1.5	425.3				
5,404	WP	GEORGETOWN 5.1	423.8	9.33	6.38		10.42
3,513	P	CAVANAUGH 4.2	418.7	9.24	6.29		10.26
5,206	P	MANSON 3.9	414.5	9.16	6.21		10.18
3,924	YP	ROSE 6.0	410.6	9.10	6.15		10.12
8,079	WYP	DN SODA SPRINGS SD 5.6	404.6	9.00	6.05		10.02
5,627	WP	ALEXANDER 4.6	399.0	8.45	5.52		9.49
5,772	P	TALMAGE 5.6	394.4	8.33	5.39		9.30
12,212	WFYP	DN BANCROFT BN 3.8	388.8	8.13	5.20		9.15
5,632	P	KINPORT 4.7	385.0	8.01	4.55		8.56
8,616	P	PEBBLE 4.5	380.3	7.54	4.45		8.47
5,212	P	BROXON 2.6	375.8	7.42	4.33		8.35
5,163	WP	BLASER 2.6	373.2	7.36	4.27		8.29
	P	D LAVA HOT SPGS. XY 1.7	370.6	7.30	4.20		8.23
		RENFRO (Spur) 2.6	368.9				
7,904	P	TOPAZ 6.9	366.3	7.15	4.05		8.11
11,214	WIYP	DN-R McCAMMON MC 5.9	359.4	A 5.50AM	7.00	3.50	A 7.50PM
		ONYX (Spur) 4.8	353.5				
7,262	WP	D INKOM KO 5.8	348.7	5.25	6.35	3.25	7.25
		PORTNEUF (Spur) 6.2	342.9				
WFTYOP		DN-R POCATELLO H PO. CA	336.7	5.00AM	6.00AM	3.00PM	7.00PM
		(98.9)		Daily	Daily	Daily	Daily

Thru Time..... (0.50) (6.15) (4.00) (0.50) (4.20)
Average speed per hour..... 27.2 15.8 24.7 27.2 22.8

★Note—No. 2 will run only on the following dates: Due to leave Pocatello on the 2nd, 8th, 14th, 20th, and 26th of each month.
The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD

NAMPA BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 148 January 14, 1940		Distance from Nampa	SECOND CLASS	
	STATIONS				
	17,692	WFTYOP		DN-R NAMPA 0.7	0.0
		IDA. NOR. JCT. 1.7	0.7	1.7	
	P	NAMPA LOOP JCT. 2.4	2.4	0.0	
		(2.4)			

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	WESTWARD							THIRD SUBDIVISION							Distance from Granger
	SECOND CLASS			FIRST CLASS				Daily Except Sunday	★See note below	FIRST CLASS			Daily		
	255	261	453	1	17	329	25			1	17	329		25	
	Time Freight	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mixed	Passenger			Passenger	Passenger	Mixed		Passenger	
WFTYOP	5.00PM	2.20AM	4.30AM	6.25PM	10.20AM	2.15AM	1.35AM	213.9	DN-R POCATELLO	10.4	CA	PO	Double Track		
7,701 P	5.20	2.40	4.48	6.38	10.35	f 2.29	1.49	224.3	MICHAUD	2.2					
3,795 P	5.30	2.50	5.03	6.44	10.44	f 2.36	1.56	230.1	SCHILLER	3.6					
5,133 P	5.45	2.55	5.10	6.47	10.48	f 2.39	1.59	233.3	BANNOCK	3.2					
10,140 WP	5.53	3.03	5.18	6.52	s 10.55	s 2.48	s 2.08	238.5	IGO	5.2					
5,399 P	6.01	3.12	5.25	6.57	11.01	f 2.54	2.14	242.3	DN AMERICAN FALLS AF	3.8					
5,779 P	6.10	3.21	5.33	7.02	11.06	f 3.00	2.20	247.1	BORAH	4.8					
5,206 P	6.15	3.26	5.38	7.05	11.09	f 3.04	2.23	250.1	COOLIDGE	3.0					
5,775 WP	6.23	3.36	5.47	7.10	11.15	f 3.10	2.29	256.0	QUIGLEY	5.9					
5,198 P	6.29	3.42	5.53	7.14	11.19	f 3.14	2.33	259.8	N WAPI	3.8		W			
5,770 P	6.35	3.59	5.59	7.18	11.24	f 3.18	2.37	264.1	DE WOFF	4.3					
5,021 P	6.40	4.08	6.16	7.21	11.28	f 3.21	2.40	267.3	CHYBO	3.2					
19,107 WFYP	7.00	4.30	A 6.30AM	7.27	s 11.45	A 3.30AM	s 2.55	272.4	HAWLEY	5.1					
6,800	7.04	4.34			11.48		2.59	274.6	DN-R MINIDOKA	2.2		RT			
3,552 P	7.08	4.38		7.31	11.50		3.01	276.2	SEARS	1.6					
5,068 P	7.14	4.55		7.34	11.54		3.05	280.1	MAX	3.9					
3,015 P	7.20	5.01		7.38	11.58AM		3.09	284.3	COLE	4.2					
12,729 *					12.01PM		3.12	287.0	ADELAIDE	2.7					
22,235 * WP	7.28	5.10		7.43	12.03		f 3.17	289.0	VINING	2.0					
5,191 P	7.37	5.20		7.49	12.10		3.25	295.7	KIMAMA	6.7					
3,442 P	7.42	5.26		7.52	12.14		3.29	299.3	SENER	3.6					
5,821 WP	7.48	5.33		7.56	12.18		3.33	303.5	SID	4.2					
16,827 P					12.20		3.35	305.2	OWINZA	1.7					
5,136 P	7.56	5.42		8.01	12.24		3.39	309.3	RAYLE	4.1					
14,300 * P					12.26		3.41	310.6	BESSLEN	1.3					
5,607 P	8.06	5.52		8.06	12.30		s 3.44	313.9	CLAGETT	3.3					
2,941 P	8.12	5.59		8.10	12.35		3.49	317.9	DN DIETRICH	4.0		HD	Double Track		
13,267 WFYP	8.30	6.20		8.15	s 12.45		s 4.03	321.5	BRADY	3.6					
5,791 P	8.37	6.28		8.20	12.50		4.08	325.8	DN-R SHOSHONE	4.3		X			
5,124 P	8.44	6.35		8.25	12.55		4.14	330.8	DISNEY	5.0					
8,844 WP	8.53	6.45		8.31	s 1.03		s 4.23	337.5	TUNUPA	6.7					
5,154 P	9.01	7.00		8.37	1.11		4.30	344.2	DN GOODING	6.7		GD			
8,757 WYP	9.09	7.10		8.44	s 1.19		s 4.39	350.5	FULLER	6.3					
10,324 YP	9.18	7.20		8.50	1.27		4.49	357.3	DN BLISS	6.8		IS			
4,127 WP	9.40	7.45		9.01	1.44		s 5.05	366.8	TICESKA	9.6			Double Track		
WFTYP	A 10.10PM	A 9.30AM		A 9.10PM	A 2.00PM		A 5.20AM	373.8	KING HILL	3.9					
					1.50		5.12	370.9	SANDBANK	3.0					
								373.8	DN-R GLENNS FERRY	3.0		GF			

*w. B. Westward Siding (5.10) 30.9 (7.10) 22.3 (2.00) 29.2 (2.45) 58.1 (3.40) 43.6 (1.15) 46.8 (3.45) 42.6 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note—No. 1 will run only on the following dates: Due to leave Pocatello on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	THIRD SUBDIVISION							EASTWARD							
	FIRST CLASS							SECOND CLASS			Distance from Huntington via Boise				
	44	2	18	332	454	256	260	Passenger	Streamliner Passenger	Passenger		Mixed	Time Freight	Time Freight	Time Freight
	Passenger	Passenger	Passenger	Mixed	Time Freight	Time Freight	Time Freight								
WFTYOP	5.10AM	9.55AM	6.15PM	10.30PM	6.30AM	4.00PM	3.00AM	336.7	DN-R POCATELLO	10.4	CA	PO	Double Track		
7,701 P	4.48	9.41	5.55	f 10.03	6.01	11.56AM	11.59PM	328.1	MICHAUD	2.2					
3,795 P	4.40	9.34	5.48	f 9.55	5.50	11.50	11.47	324.1	SCHILLER	3.6					
5,133 P	4.37	9.31	5.45	f 9.52	5.45	11.45	11.42	320.5	BANNOCK	3.2					
10,140 WP	4.30	9.27	f 5.39	s 9.45	5.35	11.36	11.33	317.3	IGO	5.2					
5,399 P	4.22	9.23	f 5.32	f 9.37	5.25	11.28	11.23	312.1	DN AMERICAN FALLS AF	3.8					
5,779 P	4.17	9.19	f 5.27	f 9.32	5.13	11.20	11.15	308.3	BORAH	4.8					
5,206 P	4.14	9.16	f 5.24	f 9.29	5.08	11.09	11.10	303.5	COOLIDGE	3.0					
5,775 WP	4.08	9.12	f 5.18	f 9.23	5.00	10.59	11.01	300.5	QUIGLEY	5.9					
5,198 P	4.04	9.08	f 5.14	f 9.19	4.52	10.53	10.53	294.6	N WAPI	3.8		W			
5,770 P	4.04	9.08	f 5.14	f 9.19	4.52	10.53	10.53	290.8	DE WOFF	4.3					
5,021 P	3.59	9.04	f 5.09	f 9.14	4.45	10.47	10.45	286.5	CHYBO	3.2					
19,107 WFYP	3.55	9.01	f 5.05	f 9.10	4.40	10.42	10.40	283.3	HAWLEY	5.1					
6,800	3.45	8.56	s 4.57	9.00PM	4.30AM	10.34	10.30	278.2	DN-R MINIDOKA	2.2		RT			
3,552 P	3.33		4.45			10.21	10.06	276.0	SEARS	1.6					
5,068 P	3.31	8.52	4.43			10.19	10.04	274.4	MAX	3.9					
3,015 P	3.27	8.49	4.39			10.14	9.59	270.5	COLE	4.2					
12,729 *	3.22	8.46	4.35			10.08	9.53	266.3	ADELAIDE	2.7					
22,235 * WP	3.19		4.33					263.6	VINING	2.0					
5,191 P	3.17	8.41	4.31			10.00	9.45	261.6	KIMAMA	6.7					
3,442 P	3.11	8.36	4.25			9.52	9.37	254.9	SENER	3.6					
5,821 WP	3.08	8.33	4.22			9.47	9.32	251.3	SID	4.2					
16,827 P	3.03	8.30	4.18			9.41	9.26	247.1	OWINZA	1.7					
5,136 P	3.01		4.16					245.4	RAYLE	4.1					
14,300 P	2.57	8.25	4.12			9.33	9.18	241.3	BESSLEN	1.3					
5,607 P	2.55		4.10					240.0	CLAGETT	3.3					
13,267 WFYP	2.50	8.20	4.07			9.25	9.10	236.7	D DIETRICH	8.0		HD	Double Track		
5,791 P	2.35	8.10	s 3.55			9.10	8.30	228.7	DN-R SHOSHONE	4.3		X			
5,124 P	2.20	8.03	3.41			8.32	8.20	224.4	DISNEY	5.0					
8,844 WP	2.14	7.59	3.35			8.20	8.07	219.4	TUNUPA	6.7					
5,154 P	2.07	7.52	s 3.27			8.08	7.55	212.7	DN GOODING	6.7		GD			
8,757 WYP	1.57	7.44	3.16			7.55	7.42	206.0	FULLER	6.3					
10,324 YP	1.49	7.39	3.10			7.39	7.30	199.7	DN BLISS	6.8		IS			
4,127 WP	1.39	7.32	3.02			7.24	7.00	192.9	TICESKA	9.6			Double Track		
WFTYP	1.24	7.18	2.47			6.59	6.29	183.2	KING HILL	3.9					
	1.15AM	7.10AM	2.38PM					179.3	SANDBANK	3.0					
	Daily	★See note below	Daily	Daily	Daily	Daily	Daily	176.3	DN-R GLENNS FERRY	3.0		GF			

*w. B. Westward Siding (3.55) 41.0 (2.45) 58.3 (3.37) 44.4 (1.30) 39.0 (2.00) 29.2 (9.15) 17.3 (8.45) 18.3 Thru Time Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note—No. 2 will run only on the following dates: Due to leave Glens Ferry on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD SECOND CLASS				FOURTH SUBDIVISION FIRST CLASS				Distance from Granger via Kuna	Time-Table No. 148 January 14, 1940
255 Time Freight	261 Time Freight	267 Mixed Daily Except Sunday	273 Time Freight Daily Except Sat. & Sun.	1 Streamliner Passenger ★ See note below	17 Passenger Daily	25 Passenger Daily	1 Streamliner Passenger		
10.20PM	10.30AM			9.10PM	2.10PM	5.28AM	373.8	GNENNS FERRY GF	
10.37	10.50			9.20	2.22	5.42	377.8	DORAN	
11.10	11.20			9.35	2.42	6.04	382.7	HAMMETT	
11.16	11.27			9.39	2.48	6.09	393.3	REVERSE	
11.23	11.35			9.44	2.58	6.19	396.9	SLADE	
11.31	11.44			9.50	3.06	6.27	401.6	DN MOUNTAIN HOME MZ	
11.38	11.51			9.54	3.12	6.32	407.5	SEBREE	
11.47	11.59AM			9.59	3.19	6.40	412.7	CLEFT	
11.59PM	12.20PM			A 10.05PM	A 3.29PM	A 6.50AM	418.8	SUNNYSIDE	
12.12AM	12.30						423.0	DN-R ORCHARD OD	
12.18	12.36						427.0	HICKEY	
12.23	12.41						430.8	ELY	
12.28	12.46						434.7	OWYHEE	
12.33	12.51						438.6	KIESEL	
12.39	12.57	2.15PM					442.6	MORA	
12.47	1.20	f 2.25					446.7	KUNA KA	
1.20	1.30	A 2.40PM	11.45PM	10.59PM	4.35PM	8.10AM	451.8	COLLOPY	
1.27	2.40		11.55PM	11.05	4.46	8.24	456.6	MAIN LINE JCT.	
1.34	2.50		12.15AM	11.10	4.56	8.33	460.8	DN-R NAMPA AU-Q	
1.39	2.55		12.22	11.14	5.00	8.38	465.6	MOSS	
1.44	3.00		12.35	11.17	5.07	8.44	469.2	DN CALDWELL CW	
1.49	3.06		12.42	11.20	5.11	8.48	472.5	ENROSE	
1.56	3.13		12.55	11.25	5.18	8.55	476.1	NOTUS U	
2.06	3.23		1.15	11.32	5.29	9.05	480.8	TUCKER	
2.12	3.28		1.22	11.35	5.33	9.09	485.8	PARMA MA	
2.30	3.50		1.45	11.39	5.39	9.14	488.4	APPLE VALLEY	
2.40	4.00		1.59	11.41	5.48	9.22	491.7	NYSSA SY	
2.50	4.10		2.10	11.46	5.58	9.31	496.8	ARCADIA	
3.00	4.22		2.25	11.53	6.06	9.39	498.7	MALHEUR JCT.	
3.08	4.30		2.35	11.59PM	6.20	9.49	500.8	DN ONTARIO ON	
3.14	4.40		2.41	12.05AM	6.28	9.57	502.1	WASHOE (Spur)	
3.22	4.50		2.49	12.09	6.34	10.02	506.2	PAYETTE JCT.	
3.30	5.10		2.57	12.14	6.40	10.10	509.3	D PAYETTE AY	
4.10AM	7.15PM		3.05AM	12.20	6.46	10.20	512.7	WOOD	
				12.30	6.54	10.30	515.9	CRYSTAL	
				12.40	7.02	10.40	520.3	FELTHAM	
				12.50	7.10	10.50	522.0	DN WEISER SR	
				1.00	7.18	11.00	525.7	JONATHAN	
				1.10	7.26	11.10	530.0	EATON	
				1.20	7.34	11.20	534.0	COBB	
				1.30	7.42	11.30	537.1	OLDS FERRY	
				1.40	7.50	11.40	538.8	ROCK ISLAND	
				1.50	7.58	11.50		BLAKES JCT.	
				2.00	8.06	12.00		DN-R HUNTINGTON HU HN	

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones

WFTPY
E.B. 2,712 P
5,564 WP
6,302 YP
2,944 P
7,585 WP
7,430 P
6,845 WP
2,966 P
9,784 WFTYP
3,444 P
4,148 P
5,123 WP
3,443 P
3,902 P
5,717 P
4,226 P
17,692 WFT YOP
2,934 P
9,869 WP
3,403 P
4,568 P
3,009 P
5,195 P
7,811 WYP
2,407 P
YP
15,689 FYP
P
8,851 WP
4,226 P
11,100 P
3,877 P
5,721 P
3,928 WP
5,713 P
P
WFTYOP

No. 25 will stop to discharge revenue passengers from Focatello and beyond, or to pick up revenue passengers for west of Huntington.

No. 17 will stop to pick up or discharge passengers when originating Cheyenne or beyond, or destined Spokane, Portland and beyond.

E. B. Eastward Siding (5.50) (8.45) (0.25) (3.20) (3.20) (4.50) (5.07) Thru Time 28.3 18.8 23.8 26.2 52.9 36.5 34.5 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

★Note—No. 1 will run only on the following dates: Due to leave Glenns Ferry on the 5th, 11th, 17th, 23rd, and 29th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

FOURTH SUBDIVISION FIRST CLASS				EASTWARD SECOND CLASS			
2 Streamliner Passenger	18 Passenger	44 Passenger	272 Time Freight	260 Time Freight	268 Mixed	256 Time Freight	Distance from Huntington via Boise
A 7.10AM	A 2.30PM	A 1.07AM		A 5.30PM		A 1.00AM	176.3
7.00	2.20	12.58					172.3
6.48	2.14	12.51		3.40		11.20PM	167.4
6.44	2.00	12.38		3.20		11.00	156.8
6.41	1.55	12.34		3.08		10.50	153.2
s 1.50	s 12.28			2.58		10.43	148.5
6.36	1.41	12.17		2.45		10.34	142.6
6.32	1.36	12.12		2.37		10.25	137.4
6.26	1.30	12.06AM		2.28		10.15	131.8
6.21AM	1.23PM	f 11.59PM		2.20		10.05	127.1
				2.11		9.34	111.8
				2.05		9.27	108.0
				1.56		9.19	104.1
Via Boise Main Line	Via Boise Main Line	Via Boise Main Line		1.49		9.13	100.2
				1.42		9.07	96.2
				1.35	A 2.10PM	9.00	92.1
				1.20	2.00	8.45	87.0
							82.5
5.28AM	12.08PM	10.40PM	A 8.10AM	1.05	1.45PM	8.30	82.2
5.23	11.51AM	s 10.33	8.02	12.08PM		7.30	78.0
5.18	11.45	s 10.27	7.55	11.59AM		7.20	73.2
5.15	11.36	s 10.21	7.45	11.53		7.14	69.6
5.13	11.33	f 10.09	7.40	11.48		7.09	66.8
5.10	11.29	10.05	7.35	11.42		7.03	62.7
5.06	11.24	f 9.59	7.28	11.35		6.56	58.0
4.59	11.16	s 9.50	7.19	11.25		6.46	53.0
4.57	11.12	s 9.45	7.14	11.20		6.40	50.4
4.53	11.06	9.39	7.08	11.10		6.30	47.1
4.51	11.03	s 9.36	7.05	11.10		6.20	42.0
4.47	10.50	s 9.26	6.55	10.55		6.10	40.1
4.41	10.39	9.16	6.44	10.45		6.06	38.0
4.35	10.30	s 9.08	6.35	10.30		5.50	36.7
4.30	10.20	8.57	6.24	10.09		5.40	36.3
4.26	10.15	8.53	6.18	10.02		5.30	32.6
4.22	10.10	8.48	6.12	9.47		5.20	29.5
4.18	10.04	8.42	6.05	9.40		5.10	26.1
4.10AM	9.55AM	8.35PM	5.55AM	9.30AM		5.00PM	22.9
							18.5
							16.8
							13.1
							8.8
							4.8
							1.7
4.10AM	9.55AM	8.35PM	5.55AM	9.30AM		5.00PM	0.0

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones

WFTPY
E.B. 2,712 P
5,564 WP
6,302 YP
2,944 P
7,585 WP
7,430 P
6,845 WP
2,966 P
9,784 WFTYP
3,444 P
4,148 P
5,123 WP
3,443 P
3,902 P
5,717 P
4,226 P
17,692 WFT YOP
2,934 P
9,869 WP
3,403 P
4,568 P
3,009 P
5,195 P
7,811 WYP
2,407 P
YP
15,689 FYP
P
8,851 WP
4,226 P
11,100 P
3,877 P
5,721 P
3,928 WP
5,713 P
P
WFTYOP

No. 18 will stop to discharge revenue passengers from Spokane or Portland and beyond, or to pick up revenue passengers for Cheyenne and beyond.

No. 2 will run only on the following dates: Due to leave Huntington on the 2nd, 8th, 14th, 20th, and 26th of each month.

★Note—No. 2 will run only on the following dates: Due to leave Huntington on the 2nd, 8th, 14th, 20th, and 26th of each month.

The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD				BOISE MAIN LINE				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS			Distance from Granger	Time-Table No. 148 January 14, 1940	Distance from Huntington	FIRST CLASS				
	1 Streamliner Passenger	17 Passenger	25 Passenger				2 Streamliner Passenger	18 Passenger	44 Passenger		
	★See note below	Daily	Daily								
9,784 WFIYP	10.05PM	3.29PM	f 6.50AM	423.0	DN-R ORCHARD OD 7.3	127.1	A 6.21AM	A 1.23PM	A 11.59PM		
3,862 P	10.13	3.37	6.59	430.3	LEONE 5.6	119.8	6.14	1.10	11.48		
3,902 P	10.18	3.43	7.06	435.9	BLACK'S CREEK 5.8	114.2	6.08	1.03	11.41		
3,860 P	10.25	3.50	7.13	441.7	SHAFFER 3.4	108.4	5.59	12.53	11.31		
P	10.30	3.55	7.17	445.1	HILLCREST 3.3	105.0	5.54	12.48	11.25		
5,314 WYP	s 10.37	s 4.00	s 7.23	448.4	DN BOISE BG 2.3	101.7	s 5.49	s 12.43	s 11.20		
P	10.40	4.13	7.44	450.7	BOISE JCT. 0.7	99.4	5.45	12.28	11.01		
1,863 P	10.41	4.14	7.45	451.4	PERKINS 3.2	98.7	5.44	12.27	11.00		
1,682 P	10.44	4.17	7.48	454.6	BEATTY 2.7	95.5	5.42	12.24	10.57		
3,839 P	10.47	4.20	s 7.53	457.3	D MERIDIAN MD 3.4	92.8	5.40	12.21	f 10.54		
1,392 P	10.50	4.24	7.59	460.7	SONNA 1.4	89.4	5.37	12.17	10.50		
				462.1	NOBLE (Spur) 2.8	88.0					
				464.9	NAMPA LOOP JCT. 2.7	85.2					
				467.6	MAIN LINE JCT. 0.3	82.5					
17,792 WFTYOP	A 10.59PM	A 4.35PM	A 8.10AM	467.9	DN-R NAMPA AU-Q	82.2	5.28AM	12.08PM	10.40PM		
					(44.9)		★See note below	Daily	Daily		

(0.54) 49.9 (1.06) 40.8 (1.20) 33.7 Thru Time (0.53) 50.8 (1.15) 35.9 (1.19) 34.1
Average speed per hour

★Note—No. 1 will run only on the following dates: Due to leave Orchard on the 5th, 11th, 17th, 23rd, and 29th of each month. ★Note—No. 2 will run only on the following dates: Due to leave Nampa on the 2nd, 8th, 14th, 20th, and 26th of each month. The time of No. 1 and No. 2 must be cleared not less than five minutes by first class trains, and not less than fifteen minutes by second class and extra trains.

WESTWARD				MURPHY BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Nampa	Time-Table No. 148 January 14, 1940	Distance from Murphy	SECOND CLASS			Distance from Quealy	
	371 Mixed						372 Mixed				
	Daily Except Sunday										
17,692 WFT YOP	8.30AM	0.0	DN-R NAMPA AU-Q	29.8	A 12.35PM						
1,104 f	8.50	4.4	DEAL 4.4	25.4	f 12.15PM						
1,350 f	8.59	8.9	BOWMONT 4.5	20.9	f 11.55AM						
	9.10	11.6	WESTMONT 2.7	18.2	f 11.42						
1,504 s	9.32	14.6	WESTMONT (Spur) 3.0	15.2	s 11.29						
1,611 f	9.40	17.1	MELBA 2.5	12.7	f 11.19						
1,199 f	9.50	19.6	STODDARD 2.5	10.2	f 11.07						
694 f	10.02	23.1	WARRENS 3.5	6.7	f 10.55						
1,024 WY	A 10.25AM	29.8	RIVA 6.7	0.0	10.35AM						
			MURPHY (29.8)		Daily Except Sunday						

(1.55) 15.5 Thru Time (2.00) 14.9
Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD				BOISE BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	FIRST CLASS			Distance from Boise Jct.	Time-Table No. 148 January 14, 1940	Distance from Barber Jct.	FIRST CLASS				
	2 Streamliner Passenger	18 Passenger	44 Passenger				2 Streamliner Passenger	18 Passenger	44 Passenger		
P				0.0	BOISE JCT. 1.1	8.4					
1,205				1.1	FAIR GROUNDS 2.1	7.3					
WFTOP				3.2	D-R BOISE FREIGHT BD 1.8	5.2					
				5.0	PENITENTIARY SPUR 1.3	3.4					
				6.3	VERNON (Spur) 2.1	2.1					
				8.4	BARBER JCT. (8.4)	0.0					

WESTWARD				GLENCOE BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones.	FIRST CLASS			Distance from Glencoe Jct.	Time-Table No. 148 January 14, 1940	Distance from Glencoe	FIRST CLASS				
	2 Streamliner Passenger	18 Passenger	44 Passenger				2 Streamliner Passenger	18 Passenger	44 Passenger		
				0.0	GLENCOE JCT. 1.8	1.8					
				1.8	GLENCOE (1.8)	0.0					

WESTWARD				CUMBERLAND BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			Distance from Moyer Jct.	Time-Table No. 148 January 14, 1940	Distance from Mine No. 8	SECOND CLASS				
	371 Mixed						372 Mixed				
	Daily Except Sunday										
6,600 YP				0.0	MOYER JCT. 5.0	13.0					
				5.0	GLENCOE JCT. 3.5	8.0					
927				8.5	GIVENS (Spur) 0.8	4.5					
				9.3	BLAZON JCT. 3.7	3.7					
				13.0	MINE NO. 8 (13.0)	0.0					

WESTWARD		ELKOL BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Glencoe Jct.	Time-Table No. 148 January 14, 1940		Distance from Elkol	
		STATIONS			
		0.0	GLENCOE JCT. 3.9		
3.9	ELKOL (3.9)	0.0			

WESTWARD		BLAZON BRANCH		EASTWARD	
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Blazon Jct.	Time-Table No. 148 January 14, 1940		Distance from Blazon	
		STATIONS			
		0.0	BLAZON JCT. 1.4		
1.4	BLAZON (1.4)	0.0			

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD			TWIN FALLS BRANCH								
SECOND CLASS			FIRST CLASS			Distances from Minidoka	Time-Table No. 148				
							January 14, 1940				
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	457 Local Freight		453 Time Freight		563 Motor Passenger		565 Motor Passenger		329 Mixed		STATIONS
	Monday Wednesday Friday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily				
19,107 WFYP	8.20AM	7.00AM	11.50AM	5.30AM	4.00AM	0.0	DN-R	MINIDOKA	RT		
3,698 P	8.30	7.17	f 12.02PM	f 5.42	f 4.12	8.2		ACEQUILA			
9,874 WYP	A 9.15AM	7.50	s 12.10	A 6.00AM	s 4.30	13.5	DN-R	RUPERT	MS		
						17.3		AMALGA (Spur)			
1,690 P		8.05	s 12.20		s 4.38	19.6		HEYBURN			
4,618 WYP		8.15	s 12.25		s 4.50	21.7	DN	BURLEY	BU		
3,754 P		8.30	f 12.35		f 4.58	25.8		STARRH'S FERRY			
2,887 P		8.45	f 12.45		f 5.10	33.5		MILNER			
919			f 12.48		f 5.13	35.5		PARSONS			
3,591 WP		9.01	s 12.58		s 5.23	41.4	D	MURTAUGH	MU		
2,669 P		9.10	f 1.04		f 5.29	45.1		BICKEL			
						47.9		BILLS (Spur)			
2,120 P		9.20	s 1.11		s 5.36	49.7	D	HANSEN	NS		
			f		f	52.1		STOWE (Spur)			
3,019 P		9.38	s 1.17		s 5.42	53.8	D	KIMBERLY	KY		
1,626 P			f 1.22		f 5.47	56.4		McMILLAN			
9,214 WFYOP		10.30	s 1.35		s 6.00 6.45	58.9	D-R	TWIN FALLS	NA		
1,272		10.38	f		f 6.52	63.3		CURRY			
3,003 P		10.45	s 1.50		s 7.00	65.9	D	FILER	FR		
1,937		10.50	f 1.54		f 7.04	68.5		PEAVEY			
1,289			f 1.58		f 7.08	71.3		CEDAR			
2,696 WYP	A 11.45AM		A 2.05PM		A 7.15AM	73.8	D-R	BUHL	BO		
						(73.8)					

(0.55) (4.45) (2.15) (0.30) (3.15) Thru Time
14.7 15.5 32.8 27.0 22.7 Average speed per hour

WESTWARD			RAFT RIVER BRANCH						EASTWARD				
SECOND CLASS			SECOND CLASS			SECOND CLASS			Time-Table No. 148				
									January 14, 1940				
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	387 Mixed		389 Mixed		Distances from Burley	STATIONS			Distances from Idaho	390 Mixed		388 Mixed	
	Daily Except Thursday Sunday	Thursday	Daily	Thursday									
4,618 WYP	12.01PM	12.01PM	0.0	D-R	BURLEY	BU	27.8	A 2.50PM	A 1.10PM				
	f	f	3.1		UNITY		24.7	f	f				
	f	f	6.0		SPRINGDALE		21.8	f	f				
904	A 12.30PM	s 12.30	9.1		DECLO		18.7	s 2.20	12.40PM				
			11.0		BENNING (Spur)		16.8						
			15.1		GLENLEDON (Spur)		12.7	f					
1,072			19.6		COTTEREL		8.2	f					
1,711 Y	A 1.20PM		27.8		IDAHOME		0.0	1.30PM					
								Thursday	Daily Except Thursday Sunday				
										(27.8)			

(0.29) (1.19) Thru Time (1.20) (0.30)
18.9 21.1 Average speed per hour 20.8 18.2

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

			TWIN FALLS BRANCH						EASTWARD		
			FIRST CLASS			SECOND CLASS			Time-Table No. 148		
									January 14, 1940		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	564 Motor Passenger		566 Motor Passenger		332 Mixed		Distances from Buhl	STATIONS			
	Daily	Daily	Daily	Daily	Daily	Daily					
19,107 WFYP	4.40PM	4.15PM	8.50PM			73.8	DN-R	MINIDOKA	RT		
3,698 P	f 4.18	f 3.58	f 8.28			65.6		ACEQUILA			
9,874 WYP	s 4.10	s 3.50PM	s 8.20			60.3	DN-R	RUPERT	MS		
						56.5		AMALGA (Spur)			
1,690 P	s 4.00		f 8.10			54.2		HEYBURN			
4,618 WYP	s 3.55		s 8.05			52.1	DN	BURLEY	BU		
3,754 P	f 3.45		f 7.53			48.0		STARRH'S FERRY			
2,887 P	f 3.35		f 7.43			40.3		MILNER			
919	f 3.31		f 7.40			38.3		PARSONS			
3,591 WP	s 3.24		s 7.32			32.4	D	MURTAUGH	MU		
2,669 P	f 3.17		f 7.25			28.7		BICKEL			
						25.9		BILLS (Spur)			
2,120 P	s 3.10		s 7.18			24.1	D	HANSEN	NS		
	f		f			21.7		STOWE (Spur)			
3,019 P	s 3.00		s 7.10			20.5	D	KIMBERLY	KY		
1,626 P	f		f			17.4		McMILLAN			
9,214 WFYOP	s 2.50		s 7.00			14.9	D-R	TWIN FALLS	NA		
1,272	f 2.40		f 6.50			10.5		CURRY			
3,003 P	s 2.35		s 6.45			7.9	D	FILER	FR		
1,937	f 2.28		f 6.38			5.3		PEAVEY			
1,289	f 2.24		f 6.34			2.5		CEDAR			
2,696 WYP	2.20PM		6.30PM			0.0	D-R	BUHL	BO		
						(73.8)					

Thru Time (2.20) (0.25) (2.20)
Average speed per hour 31.6 32.4 31.6 (1.00) (6.45)
13.5 10.9

WESTWARD			OAKLEY BRANCH						EASTWARD		
SECOND CLASS			SECOND CLASS			SECOND CLASS			Time-Table No. 148		
									January 14, 1940		
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	337 Mixed		Distances from Burley	STATIONS			Distances from Oakley	338 Mixed			
	Daily Except Sunday	Daily									
4,618 WYP	9.00AM	0.0	D-R	BURLEY	BU	21.8	A 11.25AM				
	f 9.10	3.1		BEETVILLE		18.7	f 11.16				
	f 9.16	5.2		PELLA		16.6	f 11.10				
	f 9.47	16.3		TROUT		5.5	f 10.39				
	f 9.51	17.8		MARION		4.0	f 10.35				
		19.4		WARR		2.4					
1,102 Y	A 10.05AM	21.8	D-R	OAKLEY	OA	0.0	10.20AM				
								Daily Except Sunday			
									(21.8)		

(1.05) Thru Time (1.05)
20.1 Average speed per hour 20.1

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD				NORTH SIDE BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	SECOND CLASS	FIRST CLASS	Distance from Rupert	Time-Table No. 148		Distance from Bliss	FIRST CLASS	SECOND CLASS	Distance from Bliss	FIRST CLASS	SECOND CLASS
	457 Local Freight	565 Motor Passenger		January 14, 1940			566 Motor Passenger	458 Local Freight			
	Mon., Wed. Friday	Daily		STATIONS			STATIONS				
9,874 WYP	10.00AM		0.0	D-R	RUPERT MS	73.6	A	3.40PM	A	3.15PM	
995		f	3.5		3.5 TRAVERS	70.1					
3,614	10.35	s	5.9	D	2.4 PAUL DJ	67.7	s	3.29		2.45	
1,124		f	7.9		2.0 BUDGE	65.7	f	3.24			
2,693	11.05AM	f	15.9		8.0 SCHODDE	57.7	f	3.11		2.04	
1,157		f	19.8		3.9 McHENRY	53.8	f	3.06			
		f	22.0		2.2 WORTHINGTON (Spur)	51.6	f				
1,203	12.05PM	s	24.0	D	2.0 HAZELTON AZ	49.6	s	2.57		1.05	
3,140 W	12.40	s	28.1	D	4.1 EDEN DX	45.5	s	2.50		12.40PM	
2,704	2.36	f	34.8		0.7 PERRINE	38.8	f	2.36		11.01AM	
880			38.3		3.5 SUGAR LOAF	35.3		2.31			
		f	40.6		2.3 FALLS CITY	33.0	f	2.27			
		f	42.6		2.0 BARRYMORE	31.0	f	2.23			
			44.6		2.0 SNYDER (Spur)	29.0					
2,710 WFX	4.00	s	47.9	D	3.3 JEROME JO	25.7	s	2.15		10.00	
		f	52.9		5.0 APPLETON	20.7	f	2.03			
2,704	4.30	s	56.7	D	3.8 WENDELL ND	16.9	s	1.56		8.30	
2,718	5.00	f	66.2		9.5 TUTTLE	7.4	f	1.40		7.00	
8,757 WYP	A 5.30PM	A	73.6	DN-R	7.4 BLISS IS	0.0		1.25PM		6.30AM	
					(73.6)			Daily		Tues. Thurs. Saturday	

(7.30) 9.8 Thru Time (3.15) 22.6 Average speed per hour (2.15) 32.7 (8.45) 11.1

WESTWARD				HOMESTEAD BRANCH				EASTWARD				WESTWARD				HOMEDALE BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones	SECOND CLASS	Distance from Blakes Jct.		Time-Table No. 148		Distance from Robinette	SECOND CLASS	Distance from Nyssa	Time-Table No. 148		Distance from Marsing	SECOND CLASS	Distance from Blakes Jct.		Time-Table No. 148		Distance from Nyssa	SECOND CLASS	Distance from Marsing				
	381 Mixed	January 14, 1940		382 Mixed	January 14, 1940		363 Mixed		January 14, 1940			364 Mixed											
	Daily Except Sunday	STATIONS		Daily Except Sunday	STATIONS		Monday Friday		STATIONS			Daily Except Sunday	STATIONS										
P	11.15AM	0.0			BLAKES JCT.	32.9	A	3.10PM	7,811 WYP	8.45AM	0.0	D-R	NYSSA SY	33.1	A	1.15PM							
828	f	0.7			0.7 BLAKES	32.2	f	3.05			2.4												
1,007	f	4.6			3.9 GYPSUM	28.3	f	2.53	895 P	f	4.5												
		7.3			2.7 REALORE	25.6			2,206	f	6.7												
1,305	f	8.6			1.3 PREVOST	24.3	f	2.41	356	f	8.1												
2,136	f	12.4			3.8 SUN	20.5	f	2.28	1,123	f	10.6												
P		14.0			1.6 HOME (Spur)	18.9	f		1,694	f	16.9												
2,203 W	f	15.3			1.3 MINERAL	17.6	f	2.19	1,627	f	21.4												
301	f	16.2			0.9 STILL (Spur)	16.7	f		2,698 WYP	s	24.4	D-R	HOMEDALE HR	8.7	s	11.45							
2,192	f	22.2			6.0 PARK	10.7	f	1.58	658	f	27.5												
2,125	f	27.1			4.9 STURGILL	5.8	f	1.43	1,024	f	31.0												
1,766 TP	A	32.9			5.8 ROBINETTE RQ	0.0		1.25PM	1,010 YP	A	33.1												
					(32.9)			Daily Except Sunday															

(1.45) 18.8 Thru Time (1.45) 18.8 Average speed per hour (2.15) 14.7 (2.00) 16.6

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD				WELLS BRANCH				EASTWARD							
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales & telephones	SECOND CLASS	Distance from Twin Falls		Time-Table No. 148		Distance from Wells	SECOND CLASS	Distance from Twin Falls		Time-Table No. 148		Distance from Wells	SECOND CLASS	Distance from Wells	
	339 Mixed	January 14, 1940		340 Mixed	January 14, 1940										
	Daily Except Sunday	STATIONS		Daily Except Sunday	STATIONS										
9,214 WYF			0.0	D-R	TWIN FALLS NA	123.4	A	2.00PM							
517		f	5.6		5.6 KNOLL	117.8	f								
459		f	7.0		1.4 GODWIN	116.4	f								
1,622		f	10.9		3.9 BERGER	112.5	f	1.23							
		f	14.4		3.5 HAGGARDT (Spur)	109.0	f								
2,235		s	19.4		5.0 HOLLISTER	104.0	s	12.58							
		f	23.2		3.8 AMSTERDAM (Spur)	100.2	f								
1,046 FWY		s	28.8	D	5.6 ROGERSON RG	94.6	s	12.30							
2,004		f	38.7		9.9 METEOR	84.7	f	12.11							
1,776		f	43.7		5.0 RABBIT SPRINGS	79.7	f	12.01PM							
1,778		f	50.1		6.4 IDAVADA	73.3	f	11.47AM							
1,769 W		f	56.1		6.0 DELAPLAIN	67.3	f	11.35							
1,807		f	60.7		4.6 SAN JACINTO	62.7	f	11.25							
1,769 P		s	68.8	D	8.1 CONTACT CN	54.6	s	11.10							
1,745 W		f	75.1		6.3 HENRY	48.3	f	10.55							
1,769		f	80.9		5.8 HUBBARD	42.5	f	10.44							
1,742		f	86.7		5.8 SHORES	36.7	f	10.33							
2,453 FWY		f	93.6		6.9 RED POINT	29.8	f	10.21							
1,937		f	97.3		3.7 HERRELL	26.1	f	10.09							
2,260 YP		s	102.5		5.2 SUMMER CAMP	20.9	s	9.53							
2,250 W		f	108.9		6.4 MELANDCO	14.5	f	9.34							
1,833		f	116.1		7.2 TOWN CREEK	7.3	f	9.17							
WYF		A	123.4	DN-R	7.3 WELLS HU	0.0		9.00AM							
					(123.4)			Daily Except Sunday							

(6.15) 19.7 Thru Time (5.00) 24.6 Average speed per hour

WESTWARD				BROGAN BRANCH				EASTWARD				WESTWARD				WILDER BRANCH				EASTWARD			
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones	SECOND CLASS	Distance from Vale		Time-Table No. 148		Distance from Brogan	SECOND CLASS	Distance from Vale		Time-Table No. 148		Distance from Caldwell	SECOND CLASS	Distance from Wilder		Time-Table No. 148		Distance from Wilder	SECOND CLASS	Distance from Wilder			
	373 Mixed	January 14, 1940		374 Mixed	January 14, 1940																		
	Tuesday Thursday Saturday	STATIONS		Tuesday Thursday Saturday	STATIONS																		
6,462 WYP	12.30PM	0.0		D-R	VALE VA	23.3	A	3.15PM	9,869 W	1.00PM	0.0	DN-R	CALDWELL CW	11.5	A	3.15PM							
	f	8.9			8.9 DENNIS (Spur)	14.4	f	2.48		f	3.7												
	f	11.5			2.6 LANCASTER	11.8	f	2.40		f	7.0												
1,108	f	17.3			5.8 JAMIESON	6.8	f	2.25		f	9.7												
1,654 WYP	A	23.3			6.0 BROGAN	0.0		2.00PM	1,094	A	11.5	R	WILDER	0.0									
					(23.3)			Tuesday Thursday Saturday															

(1.10) 20.0 Thru Time (1.15) 18.6 Average speed per hour (1.00) 11.5 (1.00) 11.5

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD				KETCHUM BRANCH				EASTWARD								
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		FIRST CLASS	Distance from Shoshone	Time-Table No. 148 January 14, 1940	Distance from Ketchum	FIRST CLASS	SECOND CLASS		Distance from Ketchum	FIRST CLASS	SECOND CLASS				
	347	341	225				244	318	348		244	318	348	244	318	348
	Mixed	Mixed	Passenger				Passenger	Mixed	Mixed		Passenger	Mixed	Mixed	Passenger	Mixed	Mixed
	Daily Ex. Sunday	Daily Except Sunday	Daily		STATIONS											
13,267 WFP	8.10AM	8.00AM	4.30AM	0.0	DN-R SHOSHONE X	69.4	A 1.45AM	A 3.00PM	A 3.45PM							
		f	f	10.9	10.9 MARLEY	58.5	f	f								
2,021 WY	A 8.47AM	s 8.37	s 5.03	15.3	D-R RICHFIELD FK	54.1	s 1.15	s 2.15	3.00PM							
1,518		f 8.53	f 5.15	21.7	6.4 PAGARI	47.7	f 1.04	f 1.40								
1,464		f 9.12	f 5.31	29.7	8.0 TIKURA	39.7	f 12.53	f 1.20								
		f 9.22	f 5.40	33.9	4.2 PRIEST (Spur)	35.5	f 12.46	f 1.05								
2,943 W		s 9.32	s 5.48	37.3	D PICABO XN	32.1	s 12.40	s 12.55								
		f 9.42	f 5.57	41.8	4.5 HAY	27.6	f 12.31	f 12.41								
		s 9.48	s 6.02	44.3	7.8 GANNETT	25.1	s 12.26	s 12.35								
1,564		s 10.10	s 6.17	52.1	D BELLEVUE V	17.3	s 12.12	s 12.20								
956 W		s 10.26	s 6.27	57.2	D HAILEY RI	12.2	s 12.03AM	s 12.05PM								
		f 10.42	f 6.39	63.2	6.0 GIMLET (Spur)	6.2	f 11.50PM	f 11.45AM								
		f 10.53	f 6.46	67.6	4.4 TRIUMPH	1.8	f 11.44	f 11.35								
1,720 WY	A 11.00AM	A 7.00AM		69.4	D-R KETCHUM KU	0.0	11.40PM	11.30AM								
					(69.4)		Daily	Daily Except Sunday	Daily Except Sunday							
	(0.37) 24.8	(3.00) 23.1	(2.30) 27.8		Thru Time		(2.05) 33.3	(3.30) 19.8	(0.45) 20.0							
	Average speed per hour															

WESTWARD				HILL CITY BRANCH				EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Richfield	Time-Table No. 148 January 14, 1940	Distance from Hill City	SECOND CLASS		Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Payette	Time-Table No. 148 January 14, 1940	Distance from Emmett Jct.	SECOND CLASS	
	347	348				377	378					347	348
	Mixed	Mixed				Mixed	Mixed					Mixed	Mixed
	Daily Ex. Sunday	Daily Except Sunday		STATIONS		Daily Ex. Sunday	Daily Except Sunday		STATIONS		Daily Ex. Sunday	Daily Except Sunday	
2,021 WY	8.52AM	0.0	D-R RICHFIELD FK	57.8	A 2.50PM	8,851 WFP	0.0	D-R PAYETTE AY	29.1				
640	f 9.04	4.5	RAWSON	53.3	f 2.30	YP	0.4	PAYETTE JCT.	28.7	A 2.45PM			
1,596	f 9.19	9.4	BURMAH	48.4	f 2.18		3.3	INGARD	25.8				
2,159 P	f 9.47	21.5	MAGIC	36.3	f 1.48		3.9	ELFIE	25.2	f 2.30			
1,643	f 10.09	31.2	MACON	26.6	f 1.21	894 P	5.1	D FRUITLAND FU	24.0	s 2.25			
1,636 P	f 10.17	34.0	BLAINE	23.8	f 1.09		6.8	BUCKINGHAM	22.3	f 2.06			
498	f 10.24	36.8	RANDS	21.0	f 12.58		11.1	D NEW PLYMOUTH NP	18.0	s 1.55			
974	f 10.32	39.7	SELBY	18.1	f 12.47		17.2	FALKS (Spur)	11.9	f 1.32			
2,207 W	s 10.50	43.8	D FAIRFIELD FD	14.0	s 12.40		18.9	LITTLE ROCK	10.2				
1,661	f 11.10	51.7	CORRAL	6.1	f 12.05PM		21.6	LETHA	7.5	f 1.23			
2,580 WFP	A 11.30AM	57.8	D-R HILL CITY HC	0.0	11.50AM		29.1	EMMETT JCT.	0.0	1.05PM			
			(57.8)		Daily Except Sunday			(29.1)		Daily Except Sunday			
	(2.38) 21.9		Thru Time		(3.00) 19.3		(1.45) 16.6	Thru Time		(1.40) 17.5			
	Average speed per hour												

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD				IDAHO NORTHERN BRANCH				EASTWARD					
Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Nampa	Time-Table No. 148 January 14, 1940	Distance from McCall	SECOND CLASS		Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Emmett Jct.	Time-Table No. 148 January 14, 1940	Distance from Emmett Jct.	SECOND CLASS	
	385	377				378	386					385	377
	Mixed	Mixed				Mixed	Mixed					Mixed	Mixed
	Daily Ex. Sunday	Daily Except Sunday		STATIONS		Daily Ex. Sunday	Daily Except Sunday		STATIONS		Daily Ex. Sunday	Daily Except Sunday	
17,692 WFT YOP	8.30AM		0.0	DN-R NAMPA AU-Q	128.7			A 4.20PM					
	8.35		0.7	IDA. NOR. JCT.	128.0			4.15					
	f 8.45		6.1	MADDENS (Spur)	122.6			f 4.03					
823	s 8.55		9.3	MIDDLETON	119.4			s 3.55					
863	f 9.15		18.9	JENNESS	109.8			f 3.20					
642			21.1	SAND	107.6								
	f 9.30		22.2	BRAMWELL (Spur)	106.5			f 3.05					
	9.40	8.15AM	26.4	EMMETT JCT.	102.3			A 1.05PM					
4,685 WYP	s 10.00	A 8.20AM	27.0	D-R EMMETT MF	101.7			1.00PM					
2,140	f 10.20		31.8	PLAZA	96.9			f 2.15					
	f		33.0	BLACK CANYON (Spur)	95.7			f					
2,219 P	s 10.55		41.1	D MONTOUR MR	87.6			s 1.45					
			42.3	LARKIN (Spur)	86.4								
1,662 WP	s 11.25		49.7	D HORSESHOE BEND HB	79.0			s 1.25					
1,693	f 11.45AM		55.1	GARDENA	73.6			f 1.10					
1,838 WFTP	s 12.50PM		64.1	D BANKS AB	64.6			s 12.50PM					
587 P	f 1.10		69.3	MAINS	59.4			f 11.45AM					
	f		72.8	FARRELL (Spur)	55.9			f					
1,627 WP	f 1.40		75.4	BIG EDDY	53.3			f 11.15					
1,632 YP	s 2.15		83.0	D SMITHS FERRY SF	45.7			s 10.45					
	f		85.6	HAWTHORN (Spur)	43.1			f					
3,058 P	f 2.50		92.7	CABARTON	36.0			f 10.05					
1,699 W	f 3.00		95.5	BELVIDERE	33.2			f 9.55					
1,698 YP	s 3.30		99.2	D CASCADE CD	29.5			s 9.45					
1,645	f 3.55		108.1	ARLING	20.6			f 9.20					
4,952 Y	s 4.15		112.8	D-R MACGREGOR GR	15.9			s 9.05					
1,730 W	s 4.35		115.3	D DONNELLY FY	13.4			s 8.50					
810	f 4.55		120.6	NORWOOD	8.1			f 8.35					
	f		123.3	ARCHABAL	5.4			f					
2,673 WFP	A 5.30PM		128.7	D-R MCCALL NE	0.0			8.00AM					
				(128.7)				Daily Except Sunday					
	(9.00) 14.3	(0.05) 7.2	Thru Time		(0.05) 7.2		(8.20) 15.4	Thru Time					
	Average speed per hour												

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD

OREGON EASTERN BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS	Distance from Ontario	Time-Table No. 148 January 14, 1940			Distance from Burns	FIRST CLASS		SECOND CLASS	
	373	459	569	STATIONS		570	460	374		Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday	
	Mixed	Local Freight	Motor Passenger			Motor Passenger	Local Freight	Mixed					
15,689 WFP	11.40AM	9.40AM	11.30AM	0.0	DN-R ONTARIO 1.9 ON	156.8	A 10.30AM	A 4.00PM	A 4.15PM				
YP	11.45	9.45	11.35	1.9	MALHEUR JCT. 0.7	154.9	10.16	3.45	3.55				
820	f 11.50	9.53	f 11.39	3.7	CAIRO 3.2	153.1	f 10.13	3.40	f 3.50				
860	f 11.55AM	10.09	f 11.44	6.9	LUSE 3.1	149.9	f 10.09	3.35	f 3.45				
1,294	f 12.05PM	10.15	f 11.52AM	10.0	MALLETT 5.5	146.8	f 10.04	3.25	f 3.35				
6,462 WYP	A 12.15PM	10.45	s 12.05PM	15.5	D-R VALE 8.0 VA	141.3	s 9.55	3.10	3.25PM				
2,333		11.05	f 12.18	23.5	HOPE 11.3	133.3	f 9.41	2.50					
2,599 W		11.30	f 12.43	34.8	LITTLE VALLEY 7.2	122.0	f 9.18	2.20					
2,682 P		11.55AM	s 12.57	42.0	D HARPER 6.0 HA	114.8	s 9.04	2.00					
			f	48.0	KIME 3.2	108.8	f						
2,538 W		12.13PM	f 1.15	51.2	NAMORF 5.2	105.6	f 8.45	1.15					
			f	56.4	BOHNA 5.8	100.4	f						
1,434		12.40	f 1.38	62.2	JONESBORO 11.4	94.6	f 8.23	12.40					
2,670 WYP		1.45	s 2.02	73.6	D JUNTURA 4.1 JN	88.2	s 8.01	12.05PM					
2,648		1.58	f 2.11	77.7	WISNER 8.9	79.1	f 7.50	11.30AM					
2,545		2.30	f 2.30	86.6	LONG 6.1	70.2	f 7.32	11.02					
2,561 WYP		2.50	s 2.45	92.7	RIVERSIDE 6.0	64.1	s 7.20	10.40					
			f	98.7	FORT 4.1	58.1	f						
1,692		3.20	f 3.05	102.8	DUNNEAN 7.4	54.0	f 7.00	10.20					
1,661 WP		3.55	f 3.20	110.2	VENATOR 7.7	46.6	f 6.47	10.00					
1,675		4.14	f 3.36	117.9	CIRCLE BAR 8.7	38.9	f 6.33	9.45					
1,656 WYP		4.50	s 3.58	126.6	D CRANE 6.6 CR	30.2	s 6.16	9.20					
1,634		5.15	f 4.10	133.2	ALBRITTON 5.2	23.6	f 6.05	9.00					
1,686		5.25	f 4.20	138.4	LAWEN 5.1	18.4	f 5.56	8.45					
1,618		5.35	f 4.30	143.5	REDESS 7.3	13.3	f 5.47	8.30					
1,631		5.50	f 4.45	150.8	RODEO 6.0	6.0	f 5.36	8.15					
1,250 WFYO	A 6.15PM	A 5.00PM	A 5.00PM	156.8	D-R BURNS 6.0 BR	0.0	5.25AM	8.00AM					
					(156.8)		Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday				

(0.35) 26.6 (8.35) 18.3 (5.30) 28.5 Thru Time (5.05) 30.8 (8.00) 19.6 (0.50) 18.6
 Average speed per hour
 (0.35) 26.6 (8.35) 18.3 (5.30) 28.5 Thru Time (5.05) 30.8 (8.00) 19.6 (0.50) 18.6
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.

WESTWARD

NEW MEADOWS BRANCH

EASTWARD

Length of sidings in feet between clearance points, location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS			FIRST CLASS	Distance from Weiser	Time-Table No. 148 January 14, 1940			Distance from New Meadows	FIRST CLASS		SECOND CLASS	
	451	557	STATIONS	558		450	Daily Except Sunday	Friday					
	Local Freight	Motor Passenger		Motor Passenger		Local Freight							
16,878 WOF FTP	10.10AM	10.00AM	0.0	DN-R WEISER 6.0 SR	89.7	A 5.55PM	A 3.00PM						
753			6.0	REBECCA 2.4	83.7								
470	10.30	f 10.20	8.4	FARM DALE 3.3	81.3	f 5.33	2.25						
468	10.40AM	f 10.27	11.7	PRESLEY 5.8	78.0	f 5.25	2.15						
		f 10.38	17.5	CATROCK 3.3	72.2	f 5.14							
356		f	20.8	ROCK PIT 5.9	68.9	f							
w		f 11.02	26.7	DIAMOND (Spur) 5.1	63.0	f 4.49							
1,380 P	12.05PM	s 11.12	31.8	D MIDVALE 3.9 MI	57.9	s 4.39	1.15						
		f	35.7	DIXIE (Spur) 4.8	54.0	f							
1,800 P	12.45	s 11.36	40.5	D CAMBRIDGE 9.3 RA	49.2	s 4.15	12.25PM						
330 W	1.10	s 11.59AM	49.8	GOODRICH 6.8	39.9	s 3.54	11.59AM						
1,020	1.35	f 12.19PM	56.6	MESA 0.8	33.1	f 3.38	11.20						
		f	57.4	VISTA (Spur) 2.8	32.3	f							
1,590 YFP	2.15	s 12.30	60.2	D COUNCIL 1.4 CN	29.5	s 3.28	11.05						
480	2.20	f 12.33	61.6	HOOVER 1.8	28.1	f 3.22	10.30						
		f	63.4	MILLCREEK 3.1	26.3	f							
126	2.30	s 12.46	66.5	FRUITVALE 2.8	23.2	s 3.12	10.10						
		f 12.54	69.3	STARKEY (Spur) 2.7	20.4	f 3.04							
450	2.57	f 1.02	72.0	GLENDALE 4.5	17.7	f 2.57	9.40						
		f	76.5	EVERGREEN 1.9	13.2	f							
		f	78.4	STRAWBERRY (Spur) 1.6	11.3	f							
875	3.30	f 1.25	80.0	WOODLAND 1.6	9.7	f 2.35	9.23						
		f	81.6	SOUTHARD 0.3	8.1	f							
932	3.45	s 1.30	81.9	TAMARACK 7.8	7.8	s 2.30	9.15						
2,593 YWFP	A 4.30PM	A 1.50PM	89.7	D-R NEW MEADOWS DS	0.0	2.10PM	8.45AM						
				(89.7)		Daily Except Sunday	Friday						

(6.20) 14.2 (3.50) 23.4 Thru Time (3.45) 23.9 (6.15) 14.4
 Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction, See Rule 72. Except that No. 2 is superior to Westward trains of the same class.