

F. C. PAULSEN, General Manager
H. E. SHUMWAY, General Superintendent Transportation

A. D. HANSON,
General Superintendent

W. B. GROOME, Superintendent,
Pocatello, Idaho

H. W. STOKER, Ass't Superintendent.. Pocatello, Idaho
A. BYBEE, Ass't Superintendent Nampa, Idaho
L. E. MANGUM, Trainmaster Nampa, Idaho
F. H. BLAIR, Trainmaster Pocatello, Idaho
E. L. CHANTRY, Trainmaster Montpelier, Idaho
A. R. NELSON, Master Mechanic Pocatello, Idaho
W. C. ILLINGSWORTH, Road Foreman of Eng's
Pocatello, Idaho
J. G. ROSEVEAR, Road Foreman of Eng's
Glenns Ferry, Idaho
G. W. ANDERSON, Road Foreman of Eng's
Nampa, Idaho
A. A. TUCK, Road Foreman of Eng's.. Pocatello, Idaho
G. O. GOOCH, Road Foreman of Eng's.. Pocatello, Idaho
L. V. CHAUSSE, Division Engineer ... Pocatello, Idaho
O. H. CARPENTER, Gen'l Roadmaster . Pocatello, Idaho
J. MORAN, Gen'l Roadmaster Pocatello, Idaho

First, Second and Third Subdivision and Branches

W. H. POWERS, Chief Train Dispatcher
Pocatello, Idaho
J. C. MENZIES, Ass't. Chief Train Dispatcher
Pocatello, Idaho
L. R. SCHOU, Ass't. Chief Train Dispatcher
Pocatello, Idaho
H. L. CRAWFORD, Ass't. Chief Train Dispatcher
Pocatello, Idaho

Fourth Subdivision and Branches

R. T. PETTY, Chief Train Dispatcher ... Nampa, Idaho
H. H. HARBAUGH, Assistant Chief Train Dispatcher
Nampa, Idaho
B. W. COLLINS, Assistant Chief Train Dispatcher
Nampa, Idaho

MILEAGE

First, Second, Third and Fourth Subdivisions
Main Line 583.98
Branches 1008.81
Grand Total 1592.79

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



IDAHO DIVISION

FIRST SUBDIVISION
SECOND SUBDIVISION
THIRD SUBDIVISION
FOURTH SUBDIVISION
AND BRANCHES

TIME-TABLE
No. 170

Effective Thursday,
May 15, 1947
at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

Railroad Surgeons are located as shown below:

NAME	TITLE	PLACE	TERRITORY
SPENCER WRIGHT	Medical Director	Salt Lake City	
E. N. Roberts	Division Surgeon	Pocatello	Idaho Division.
E. S. Borenmyer	Surgeon	Pocatello	Vicinity of Pocatello.
J. R. McMahon	Surgeon	Pocatello	Vicinity of Pocatello.
H. H. Hugbart	Surgeon	Pocatello	Vicinity of Pocatello.
J. V. Clothier	Eye, Ear, Nose, Throat.	Pocatello	Vicinity of Pocatello.
W. L. Clothier	Eye Specialist	Pocatello	Vicinity of Pocatello.
A. T. Sudman	Surgeon	Green River	Green River to Granger.
R. O. Hummer	Surgeon	Kemmerer	Cokeville to Granger.
H. H. King	Surgeon	Montpelier	Cokeville to McCammon.
R. B. Lindsay	Surgeon	Montpelier	Cokeville to McCammon.
H. C. Cowlishaw	Surgeon	Lava Hot Springs	Soda Springs to Inkom.
Russell Tigert	Surgeon	Soda Springs	Montpelier to McCammon.
N. H. Farrell	Surgeon	American Falls	Shoshone to Pocatello.
F. H. Kenagy	Surgeon	Rupert	Minidoka to Heyburn and Eden.
G. G. Espe	Surgeon	Burley	Burley to Twin Falls, Idahome and Oakley Branches.
John W. Davis	Surgeon	Burley	Burley to Twin Falls, Idahome and Oakley Branches.
C. B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Contact.
J. H. Murphy	Surgeon	Twin Falls	Buhl to Idavada and Milber.
Wallace Bond	Oculist and Aurist	Twin Falls	Twin Falls and Vicinity.
M. A. Drake	Surgeon	Buhl	Buhl to Twin Falls.
S. Hopper	Surgeon	Hazelton	Rupert to Bliss.
W. C. Small	Surgeon	Jerome	Rupert to Bliss.
H. F. Holsinger	Surgeon	Wendell	Jerome to Bliss.
C. W. Dill	Surgeon	Shoshone	Richfield to Bliss and Minidoka.
Marion J. Kerns	Surgeon	Fairfield	Hill City Branch.
R. H. Wright	Surgeon	Halley	Ketchum Branch.
J. R. Moritz	Surgeon	Sun Valley	Sun Valley.
J. H. Cromwell	Surgeon	Gooding	Tunupa to Bliss.
W. A. Rullen	Surgeon	Glenns Ferry	Shoshone to Mountain Home.
J. R. Mangum	Surgeon	Nampa	Mountain Home to Caldwell.
F. D. Koehne	Surgeon	Nampa	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon	Nampa	Mountain Home to Caldwell.
G. E. Shawhan	Oculist and Aurist	Nampa	West of Shoshone.
W. D. Springer	Surgeon	Boise	Orchard to Boise and Nampa.
W. A. Koelsch	Surgeon	Boise	Orchard to Boise and Nampa.
A. C. Jones	Oculist and Aurist	Boise	Orchard to Boise and Nampa.
R. L. Peterson	Oculist and Aurist	Boise	Orchard to Boise and Nampa.
C. M. Kaley	Surgeon	Caldwell	Nampa to Nyssa.
J. J. Sarazin	Surgeon	Nyssa	Parma to Ontario and Marsing.
W. J. Weese	Surgeon	Ontario	Payette to Nyssa.
J. H. Weare	Surgeon	Burns	Oregon Eastern Branch.
I. R. Woodward, Sr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
I. R. Woodward, Jr.	Surgeon	Payette	Weiser to Ontario and Fruitland.
J. L. Reynolds	Surgeon	Emmett	New Plymouth to Banks and Middleton.
M. S. McGrath	Surgeon	Weiser	Midvale to Payette and Huntington.
R. T. Whiteman	Surgeon	Cambridge	Goodrich to Weiser.
A. S. Thurston	Surgeon	Council	Midvale to New Meadows.
D. S. Numbers	Surgeon	McCall	Idaho Northern Branch.

Standard clocks are located as shown below:

Kemmerer	Telegraph Office
Montpelier	Engineers' Register Room
Montpelier	Telegraph Office
Pocatello	East Whiskers Yard Office
Pocatello	East End Yardmaster's Office
Pocatello	Train Dispatcher's Office
Pocatello	Passenger Conductors' Register Room, Passenger Station
Pocatello	Yard Telegraph Office
Pocatello	Switchmen's Locker Room
Pocatello	Engine Crew Dispatcher's Office
Pocatello	Train Crew Dispatcher's Office
Pocatello	West End Yardmaster's Office, Gould Street
Minidoka	Storage Yard
Shoshone	Telegraph Office
Bliss	Telegraph Office
Glenns Ferry	Telegraph Office
Glenns Ferry	Roundhouse Register Room
Glenns Ferry	Yard Office
Nampa	Telegraph Office
Nampa	Yard Office
Nampa	Round House Office
Nampa	Train Dispatcher's Office
Nampa	East End Switch Shanty
Nampa	West End Switch Shanty
Nampa	Ice House Switch Shanty
Nyssa	Telegraph Office
Ontario	Telegraph Office
Payette	Telegraph Office
Weiser	Telegraph Office
Huntington	Telegraph Office
Huntington	Yard Office
Boise Freight	Yard 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
Banks	Telegraph Office
McCall	Telegraph Office
Burns	Telegraph Office
Council	Telegraph Office
New Meadows	Telegraph Office

CONDENSED TIME-TABLE

WESTWARD				EASTWARD				
FIRST CLASS				FIRST CLASS				
				Distance from Green River via Kuna	Time-Table No. 170 May 15, 1947			
	11 Passenger	105 Streamliner Passenger	17 Passenger		106 Streamliner Passenger	18 Passenger	12 Passenger	
	Daily	Daily	Daily		STATIONS			
	5.15PM	1.20PM	3.15AM	0.0	GREEN RIVER	A 2.10PM	A 11.10PM	A 10.00AM
	5.55	1.50	3.50	30.2	GRANGER	1.40PM	10.35	9.25
	8.30	3.50	7.00	145.2	MONTPELIER	11.40AM	8.05	6.50
	10.12	5.07	8.53	221.4	MCCAMMON	10.19	5.58	4.59
	10.45 11.10PM	5.35 5.45	9.30 10.05	244.1	POCATELLO	9.55 9.45	5.30 5.05	4.30 4.05
	12.20AM	6.40	11.25AM	302.8	MINIDOKA	8.52	3.55	2.55
	1.15	7.25	12.25PM	351.7	SHOSHONE	8.10	2.55	1.55
	2.40	8.20	1.50	414.0	GLENN'S FERRY	7.15	1.40PM	12.45AM
	4.25	9.40	3.45	506.3	BOISE	6.05	11.50AM	10.50PM
	5.10	10.05	4.25	486.8	NAMPA	5.40	11.20	10.15
	6.08	10.45	5.40	528.9	ONTARIO	4.51	10.05	9.04
	A 7.15AM	A 11.30PM	A 6.45PM	569.0	HUNTINGTON	4.00AM	9.05AM	8.10PM
					(569.0 via Kuna) (580.3 via Boise)	Daily	Daily	Daily
	(14.00) 41.5	(10.10) 57.1	(15.30) 37.4		Thru Time	(10.10) 57.1	(14.05) 41.2	(13.50) 41.9
					Average speed per hour			

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD					
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Kemmerer	Time-Table No. 170 May 15, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Moyer Jct.	Time-Table No. 170 May 15, 1947		Mile Post
		STATIONS					STATIONS		
Yard	0.0	DN-R	KEMMERER YL Z	0.0	WS 71 ES 70	PY	0.0	MOYER JCT. YL	0.0
	1.0		NO. KEMMERER JCT. YL	1.0	53		4.8	4.8 GLENCOE JCT. YL	4.8
	2.4		NO. KEMMERER YL	2.4			9.3	4.5 BLAZON JCT.	9.3
	5.1		SUSIE YL	5.1			13.0	3.7 MINE NO. 8 YL	13.0
	9.2		QUEALY YL	9.2					
			(9.2)					(13.0)	

WESTWARD ELKOL BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD						
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Glencoe Jct.	Time-Table No. 170 May 15, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Blazon Jct.	Time-Table No. 170 May 15, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6 (A).	Distance from Alexander	Time-Table No. 170 May 15, 1947		Mile Post
		STATIONS					STATIONS					STATIONS		
53	0.0		GLENCOE JCT. YL	0.0		0.0	113 PW	0.0					0.0	
	3.9		ELKOL	3.9		1.4		6.0 D				GA	6.0	
			(3.9)					(6.0)						

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

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
80"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 30"	24.
81"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.8	2' 45"	21.8
82"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3'	20.
83"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	3' 30"	17.1
84"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	4'	15.
85"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.8	5'	12.
86"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	6'	10.
87"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.5	7'	8.6
88"	94.7	49"	73.5		60.	1' 11"	50.7	2'	30.	8'	7.5
89"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	28.6	9'	6.
90"	90.	51"	70.6	1' 2"	58.	1' 15"	48.				

WESTWARD

FIRST SUBDIVISION

Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		FIRST CLASS				Distance from Granger	STATIONS
	Time Freight	699	11	105	17	Time Freight		
Daily	Daily	Daily	Daily	Daily				
150 IPWY	2.55AM	5.55 ¹⁶² PM	1.50PM	3.50AM	0.0	DN-R GRANGER YL GN		
70 P	3.03	6.00	1.54	3.55	4.1	4.1 DONOVAN		
114 P	3.09	6.04	1.57	3.59	7.7	3.6 MOXA		
75 P	3.16	6.09	2.01	4.04	12.5	4.8 HASSETT		
117 P	3.21	6.12	2.04	4.08	15.4	2.9 NUTRIA		
83 P	3.29	6.17	2.09	4.14	20.2	4.3 COSGRIFF		
125 P	3.36	6.21	2.13	4.22	24.5	4.3 DN OPAL OW		
77 P	3.44	6.26	2.18	4.29	29.3	4.3 FOLGER		
130 PW	3.51	6.31	2.22	4.34	33.6	4.3 WATERFALL		
	4.01	6.38	2.28	4.41	39.0	5.4 EAST KEMMERER YL		
Yard CPTWxz	4.15	s 6.45	f 2.30	s 4.55	39.7	0.7 DN-R KEMMERER YLs		
W.S. 71 Pxy	4.22	6.50	2.34	5.00	42.3	2.6 MOYER JCT. YL		
E.S. 70 Pwxy	4.44	7.03	2.46	f 5.14	50.3	8.0 DN FOSSIL YL FL		
98 PW	4.54	7.10	2.53	5.22	56.0	5.7 NUGGET		
78 P	5.02	7.15	2.57	5.27	59.6	3.6 ORR		
116 P	5.08	7.19	3.00	s 5.33	63.1	3.5 SAGE		
68 P	5.15	7.23	3.04	5.38	67.3	4.2 CARLSON		
128 P	5.21	7.27	3.07 ¹⁶²	5.42	71.3	4.0 BECKWITH		
78 P	5.29	7.33	3.12	5.48	77.4	6.1 PIXLEY		
W.S. 130 Pw	5.39	s 7.42	s 3.17	s 6.02	83.5	6.1 DN COKEVILLE CK		
E.S. 125 P	5.47	7.48	3.21	6.09	88.2	4.7 MARSE		
77 PW	5.53	7.52	3.24	6.14	92.1	3.9 BORDER		
92 P	6.01	7.57	3.29	s 6.23	97.7	5.6 PEGRAM		
69 P	6.09	8.03	3.34	6.30	102.9	5.2 HARER		
Yard CPTWYZ	A 6.35AM	A 8.20PM	A s 3.50PM	A 6.50AM	115.0	5.1 DINGLE		
						7.0 DN-R MONTPELIER YL		

Time-Table No. 170
May 15, 1947

BLOCK SIGNALS
Double Track

(3.40) (2.25) (2.00) (3.00) Thru Time
31.4 47.6 57.5 38.3 Average speed per hour

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Any station.	Any station.

FIRST SUBDIVISION

EASTWARD

Car capacity of sidings, etc. See Rule 6 (A).	Time-Table No. 170 May 15, 1947	Mile Post	FIRST CLASS			SECOND CLASS	
			12	106	18	162	174
STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	STATIONS	
150 IPWY	DN-R GRANGER YL GN	0.0	A f 9.25AM	A 1.40PM	A 10.35PM	A 5.55 ¹¹ PM	A 2.40AM
70 P	4.1 DONOVAN	4.1	9.17	1.35	10.28	5.40	2.25
114 P	3.6 MOXA	7.7	9.13	1.32	10.24	5.33	2.18
75 P	4.8 HASSETT	12.5	9.08	1.28	10.19	5.25	2.10
117 P	2.9 NUTRIA	15.4	9.04	1.25	10.15	5.20	2.05
83 P	4.3 COSGRIFF	20.2	8.59	1.21	10.10	5.12	1.57
125 P	4.3 DN OPAL OW	24.5	f 8.53	1.17	10.05	5.05	1.50
77 P	4.3 FOLGER	29.3	8.48	1.13	10.00	4.57	1.42
130 PW	4.3 WATERFALL	33.6	8.43	1.09	9.55	4.50	1.35
	5.4 EAST KEMMERER YL	39.0	8.35	1.03	9.47	4.40	1.25
Yard CPTWxz	0.7 DN-R KEMMERER YLs	39.7	s 8.33	f 1.01	s 9.45	4.35	1.20
W.S. 71 Pxy	2.6 MOYER JCT. YL	42.3	8.25	12.56	9.36	4.16	12.57
E.S. 70 Pwxy	8.0 DN FOSSIL YL FL	50.3	f 8.10	12.43	9.21	3.51	12.32
98 PW	5.7 NUGGET	56.0	8.02	12.35	9.13	3.36	12.17
78 P	3.6 ORR	59.6	7.57	12.31	9.08	3.28	12.09
116 P	3.5 SAGE	63.1	f 7.52	12.28	9.04	3.22	12.03AM
68 P	4.2 CARLSON	67.3	7.47	12.24	8.59	3.15	11.56PM
128 P	4.0 BECKWITH	71.3	7.43	12.21	8.55	3.07 ¹⁰⁵	11.49
78 P	6.1 PIXLEY	77.4	7.37	12.16	8.50	2.40	11.40
W.S. 130 Pw	6.1 DN COKEVILLE CK	83.5	s 7.30	12.11	s 8.43	2.30	11.30
E.S. 125 P	4.7 MARSE	88.2	7.22	12.06	8.36	2.16	11.16
77 P	3.9 BORDER	92.1	7.18	12.02PM	8.32	2.09	11.09
128 P	5.6 PEGRAM	97.7	f 7.12	11.57AM	8.26	2.01	11.01
77 PW	5.2 HARER	102.9	7.05	11.52	8.20	1.53	10.53
92 P	5.1 DINGLE	108.0	6.59	11.47	8.14	1.45	10.45
69 P	7.0 DN-R MONTPELIER YL	115.0	6.50AM	11.40AM	8.05PM	1.30PM	10.30PM

Thru Time..... (2.35) (2.00) (2.30) (4.25) (4.10)
Average speed per hour..... 44.5 57.5 46.0 26.0 27.6

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
12	Any station.	Any station.	Any station.

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 and 18, and not less than fifteen minutes by second-class, extra trains and yard engines.

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 and 18, and not less than fifteen minutes by second-class, extra trains and yard engines.

WESTWARD

SECOND SUBDIVISION

Capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS						Time-Table No. 170 May 15, 1947
	655 Time Freight	277 Time Freight	11 Passenger	31 Passenger	105 Streamliner Passenger	17 Passenger	33 Passenger	29 Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Yard CPTWYZ	7.15AM		8.30PM		3.50PM	7.00AM			
80 F	7.30		8.38		3.57	7.09			
109 PW	7.39		8.44		4.03	7.16			
127 F	7.47		8.50		4.08	7.22			
104 F	7.54		8.55		4.12	7.27			
77 F	8.00		8.59 ¹⁶⁰		4.15	7.31			
186 FWY	8.10		f 9.09		4.21	s 7.42			
118 FW	8.18		9.16		4.26	s 7.52			
116 F	8.25		9.21		4.30	7.58			
363 CPWY	8.45		f 9.30		4.35	s 8.08			
116 F	8.51		9.35		4.39	8.13			
174 F	8.58		9.40		4.43	8.18			
104 F	9.05		9.45		4.47	8.23			
102 FW	9.11		9.48		4.50	8.26			
80 FX	9.18		f 9.54		4.54	s 8.33			
CS162 F	9.25		10.00		4.59	8.40			
226 IPWXY	9.39	2.15AM	10.12	10.05PM	5.07	s 8.53	4.45AM	12.35AM	
x			10.19	10.12	5.13	9.01	4.52	12.42	
W.S. 51 E.S. 81 FWX	9.56	2.32	10.25	f 10.18	5.18	f 9.07	f 4.58	12.47	
x			10.31	10.24	5.23	9.14	5.04	12.53	
Yard COPTWYZ	A 10.20AM	A 3.00AM	A 10.45PM	A 10.40PM	A 5.35PM	A 9.30AM	A 5.20AM	A 1.10AM	
	(3.05) 32.1	(0.45) 30.3	(2.15) 44.0	(0.35) 33.9	(1.45) 56.5	(2.30) 39.6	(0.35) 38.9	(0.35) 38.9 Thru Time Average speed per hour

STATIONS

DN-R MONTPELIER YL MX } Double Track
6.3

PESCADERO }
5.5

GEORGETOWN }
5.1

CAVANAUGH }
4.2

MANSON }
3.9

ROSE }
6.0

DN SODA SPRINGS SD }
5.6

ALEXANDER }
4.6

TALMAGE }
5.6

DN BANCROFT YL BN }
3.8

KINPORT }
4.7

PEBBLE }
4.5

BROXON }
2.6

BLASER }
2.6

DN LAVA HOT SPGS. XY }
4.3

TOPAZ }
6.9

DN McCAMMON YLMC }
5.9

ONYX (Spur) }
4.8

D INKOM KO }
5.8

PORTNEUF }
6.2

DN-R POCATELLO YL H CA }
PO

(98.9)

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

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Any station.	Any station.

SECOND SUBDIVISION

EASTWARD

Capacity of sidings, etc. See Rule 6(A).	FIRST CLASS						SECOND CLASS			Time-Table No. 170 May 15, 1947
	30 Passenger	12 Passenger	32 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	158 Time Freight	278 Time Freight	160 Time Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Yard CPTWYZ				As 11.40AM	A 7.55PM		A 12.35PM		A 9.50PM	
80 F		A 6.40AM		11.31	7.41		12.13		9.29	
109 PW		6.28		11.25	7.35		12.04PM		9.20	
127 F		6.16		11.20	7.29		11.56AM		9.12	
104 F		6.12		11.16	7.25		11.49		9.05	
77 F		6.08		11.13	7.21		11.43		8.59 ¹¹	
186 FWY		s 5.59		11.07	s 7.12		11.33		8.43	
118 FW		5.49		11.01	s 6.59		11.23		8.33	
116 F		5.43		10.56	6.51		11.10		8.20	
363 CPWY		f 5.36		10.51 ¹⁵⁸	f 6.43		10.51 ¹⁰⁶		8.05	
116 F		5.31		10.47	6.37		10.21		7.51	
174 F		5.26		10.42	6.31		10.13		7.43	
104 F		5.22		10.38	6.25		10.04		7.34	
102 FW		5.18		10.35	6.20		9.57		7.27	
80 FX		f 5.14		10.31	f 6.15		9.50		7.20	
CS162 F		5.08		10.26	6.07		9.36		7.06	
226 IPWXY	As 3.45AM	s 4.59	As 5.10AM	10.19	5.58	As 6.05PM	9.20	A 4.00PM	6.50	
x	3.37	4.51	5.02	10.13	5.50	5.57				
W.S. 51 E.S. 81 FWX	3.31	4.46	s 4.56	10.08	5.45	f 5.51	8.55	3.25	6.25	
x	3.25	4.39	4.49	10.02	5.39	5.44				
Yard COPTWYZ	3.15AM	4.30AM	4.40AM	9.55AM	5.30PM	5.35PM	8.30AM	3.00PM	6.00PM	
	(0.30) 45.4	(2.10) 45.6	(0.30) 45.4	(1.45) 56.5	(2.25) 40.9	(0.30) 45.4	(4.05) 24.2	(1.00) 22.7	(3.50) 25.8	

STATIONS

DN-R MONTPELIER YL MX } Double Track
6.3

PESCADERO }
5.5

GEORGETOWN }
5.1

CAVANAUGH }
4.2

MANSON }
3.9

ROSE }
6.0

DN SODA SPRINGS SD }
5.6

ALEXANDER }
4.6

TALMAGE }
5.6

DN BANCROFT YL BN }
3.8

KINPORT }
4.7

PEBBLE }
4.5

BROXON }
2.6

BLASER }
2.6

DN LAVA HOT SPGS. XY }
4.3

TOPAZ }
6.9

DN McCAMMON YLMC }
5.9

ONYX (Spur) }
4.8

D INKOM KO }
5.8

PORTNEUF }
6.2

DN-R POCATELLO YL H CA }
PO

(98.9)

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

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

No. 12 will reduce speed to 20 MPH to dispatch mail and newspapers at Lava Hot Springs, Alexander and Georgetown.

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
12	Any station.	Any station.	Any station.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.

Car capacity of sidings, etc. See Rule 6(A).	WESTWARD							THIRD SUBDIVISION							Distance from Granger	Time-Table No. 170	
	FIRST CLASS															May 15, 1947	
		11	105		17	49			11	105		17	49			STATIONS	
	Passenger	Streamliner Passenger		Passenger	Passenger			Daily	Daily		Daily	Daily		DN-R POCATELLO YL			
Yard coprwy								11.10PM	5.45PM		10.05AM	3.20AM	213.9	H CA PO 5.7 DON 4.7			
42 X													219.6	MICHAUD 2.2			
cs151 P								11.25	5.59		10.20	f 3.35	224.3	SCHILLER 3.6			
11													226.5	BANNOCK 3.2			
125 P								11.30	6.04		10.26	3.43 ¹²	230.1	IGO 5.2			
125 P								11.33			10.29	3.48	233.3	DN AMERICAN FALLS AF			
147 PW								s 11.40	6.10		s 10.39	s 3.57	238.5	BORAH 3.8			
125 P								11.46	6.15		10.45	4.03	242.3	COOLIDGE 4.8			
125 P								11.51	6.19		10.50	4.09	247.1	QUIGLEY 3.0			
125 P								11.54	6.21		10.53	4.12	250.1	WAPI 5.9			
125 PW								11.59PM	6.25		10.59	f 4.18	256.0	DE WOFF 3.8			
125 P								12.03AM	6.28		11.03	4.22	259.8	HAWLEY 5.1			
125 P								12.10	6.34		11.10	4.29	267.3	DN MINIDOKA YL RT			
469 CPWY								s 12.20	f 6.40		s 11.25	A 4.40AM	272.4	MAX 3.8			
125 P								12.26	6.45		11.31		276.2	ADELAIDE 4.7			
125 P								12.33	6.51		11.39		284.3	KIMAMA 6.7			
125 PW								12.37	6.55		11.44		289.0	SENER 7.8			
125 P								12.43	7.00		11.51		295.7	OWINZA 5.8			
125 P								12.50	7.06		11.59AM		303.5	BESSLEN 4.6			
125 P								12.55	7.11		12.05PM		309.3	D DIETRICH HD			
121 P								1.01	7.15		12.11		313.9	DN SHOSHONE YL			
220 COPWY								s 1.15	s 7.25		s 12.25		321.5	TUNUPA 9.3			
125 P								1.26	7.34		12.36		330.8	DN GOODING GD			
125 61 PW								s 1.34 ¹²	7.40		s 12.46		337.5	FULLER 6.7			
125 P								1.44	7.46		12.54		344.2	DN BLISS YL IS			
125 PWY								1.52	7.52		s 1.04		350.5	TICESKA YL			
105 cs125 PY								2.00	7.58		1.12		357.3	KING HILL 9.5			
cs125 PWX								2.15	8.09		1.28		366.8	SAND BANK 4.1			
FX													370.9	DN-R GLENNS FERRY YL			
Yard coprwy								A 2.30AM	A s 8.20PM		A 1.40PM		373.8				

(159.9)

(3.20) (2.35) (3.35) (1.20) Thru Time
48.0 61.9 44.6 43.9 Average speed per hour

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
17	Any station.	Ogden, Cheyenne or beyond.	Pendleton or beyond.

Car capacity of sidings, etc. See Rule 6(A).	WESTWARD							THIRD SUBDIVISION							Distance from Granger	Time-Table No. 170	
	FIRST CLASS															May 15, 1947	
		12	106	18	50				12	106	18	50		STATIONS			
	Passenger	Streamliner Passenger	Passenger	Passenger				Daily	Daily	Daily	Daily		DN-R POCATELLO YL				
Yard coprwy								A 4.05AM	A 9.45AM	A 5.05PM	A 11.15PM		H CA PO 5.7 DON 4.7				
42 X													MICHAUD 2.2				
cs151 P								3.49	9.31	4.49	f 10.54		SCHILLER 3.6				
11													BANNOCK 3.2				
125 P								3.43 ⁴⁹	9.26	4.43	10.45		IGO 5.2				
125 P								3.40	4.40	10.41			DN AMERICAN FALLS AF				
147 PW								s 3.34	9.20	f 4.34	s 10.34		BORAH 3.8				
125 P								3.27	9.15	4.27	10.24		COOLIDGE 4.8				
125 P								3.22	9.11	4.22	10.19		QUIGLEY 3.0				
125 P								3.19	9.09	4.19	10.16		WAPI 5.9				
125 PW								3.13	9.05	4.13	f 10.09		DE WOFF 3.8				
125 P								3.09	9.02	4.09	10.03		HAWLEY 5.1				
125 P								3.01	8.56	4.01	9.53		DN MINIDOKA YL RT				
469 CPWY								s 2.55	f 8.52	s 3.55 ³⁶	9.45PM		MAX 3.8				
125 P								2.46	8.47	3.46			ADELAIDE 4.7				
125 P								2.38	8.41	3.38			KIMAMA 6.7				
125 PW								2.33	8.37	3.33 ⁶			SENER 7.8				
125 P								2.26	8.32	3.26			OWINZA 5.8				
125 P								2.18	8.26	3.18 ³⁷			BESSLEN 4.6				
125 P								2.12	8.22	3.12			D DIETRICH HD				
121 P								2.07	8.18	3.07			DN SHOSHONE YL				
220 COPWY								s 1.55	s 8.10	s 2.55			TUNUPA 9.3				
125 P								1.41	7.57	2.37			DN GOODING GD				
125 61 PW								s 1.34 ¹¹	7.51	f 2.30			FULLER 6.7				
125 P								1.24	7.44	2.21			DN BLISS YL IS				
125 PWY								1.17	7.39	2.13			TICESKA YL				
106 cs125 PY								1.09	7.34	2.04 ⁴			KING HILL 9.5				
cs125 PWX								12.54	7.23	1.49			SAND BANK 4.1				
FX													DN-R GLENNS FERRY YL				
Yard coprwy								12.45AM	7.15AM	1.40PM							

Thru Time (3.20) (2.30) (3.25) (1.30)
Average speed per hour 48.0 64.0 46.8 39.0

Conditional Stops to Discharge or Pick Up Revenue Passengers			
Train	At	Discharge passengers from	Pick up passengers destined to
18	Any station.	Pendleton or beyond.	Ogden, Cheyenne or beyond.

Car capacity of sidings, etc. See Rule 6 (A).

WESTWARD FOURTH SUBDIVISION

Yard COPTWY	SECOND CLASS		FIRST CLASS		Distance from Granger via Kuna
	699 Time Freight Daily	105 Streamliner Passenger Daily	17 Passenger Daily	11 Passenger Daily	
	8.30PM	8.20PM	1.50PM	2.40AM	373.8
cs115 PW	8.55	8.31	2.05	2.52	382.7
cs127 PY	9.29	8.45	2.25	3.10	393.5
57 P	9.36	8.49	2.30	3.15	396.9
256 FWY	9.43	8.54	s 2.37	s 3.23	401.6
154 P	9.51	8.59	2.44	3.30	407.5
141 PW	9.58	9.03	2.50	3.35	412.7
58 P	10.06	9.08	2.56	3.40	418.8
195 CIPWY	10.30 ¹⁶⁰	A 9.13PM	A 3.02PM	A 3.45AM	423.0
69 P	10.37				427.0
84 P	10.42				430.8
105 PW	10.47				434.7
69 P	10.52	Via Boise Main Line	Via Boise Main Line	Via Boise Main Line	438.6
77 P	10.57				442.6
116 P	11.03				446.7
84 P	11.10				451.8
					456.3
Yard COPTWYZ	11.20	f 10.05PM ¹²	s 4.15PM	s 5.00AM	456.8
57 P	11.30		s 4.25	s 5.10	460.8
204 PW	11.39	10.10	4.31	5.16	465.6
67 P	11.47	10.15	s 4.44	s 5.28 ¹⁰⁶	469.2
125 P	11.52	10.18	4.49	5.33	472.5
58 P	11.56PM	10.21	s 4.55	5.36	476.1
104 P	12.01AM	10.24	4.59	5.39	476.1
26	12.07	10.28	s 5.07	5.44	480.8
155 FWY		10.35	s 5.18	s 5.53	485.8
45 P	12.22	10.38	5.23	5.57	488.4
PY	12.30		5.29	6.02	491.7
444 CPY	12.35	f 10.45	s 5.40 ¹⁶⁰	s 6.08	496.8
					498.7
190 PW	12.42	f 10.50	s 5.50	s 6.18	500.8
8		10.56	5.58	6.25	502.5
84 P	12.51				506.2
23					509.3
233 FWY	1.01	f 11.03	s 6.10	s 6.38	512.7
77 P	1.09	11.09	6.18	6.46	515.9
115 P	1.14	11.12	6.22	6.51	522.0
76 PW	1.21	11.16	6.27	6.56	525.7
116 P	1.27	11.20	6.32	7.02	530.0
P					534.0
Yard COPTWYZ	A 1.45AM	A 11.30PM	A 6.45PM	A 7.15AM	537.1
					538.8

BLOCK SIGNALS

Time-Table No. 170
May 15, 1947

STATIONS

DN-R GLENN'S FERRY YL GF
8.9
HAMMETT
10.8
DN REVERSE YL RV
3.4
SLADE
4.7
DN MOUNTAIN HOME MZ
5.9
SEBREE
5.2
CLEFT
6.1
SUNNYSIDE
4.2
DN ORCHARD YL OD
4.0
HICKEY
3.8
ELY
3.9
OWYHEE
3.9
KISSEL
4.0
MORA
4.1
D KUNA KA
5.1
COLLOPY
4.5
MAIN LINE JCT. YL
0.3
DN-R NAMPA YL AU-Q
4.2
MOSS
4.8
DN CALDWELL YL CW
3.6
ENROSE
3.3
D NOTUS U
3.6
TUCKER
4.7
DN PARMA MA
5.0
APPLE VALLEY
2.6
DN NYSSA YL SY
3.3
ARCADIA
5.1
MALHEUR JCT. YL
1.9
DN ONTARIO YL ON
2.1
WASHOE (Spur)
1.7
DN PAYETTE YL AY
3.7
WOOD
3.1
CRYSTAL
3.4
FELTHAM
3.2
DN WEISER YL SR
6.1
EATON
3.7
COBB
4.3
OLDS FERRY
4.0
ROCK ISLAND
3.1
BLAKES JCT.
1.7
DN-R HUNTINGTON YL HU

(165.0 via Kuna)
(176.3 via Boise)

Thru Time
Average speed per hour

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 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines

FOURTH SUBDIVISION EASTWARD

See Rule 6 (A)
Car capacity of sidings, etc. See Rule 6 (A).

Time-Table No. 170
May 15, 1947

STATIONS

DN-R GLENN'S FERRY YL GF
8.9
HAMMETT
10.8
DN REVERSE YL RV
3.4
SLADE
4.7
DN MOUNTAIN HOME MZ
5.9
SEBREE
5.2
CLEFT
6.1
SUNNYSIDE
4.2
DN ORCHARD YL OD
4.0
HICKEY
3.8
ELY
3.9
OWYHEE
3.9
KISSEL
4.0
MORA
4.1
D KUNA KA
5.1
COLLOPY
4.5
MAIN LINE JCT. YL
0.3
DN R NAMPA YL AU-Q
4.2
MOSS
4.8
DN CALDWELL YL CW
3.6
ENROSE
3.3
D NOTUS U
3.6
TUCKER
4.7
DN PARMA MA
5.0
APPLE VALLEY
2.6
DN NYSSA YL SY
3.3
ARCADIA
5.1
MALHEUR JCT. YL
1.9
DN ONTARIO YL ON
2.1
WASHOE (Spur)
1.7
DN PAYETTE YL AY
3.7
WOOD
3.1
CRYSTAL
3.4
FELTHAM
3.2
DN WEISER YL SR
6.1
EATON
3.7
COBB
4.3
OLDS FERRY
4.0
ROCK ISLAND
3.1
BLAKES JCT.
1.7
DN-R HUNTINGTON YL HU

(165.0 via Kuna)
(176.3 via Boise)

Thru Time
Average speed per hour

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 and 18, and not less than fifteen minutes by second-class, extra trains, and yard engines

WESTWARD					BOISE MAIN LINE					EASTWARD							
FIRST CLASS					Time-Table No. 170					FIRST CLASS							
					May 15, 1947												
					STATIONS												
204 CI		105	17	11	BLOCK SIGNALS	DN ORCHARD YL OD	423.0	A 6.29AM	A 12.27PM	A 11.30PM							
78 P		Streamliner Passenger	Passenger	Passenger		7.8	LEONE	430.3	6.22	12.17	11.20						
79 P		Daily	Daily	Daily		5.6	BLACK'S CREEK	435.9	6.17	12.10	11.12						
78 P		9.13PM	3.02PM	3.45AM		5.8	SHAFFER	441.7	6.11	12.03PM	11.04						
14 P		9.20	3.10	3.53		3.4	HILLCREST	445.1	6.08	11.57AM	10.58						
109		9.25	3.16	3.59		3.3	DN BOISE YL BG	448.4	s 6.05	s 11.50	s 10.50						
PWY		s 9.40	s 3.35	s 4.15		2.3	BOISE JCT.	450.7	5.56	11.41	10.36						
P		9.43	3.48	4.35		0.7	PERKINS	451.4	5.55	11.40	10.35						
35 P		9.44	3.49	4.36		3.9	BEATTY	454.6	5.52	11.37	10.32						
31 P		9.47	3.52	4.39		2.7	D MERIDIAN MD	457.3	5.50	11.34	10.29						
77 P		9.49	f 3.56	s 4.43		3.4	SONNA	460.7	5.47	11.30	10.25						
25 P		9.52	4.00	4.46		4.2	NAMPA LOOP JCT. YL	464.9									
P						2.7	MAIN LINE JCT. YL	467.6									
Yard						0.3	DN-R NAMPAYL AU-Q-D	467.9	5.40AM	11.20AM	10.15PM						
COPT		At 10.05PM	As 4.15PM	As 5.00AM													
WYZ																	
						(44.9)											
						(0.52)	(1.13)	(1.15)	Thru Time			(0.49)	(1.07)	(1.15)			
						51.8	36.9	35.9	Average speed per hour			55.0	40.2	35.9			

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 and 18 and not less than fifteen minutes by extra trains and yard engines.

WESTWARD			MURPHY BRANCH			EASTWARD			WESTWARD			BOISE BRANCH			EASTWARD					
			Time-Table No. 170						Time-Table No. 170											
			May 15, 1947						May 15, 1947											
			STATIONS						STATIONS											
Yard		0.0	DN-R	NAMPA YL AU Q	0.0															
20		4.4		DEAL	4.4															
46		8.9		BOWMONT	8.9															
		11.6		WESTMA (Spur)	11.6															
28		14.6		MELEBA	14.6															
60		17.1		STODDARD	17.1															
18	WY	29.8	R	MURPHY	29.8															
					(29.8)															
					(2.35)	Thru Time			(2.35)	Thru Time										
					22.4	Average speed per hour			22.4	Average speed per hour										

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

WESTWARD					KETCHUM BRANCH					EASTWARD								
SECOND CLASS					Time-Table No. 170					SECOND CLASS								
					May 15, 1947													
					STATIONS													
220		379	341		Distance from Shoshone	DN-R	SHOSHONE YL X	0.0	A 12.50PM	A 2.00PM								
200	CPWY	Mixed	Mixed			10.9	MARLEY	10.9	f									
		Monday	Daily			15.3	D-R	RICHFIELD YL FK	15.3	s 12.10PM	1.20PM							
39	PWY	7.10AM	6.00AM			21.7		PAGARI	21.7	f 11.50AM								
29		f 7.45AM	s 6.35			29.7		TIKURA	29.7	f 11.30								
27		f 6.50				33.9		PRIEST (Spur)	33.9	f 11.15								
		f 7.10				37.3	D	PICABO XN	37.3	s 11.05								
59	PW	f 7.20				41.8		HAY	41.8	f 10.50								
		s 7.30				44.3		GANNETT	44.3	s 10.45								
		f 7.40				52.1		BELLEVUE	52.1	s 10.25								
30		s 7.45				57.2	D	HAILEY RI	57.2	s 10.05								
17	W	s 8.05				60.0		BARITE	60.0	f 9.52								
11		f 8.16				63.2		GIMLET (Spur)	63.2	f 9.45								
		f 8.22				67.6		TRIUMPH	67.6	f 9.35								
		f 8.29				69.4	D-R	KETCHUM YL KU	69.4	9.30AM								
33	WY	A 8.45AM								Daily	Monday							
						(0.35)	Thru Time			(3.20)	Thru Time							
						26.2	Average speed per hour			25.2	Average speed per hour			20.8	22.9			

WESTWARD					HILL CITY BRANCH					EASTWARD								
SECOND CLASS					Time-Table No. 170					SECOND CLASS								
					May 15, 1947													
					STATIONS													
39	PWY	379	380		Distance from Richfield	D-R	RICHFIELD YL FK	0.0	A 1.15PM									
10		Mixed	Mixed			4.5		RAWSON	4.5	f 1.00								
30		Monday	Daily			9.4		BURMAH	9.4	f 12.47								
42	PW	7.50AM				21.5		MAGIC	21.5	f 12.15PM								
31		f 8.02				31.2		MACON	31.2	f 11.50AM								
31	P	f 8.15				34.0		BLAINE	34.0	f 11.42								
7		f 8.47				36.8		RANDS	36.8	f 11.35								
17		f 9.12				39.7		SELBY	39.7	f 11.27								
43	PW	f 9.20				43.8	D	FAIRFIELD FD	43.8	s 11.17								
32		f 9.27				51.7		CORRAL	51.7	f 10.55								
57	WY	f 9.35				57.8	R	HILL CITY YL	57.8	10.40AM								
						(57.8)												
						(2.35)	Thru Time			(2.35)	Thru Time							
						22.4	Average speed per hour			22.4	Average speed per hour							

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

WESTWARD					TWIN FALLS BRANCH					EASTWARD						
Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS				Distance from Minidoka	FIRST CLASS		Time-Table No. 170 May 15, 1947	STATIONS	Mile Post	SECOND CLASS					
	339	471	365	377		573	49				366	472	340	378		
	Freight	Local Freight	Mixed	Time Freight		Motor Passenger	Passenger				Mixed	Local Freight	Freight	Time Freight		
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily										
469 CPWY	4.30PM	9.15AM	5.20AM	3.00AM			0.0	DN-R	MINIDOKA YL RT	0.0						
76 P	4.45	9.35	f 5.35	3.17		f 4.35	f 5.23	8.2	ACEQUIA	8.2	f 2.55	f 8.56	f 2.15	7.55	10.35	1.10
206 PWY	5.00	A 9.50AM	A 5.50AM	3.40		s 4.50	s 5.45	18.5	DN-R RUPERT YL MS	18.5	s 2.45	s 8.47	2.00PM	7.30PM	10.20	12.50
								17.3	AMALGA (Spur)	17.3						
32 P	5.11			3.52		s 4.58	s 5.53	19.6	HEYBURN	19.6	s 2.30	f 8.35			9.45	12.10
94 PWY	5.25			4.10		s 5.10	s 6.13	21.7	DN BURLEY YL BU	21.7	s 2.25	s 8.30			9.40	12.05AM
76 P	5.35			4.20		f 5.18	f 6.21	25.8	STARRH'S FERRY	25.8	f 2.12	f 8.15			9.18	11.31PM
58 P	5.50			4.35		f 5.29	f 6.31	33.5	MILNER	33.5	f 2.00	f 8.04			9.05	11.15
16						f 5.33	f 6.34	35.5	PARSONS	35.5	f 1.55	f 7.59			9.00	
73 PW	6.05			4.50		s 5.43	s 6.44	41.4	D MURTAUGH MU	41.4	s 1.45	s 7.49			8.50	10.55
53 P	6.15			4.59			5.49	45.1	BICKEL	45.1	1.37	7.41			8.30	10.40
30								49.0	BILLS	49.0						
41 P	6.30			5.10		s 5.58	s 6.58	49.7	D HANSEN NS	49.7	s 1.29	s 7.33			8.20	10.30
								52.1	STOWE (Spur)	52.1						
60 P	6.43			5.18		s 6.07	s 7.06	53.3	D KIMBERLY KY	53.3	s 1.18	s 7.22			8.00	10.15
29 P						6.12	7.11	56.4	McMILLAN YL	56.4						
Yard CPWYZ	A 7.00PM ⁵⁰			7.00 ⁴⁹ 7.50		s 6.20 6.35	s 7.20 ³⁷⁷ 7.40	58.9	DN-R TWIN FALLS YL NA	58.9	s 1.05 12.50	s 7.10 ³³⁹ 6.55 ⁵⁷³			7.40PM	10.00
42						f 6.46 ⁵⁰	f 7.47	63.3	CURRY	63.3	f 12.40	s 6.46 ⁵⁷³				8.35
60 P				8.10		s 6.52	s 7.52	65.9	D FILER FR	65.9	s 12.35	s 6.41				8.25
45						f 6.57	f 7.56	68.5	PEAVEY	68.5	f 12.28	f 6.35				8.10
41						f 7.02	f 8.00	71.3	CEDAR	71.3	f 12.24	f 6.30				
Yard OPWY				A 9.00AM		A 7.10PM	A 8.10AM	78.8	DN-R BUHL YL BO	78.8	12.20PM	6.25PM				8.00PM
									(73.8)		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
	(2.30) 23.6	(0.35) 23.1	(0.30) 27.0	(6.00) 12.3		(2.50) 26.0	(3.00) 24.6		Thru Time	(3.00) 24.6	(3.00) 24.6	(0.35) 23.1	(1.00) 13.5	(3.20) 17.7	(5.30) 13.4	
									Average speed per hour							

WESTWARD				RAFT RIVER BRANCH				EASTWARD			
Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS			Distance from Burley	Time-Table No. 170 May 15, 1947	Mile Post	SECOND CLASS				
		387					388				
		Mixed	Daily Except Sunday				Mixed				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday						
94 PWY		12.01PM	0.0	DN-R BURLEY YL BU	0.0	A 1.10PM					
		f	8.1	UNITY	3.1	f					
		f	6.0	SPRINGDALE	6.0	f					
16		A 12.30PM	9.1	DECLO	9.1	12.40PM					
			11.0	BENNING (Spur)	11.0						
				(11.0)		Daily Except Sunday					
	(0.29) 18.8			Thru Time	(0.30) 18.2						
				Average speed per hour							

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD					TWIN FALLS BRANCH					EASTWARD				
Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS				Distance from Burley	Time-Table No. 170 May 15, 1947	Mile Post	SECOND CLASS						
	574	50	366	472				340	378					
	Motor Passenger	Passenger	Mixed	Local Freight				Freight	Time Freight					
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
94 PWY					0.0	DN-R BURLEY YL BU	0.0							
					3.1	BEEVILLE	3.1							
					5.2	PELLA	5.2							
					16.3	TROUT	16.3							
					17.8	MARION	17.8							
					19.4	WARR	19.4							
20 Y					21.8	D-R OAKLEY OA	21.8							
						(21.8)								
						Thru Time								
						Average speed per hour								

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72.
Extra and second-class trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD				NORTH SIDE BRANCH			EASTWARD					
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Rupert	Time-Table No. 170 May 15, 1947	Mile Post	SECOND CLASS					
	471 Local Freight	365 Mixed	Daily Except Sunday				472 Local Freight	366 Mixed	Daily Except Sunday	472 Local Freight	366 Mixed	Daily Except Sunday
206 PWY	10.00AM	5.55AM		0.0	DN-R RUPERT YL MS	0.0	A 6.30PM	A 1.55PM				
17		f		3.5	3.5 TRAVERS	3.5		f				
34 P				4.4	0.9 MYERS	4.4						
73 P	10.35	s 6.07		5.9	1.5 PAUL YL DJ	5.9	6.00	s 1.35				
20		f 6.11		7.9	2.0 BUDGE	7.9		f 1.26				
54	11.05AM	f 6.27		15.9	8.0 SCHODDE	15.9	5.00	f 1.10				
21		f 6.36		19.8	3.9 McHENRY	19.8		f 1.02				
22	12.01PM	s 6.46		24.0	4.2 HAZELTON AZ	24.0	4.30	s 12.55				
63 W	12.45 ³⁶⁶	s 6.56		28.1	4.1 EDEN DX	28.1	3.45	s 12.45 ⁴⁷¹				
10	12.58	f 7.04		31.5	3.4 HUNT	31.5	3.20	f 12.35				
54	1.10	f 7.11		34.8	3.3 PERRINE	34.8	3.05	f 12.28				
15		7.19		38.3	3.5 SUGAR LOAF	38.3		12.21				
27		f 7.24		40.6	2.3 FALLS CITY	40.6		f 12.17				
14		f 7.29		42.6	2.0 BARRYMORE	42.6		f 12.13				
7				44.7	2.1 HAYTOWN	44.7						
				45.8	1.1 HYDRA	45.8						
54 CWY	1.45 ⁴⁷² 2.30	s 7.50		47.9	2.1 DN JEROME YL JO	47.9	2.10 ³⁶⁶ 11.30 ⁴⁷¹	s 12.01 ⁴⁷²				
		f 8.01		52.9	5.0 APPLETON	52.9		f 11.42AM				
54	3.30	s 8.10		56.7	3.8 D WENDELL ND	56.7	11.00	s 11.35				
54	4.00	s 8.30		66.2	9.5 TUTTLE	66.2	10.25	s 11.15				
125 PWY	A 5.30PM	A 8.45AM		73.6	7.4 DN-R BLISS YL IS	73.6	10.00AM	11.00AM				
					(73.6)		Daily Except Sunday	Daily Except Sunday				

(7.30) (2.50) Thru Time (8.30) (2.55)
9.8 26.0 Average speed per hour 8.7 25.2

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

WESTWARD				WELLS BRANCH			EASTWARD					
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Twin Falls	Time-Table No. 170 May 15, 1947	Mile Post	SECOND CLASS					
	339 Mixed	Daily Except Sunday	Daily Except Sunday				340 Mixed	Daily Except Sunday	340 Mixed	Daily Except Sunday	340 Mixed	Daily Except Sunday
Yard CPWYZ		9.00PM		0.0	DN-R TWIN FALLS YL NA	0.0	A 6.30PM					
7		f		5.6	5.6 KNULL	5.6	f					
6		f		7.0	1.4 GODWIN	7.0	f					
31		f 9.25		10.9	3.9 BERGER	10.9	f 5.40					
31		s 9.50		19.4	8.5 HOLLISTER	19.4	s 5.20					
		f		23.2	3.8 AMSTERDAM (Spur)	23.2	f					
21 PWY		s 10.30		28.8	5.6 ROGERSON	28.8	s 4.55					
38		f 10.55		38.7	9.9 METEOR	38.7	f 4.28					
34		f 11.25		50.1	11.4 IDAVADA	50.1	f 4.01					
34 PW		f 11.39		56.1	6.0 DELAPLAIN	56.1	f 3.47					
34		f 11.50PM		60.7	4.6 SAN JACINTO	60.7	f 3.37					
34 P		s 12.10AM		68.8	8.1 D CONTACT CN	68.8	s 3.20					
33 CPW		f 12.30		75.1	6.3 HENRY	75.1	f 3.03					
34		f 12.45		80.9	5.8 HUBBARD	80.9	f 2.51					
33		f 1.05		86.7	5.8 SHORES	86.7	f 2.39					
48 PWY		f 1.30		98.6	6.9 RED POINT	98.6	f 2.24					
37		f 1.40		97.3	3.7 HERRELL	97.3	f 2.14					
44 PY		s 2.00		102.5	5.2 SUMMER CAMP	102.5	s 1.58					
44 W		f 2.20		108.9	6.4 MELANDCO	108.9	f 1.34					
35		f 2.35		116.1	7.2 TOWN CREEK	116.1	f 1.17					
CPWY		A 3.00AM		123.4	7.3 DN-R WELLS YL HU	123.4	1.00PM					
					(123.4)		Daily Except Sunday					

(6.00) (5.30) Thru Time (5.30)
20.6 Average speed per hour 22.4

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

WESTWARD		HOMESTEAD BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Blakes Jct.	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	0.0	BLAKES JCT. 14.0	0.0		
	14.0	HOME (Spur) 1.3	14.0		
	15.3	MINERAL (Spur) 11.8	15.3		
	27.1	STURGILL (Spur) 5.8	27.1		
	32.9	D-R ROBINETTE YL RQ	32.9		
(32.9)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nyssa	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	155 PWY	8.45AM	0.0	D-R NYSSA YL SY 8.1	0.0
	19	f 9.20	8.1	OVERSTREET 2.5	8.1
	20	f 9.35	10.6	ADRIAN 6.3	10.6
	32	f 9.55	16.9	NAPTON 7.5	16.9
	54 PWY	s 10.30	24.4	D-R HOMEDALE HR 6.8	24.4
	19	f 10.50	31.0	CLAYTONIA 2.1	31.0
	19 OPY	A 11.00AM	33.1	D-R MARSING YL MR	33.1
(33.1)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Payette	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	190 OPW	7.00AM	0.0	DN-R PAYETTE YL AY 3.3	0.0
			3.3	INGARD 0.8	3.3
	20	f 7.10	3.9	EFFIE 1.2	3.9
	15	s 7.30	5.1	D FRUITLAND FU 1.7	5.1
	20	f 7.40	6.8	BUCKINGHAM 4.3	6.8
	33	s 8.00	11.1	D NEW PLYMOUTH NP 6.1	11.1
	5	f 8.16	17.2	FALKS (Spur) 1.7	17.2
			18.9	LITTLE ROCK 2.7	18.9
	13	f 8.27	21.6	LETHA 8.1	21.6
	96 PWY	A 8.50AM	29.7	D-R EMMETT YL MF	29.7
(29.7)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Caldwell	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	204 W	1.00PM	0.0	DN-R CALDWELL YL CW 2.5	0.0
	40		2.5	SIMPLOT 1.2	2.5
	21	f 1.15	3.7	SHELP 1.4	3.7
	32	f 1.23	5.1	DOLES 1.9	5.1
	3	f 1.35	7.0	GREENLEAF (Spur) 2.7	7.0
	11	f 1.50	9.7	ALLENDALE 1.8	9.7
	43	A 2.00PM	11.5	R WILDER	11.5
(11.5)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Vale	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	134 PWY	12.30PM	0.0	D-R VALE YL VA 17.3	0.0
	29	f 1.22	17.3	JAMIESON 6.0	17.3
	31 PWY	A 1.45PM	23.3	BROGAN YL	23.3
(23.3)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	25	f 8.40	2.4	DN-R NAMPA YL AU-Q 0.7	0.0
	2	f 8.50	6.1	IDA. NOR. JCT. YL 1.7	0.7
	14	s 9.00	9.8	FISCHER 3.7	2.4
	15	f 9.20	18.9	MADDENS (Spur) 3.2	6.1
			22.2	MIDDLETON 9.6	9.3
			22.2	JENNESS 3.3	18.9
	96 PWY	s 10.20	27.0	BRAMWELL (Spur) 4.8	22.2
	42	f 10.40	31.8	D-R EMMETT YL MF 4.8	27.0
			33.0	PLAZA 1.2	31.8
	43	s 11.20	41.1	BLACK CANYON (Spur) 8.1	33.0
	32	s 11.55AM	49.7	MONTOUR 8.6	41.1
	32	f 12.40³⁸⁶PM	55.1	D HORSESHOE BEND YL HB 5.4	49.7
	35 OPTW	s 1.30	64.1	GARDENA 9.0	55.1
	25 PW	f 2.20	75.4	D BANKS YL AB 11.3	64.1
	31 PW	s 3.00	83.0	BIG EDDY 7.6	75.4
	15	f 3.35	92.7	SMITHS FERRY YL 9.7	83.0
	32 W	f 3.45	95.5	CABARTON 2.8	92.7
	32 PW	s 4.30	99.2	BELVIDERE 3.7	95.5
	31	f 5.00	108.1	D CASCADE YL CD 8.9	99.2
	23 W	s 5.30	115.3	ARLING 7.2	108.1
	14	f 5.45	120.6	D DONNELLY YL FY 5.3	115.3
			123.3	NORWOOD 2.7	120.6
	53 OPWY	A 6.15PM	128.7	ARCHABAL 5.4	123.3
(128.7)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Vale	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	134 PWY	12.30PM	0.0	D-R VALE YL VA 17.3	0.0
	29	f 1.22	17.3	JAMIESON 6.0	17.3
	31 PWY	A 1.45PM	23.3	BROGAN YL	23.3
(23.3)					
.....Thru Time.....					
.....Average speed per hour.....					

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 170 May 15, 1947		Mile Post	
		STATIONS			
	25	f 8.40	2.4	DN-R NAMPA YL AU-Q 0.7	0.0
	2	f 8.50	6.1	IDA. NOR. JCT. YL 1.7	0.7
	14	s 9.00	9.8	FISCHER 3.7	2.4
	15	f 9.20	18.9	MADDENS (Spur) 3.2	6.1
			22.2	MIDDLETON 9.6	9.3
			22.2	JENNESS 3.3	18.9
	96 PWY	s 10.20	27.0	BRAMWELL (Spur) 4.8	22.2
	42	f 10.40	31.8	D-R EMMETT YL MF 4.8	27.0
			33.0	PLAZA 1.2	31.8
	43	s 11.20	41.1	BLACK CANYON (Spur) 8.1	33.0
	32	s 11.55AM	49.7	MONTOUR 8.6	41.1
	32	f 12.40³⁸⁶PM	55.1	D HORSESHOE BEND YL HB 5.4	49.7
	35 OPTW	s 1.30	64.1	GARDENA 9.0	55.1
	25 PW	f 2.20	75.4	D BANKS YL AB 11.3	64.1
	31 PW	s 3.00	83.0	BIG EDDY 7.6	75.4
	15	f 3.35	92.7	SMITHS FERRY YL 9.7	83.0
	32 W	f 3.45	95.5	CABARTON 2.8	92.7
	32 PW	s 4.30	99.2	BELVIDERE 3.7	95.5
	31	f 5.00	108.1	D CASCADE YL CD 8.9	99.2
	23 W	s 5.30	115.3	ARLING 7.2	108.1
	14	f 5.45	120.6	D DONNELLY YL FY 5.3	115.3
			123.3	NORWOOD 2.7	120.6
	53 OPWY	A 6.15PM	128.7	ARCHABAL 5.4	123.3
(128.7)					
.....Thru Time.....					
.....Average speed per hour.....					

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

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

WESTWARD				OREGON EASTERN BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Ontario	Time-Table No. 170 May 15, 1947	Mile Post	SECOND CLASS						
	373 Mixed	359 Mixed				360 Mixed	374 Mixed					
												Tuesday Thursday Saturday
STATIONS												
444	COPT WY	11.15AM	10.20AM	0.0	DN-R	ONTARIO YL ON	1.9	0.0	A	4.00PM	A	4.15PM
	PY	11.25	f 10.30	1.9		MALHEUR JCT. YL	1.8	1.9		3.40		4.00
14		f 11.30	f 10.35	3.7		CAIRO	3.2	3.7	f	3.35	f	3.55
15		f 11.40	f 10.45	6.9		LUSE	3.1	6.9	f	3.25	f	3.47
24		f 11.50AM	f 10.55	10.0		MALLETT	5.5	10.0	f	3.15	f	3.39
134	FWY	A 12.05PM	s 11.15	15.5	D-R	VALE YL VA	8.0	15.5	s	3.00		3.25PM
46			f 11.35AM	23.5		HOPE	11.3	23.5	f	2.30		
52	W		f 12.05PM	34.8		LITTLE VALLEY	7.2	34.8	f	1.55		
53	P		s 12.30	42.0	D	HARPER HA	6.0	42.0	s	1.30		
			f	48.0		KIME	3.2	48.0	f			
50			f 12.55 ³⁶⁰	51.2		NAMORF	5.2	51.2	f	12.55 ³⁵⁹		
			f	56.4		BOHNA	5.8	56.4	f			
27			f 1.22	62.2		JONESBORO	11.4	62.2	f	12.28PM		
53	FWY		s 1.55	73.6	D	JUNTURA JN	13.0	73.6	s	11.50AM		
50			f 2.40	86.6		LONG	6.1	86.6	f	11.10		
49	PW		s 3.05	92.7		RIVERSIDE	7.3	92.7	s	10.50		
			f	100.0		FORT	2.8	100.0	f			
31			f 3.30	102.8		DUNNEAN	7.4	102.8	f	10.25		
32	PW		f 3.55	110.2		VENATOR	7.7	110.2	f	10.05		
32			f 4.15	117.9		CIRCLE BAR	8.7	117.9	f	9.45		
31	PW		s 4.45	126.6		CRANE	11.8	126.6	s	9.15		
			f 5.15	138.4		LAWEN (Spur)	5.1	138.4	f	8.45		
31			f 5.35	143.5		REDESS	13.3	143.5	f	8.32		
23	COPT WYZ	A 6.15PM		156.8	D-R	BURNS YL BR		156.8		8.00AM		
						(156.8)			Daily Except Sunday		Tuesday Thursday Saturday	

(0.50) (7.55) Thru Time.....
18.6 19.8 Average speed per hour.....

(8.00) (0.50)
19.6 18.6

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

WESTWARD				NEW MEADOWS BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Weiser	Time-Table No. 170 May 15, 1947	Mile Post	FIRST CLASS						
	451 Local Freight	557 Motor Passenger				558 Motor Passenger	452 Local Freight					
												Tuesday Thursday Saturday
STATIONS												
233	COPT WY	10.10AM	10.00AM	0.0	DN-R	WEISER YL SR	6.0	0.0	A	5.40PM	A	4.15PM
12		10.34	10.12	6.0		REBECCA	5.7	6.0		5.20		3.50
6		10.58	f 10.22	11.7		PRESLEY	7.4	11.7	f	5.07		3.25
48		11.30AM	f 10.38	19.1		CONCRETE	7.6	19.1	f	4.49		2.50
	W		f 11.00	26.7		DIAMOND (Spur)	5.1	26.7	f	4.32		
26	P	12.22PM	s 11.12	31.8	D	MIDVALE MI	8.7	31.8	s	4.22		2.00
35	P	1.00	s 11.36	40.5	D	CAMBRIDGE RA	9.3	40.5	s	4.02		1.25
3	W	1.40	s 11.59AM	49.8		GOODRICH	6.8	49.8	s	3.40		12.45
18		2.08	f 12.17PM ⁴⁵²	56.6		MESA	3.6	56.6	f	3.24		12.17PM ⁵⁵⁷
42	OPWY	2.35	s 12.25	60.2	D-R	COUNCIL YL CN	1.4	60.2	s	3.15		11.30AM
7		3.07 ⁵⁵⁸	f 12.28	61.6		HOOVER YL	4.9	61.6	f	3.07 ⁴⁵¹		10.50
4		3.30	s 12.37	66.5		FRUITVALE	2.8	66.5	s	2.55		10.30
		3.42	f 12.47	69.3		STARKEY (Spur)	2.7	69.3	f	2.48		
6		3.54	f 12.53	72.0		GLENDALE	8.0	72.0	f	2.42		10.05
15		4.30	f 1.18	80.0		WOODLAND	1.9	80.0	f	2.24		9.30
29		4.38	s 1.23	81.9		TAMARACK	2.2	81.9	s	2.19		9.22
43		4.50	f 1.30	84.1		RUBICON YL	5.6	84.1	f	2.14		9.10
146	CPWY	A 5.15PM	A 1.45PM	89.7	D-R	NEW MEADOWS YL DS		89.7		2.00PM		8.45AM
						(89.7)			Daily Except Sunday		Monday Wednesday Friday	

(7.06) (3.45) Thru Time..... (3.40) (7.30)
12.6 23.9 Average speed per hour..... 24.0 11.9

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

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

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels—			
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	On main line and Twin Falls Branch:			
Inspection bus cars.		45	45	On straight track.			30
When caboose is handled in train consisting of passenger train equipment.		50		On curves.			25
3800 and 3900 class and 2-10-2 type engines.		50	50	On other branch lines.			15
MacArthur type engines with 63-inch drivers.		50	50	Within yard limits and passing fueling stations—			
MacArthur type engines with 57-inch drivers.		35	35	On main lines.	50	40	25
4000 and 9000 class engines.		50	50	On branch lines.		30	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
Consolidation type engines.		35	35	When using cross-overs or turnouts.	15	15	15
Mallet type engines, except 3800, 3900 and 4000 class.		35	35	On wye tracks.	6	6	6
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20	9000 class engines running backwards when using crossovers or turnouts.		6	6
Engines running backward.	20	20	20	Through interlocking.	30	30	30
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.			30 20	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling loaded wooden Hart convertible cars.			30				

FIRST SUBDIVISION

Granger Between M.P. 3.5 and 3.7.	70	65	45	Nutria Between M.P. 16.2 and 16.4.	70	65	45
Donovan Between M.P. 5.5 and 5.6.	85	75	50	Between M.P. 18.2 and 18.3.	60	50	40
Moxa Between M.P. 10.4 and 10.6.	85	75	50	Between M.P. 19.0 and 19.1.	85	75	50
Between M.P. 11.2 and 11.4.	85	75	50	Cosgriff Between M.P. 21.2 and 21.5.	70	65	45
Between M.P. 12.2 and 12.3.	70	65	45	Between M.P. 23.6 and 23.8.	70	65	45
Hassett Between M.P. 14.4 and 14.6.	70	65	45	Opal Between M.P. 25.6 and 25.9.	85	75	50
				Between M.P. 28.7 and 28.9.	70	65	45

FIRST SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Folger Between M.P. 29.4 and 29.6.	70	65	45	Carlson Between M.P. 67.8 and 68.2.	70	65	45
Between M.P. 31.3 and 32.3.	50	40	25	Between M.P. 68.6 and 69.0.	85	75	50
Between M.P. 33.0 and 33.1.	70	65	45	Beckwith Between M.P. 75.9 and 76.0.	85	75	50
Waterfall Between M.P. 34.2 and 34.4.	85	75	50	Between M.P. 77.2 and 77.4.	85	75	50
Between M.P. 34.6 and 34.8.	60	50	40	Pixley Between M.P. 80.9 and 81.4.	85	75	50
Between M.P. 35.5 and 35.9.	50	40	25	Cokeville Over streets and alleys.	30	30	30
Between M.P. 36.5 and 39.0.	45	40	25	Between M.P. 84.2 and 84.4.	85	75	50
Kemmerer Between M.P. 43.2 and 44.0.	12	12	12	Between M.P. 87.5 and 87.7.	60	50	40
Between M.P. 44.0 and 49.2.	50	40	25	Between M.P. 90.0 and 90.3.	85	75	50
Between M.P. 49.2 and 49.4.	40	40	25	Between M.P. 91.4 and 91.6.	85	75	50
Fossil Between M.P. 53.2 and 53.3.	85	75	50	Border Between M.P. 92.9 and 93.1.	60	50	40
Between M.P. 54.7 and 56.0.	40	35	25	Between M.P. 94.0 and 94.6.	85	75	50
Nugget Between M.P. 56.0 and 58.0.	40	35	25	Between M.P. 94.8 and 95.0.	85	75	50
Between M.P. 58.0 and 58.3.	70	65	45	Between M.P. 96.5 and 96.9.	70	65	45
Between M.P. 58.7 and 58.9.	70	65	45	Pegram Between M.P. 98.3 and 99.2.	60	50	40
Between M.P. 59.4 and 59.6.	70	65	45	Between M.P. 99.5 and 99.7.	70	65	45
Orr Between M.P. 60.8 and 61.2.	70	65	45	Between M.P. 100.7 and 100.9.	85	75	50
Between M.P. 61.8 and 62.1.	85	75	50	Between M.P. 102.6 and 102.9.	60	50	40
Sage Between M.P. 63.6 and 65.4.	60	50	40	Harer Between M.P. 103.4 and 104.9.	60	50	40
Between M.P. 66.6 and 66.8.	70	65	45	Between M.P. 105.2 and 105.4.	70	65	45
Between M.P. 67.3 and 67.7.	70	65	45	Dingle Between M.P. 111.6 and 112.0.	85	75	50
				Montpelier			

SECOND SUBDIVISION

Montpelier Between M.P. 119.5 and 120.4.	85	75	50	Between M.P. 128.2 and 128.6.	60	50	40
Between M.P. 120.6 and 120.8.	70	65	45	Between M.P. 129.6 and 130.0.	60	50	40
Between M.P. 121.2 and 121.3.	60	50	40	Between M.P. 131.1 and 131.4.	85	75	50
Pescadero Between M.P. 121.3 and 121.7.	60	50	40	Between M.P. 131.6 and 131.8.	70	65	45
Between M.P. 121.8 and 122.4.	70	65	45	Cavanaugh Between M.P. 131.9 and 132.2.	70	65	45
Between M.P. 122.5 and 122.8.	60	50	40	Between M.P. 134.2 and 134.4.	85	75	50
Between M.P. 123.0 and 123.4.	70	65	45	Between M.P. 135.5 and 135.7.	70	65	45
Between M.P. 123.8 and 124.2.	85	75	50	Manson Between M.P. 138.1 and 138.3.	85	75	50
Between M.P. 124.7 and 125.0.	85	75	50	Between M.P. 138.6 and 139.2.	60	50	40
Between M.P. 125.0 and 125.3.	70	65	45	Between M.P. 139.7 and 140.0.	85	75	50
Between M.P. 125.8 and 126.1.	60	50	40	Rose Between M.P. 140.3 and 140.5.	85	75	50
Between M.P. 126.2 and 126.8.	70	65	45	Between M.P. 141.0 and 141.9.	60	50	40
Georgetown Between M.P. 127.7 and 127.9.	70	65	45	Between M.P. 142.4 and 143.4.	70	65	45
				Between M.P. 143.7 and 143.9.	60	50	40
				Between M.P. 144.5 and 145.3.	50	40	25

SECOND SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Conda Spur.		15	15	Between M.P. 183.2 and 183.4.	70	65	45
Soda Springs Over streets and alleys.	30	30	30	Between M.P. 183.9 and 184.8.	70	65	45
Between M.P. 148.0 and 148.3.	70	65	45	Topaz			
Between M.P. 149.0 and 149.2.	85	75	50	Between M.P. 185.5 and 185.7.	70	65	45
Alexander				Between M.P. 186.0 and 187.3.	50	40	25
Between M.P. 152.1 and 152.4.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40
Bancroft				Between M.P. 188.2 and 190.2.	70	65	45
Over streets and alleys.	25	25	25	McCannon			
Between M.P. 164.2 and 164.6.	70	65	45	Between M.P. 192.4 and 192.6.	60	50	40
Kinport				Between M.P. 193.2 and 193.6.	85	75	50
Between M.P. 167.5 and 168.1.	70	65	45	Between M.P. 194.5 and 194.6.	85	75	50
Between M.P. 168.9 and 169.3.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Pebble				Between M.P. 195.7 and 196.0.	85	75	50
Between M.P. 170.6 and 170.9.	85	75	50	Between M.P. 196.7 and 197.1.	85	75	50
Between M.P. 171.2 and 171.7.	60	50	40	Onyx			
Between M.P. 171.9 and 172.5.	70	65	45	Between M.P. 197.7 and 198.0.	70	65	45
Between M.P. 173.0 and 174.0.	70	65	45	Between M.P. 198.8 and 199.0.	70	65	45
Between M.P. 174.6 and 174.8.	70	65	45	Between M.P. 199.7 and 200.3.	70	65	45
Broxon				Between M.P. 200.3 and 201.1.	60	50	40
Between M.P. 176.4 and 176.7.	70	65	45	Inkom			
Blaser				Between M.P. 202.3 and 202.6.	60	50	40
Between M.P. 177.4 and 178.5.	60	50	40	Between M.P. 203.1 and 203.3.	85	75	50
M.P. 179.0 to 180.0 (Westward).	40	30	15	Between M.P. 204.4 and 204.6.	85	75	50
M.P. 180.0 to 179.0 (Eastward).	50	40	25	Between M.P. 205.8 and 206.2.	85	75	50
Lava Hot Springs				Between M.P. 207.1 and 207.5.	70	65	45
Between M.P. 180.2 and 181.6.	70	65	45	Portneuf			
Between M.P. 181.8 and 183.1.	60	50	40	Between M.P. 208.0 and 208.4.	70	65	45
				Between M.P. 211.2 and 211.4.	85	75	50
				Pocatello			

THIRD SUBDIVISION

Pocatello, within platform limits of passenger station.	6	6	6	Minidoka			
Pocatello, between passenger station and M.P. 216.9.	20	20	20	Between M.P. 272.1 and 273.0.	20	20	20
Pocatello, on enginehouse lead and tracks.			6	Adelaide			
Pocatello				Between M.P. 285.8 and 286.2.	70	65	45
Between M.P. 218.8 and 220.0.	85	75	50	Between M.P. 287.4 and 287.6.	85	75	50
Michaud				Kimama			
Between M.P. 226.0 and 226.2.	85	75	50	Between M.P. 292.0 and 292.4.	85	75	50
Igo				Senter			
Between M.P. 234.8 and 235.2.	85	75	50	Between M.P. 297.8 and 298.2.	85	75	50
Between M.P. 236.1 and 236.3.	85	75	50	Dietrich			
American Falls				M.P. 317.0 to 317.3 (Westward).	85	75	50
Between M.P. 238.0 and 239.4.	70	65	45	M.P. 319.0 to 319.2 (Westward).	85	75	50
Bridge 239.75.	25	25	25	M.P. 318.4 to 317.8 (Eastward).	85	75	50
Between M.P. 240.0 and 240.3.	45	40	25	M.P. 316.3 to 315.7 (Eastward).	70	65	45
Between M.P. 240.4 and 241.3.	70	65	45	Shoshone			
Borah				Over Greenwood Street.	15	15	15
Between M.P. 243.0 and 243.3.	85	75	50	Between M.P. 320.7 and 322.2.	20	20	20
Between M.P. 244.5 and 244.8.	70	65	45	Between M.P. 323.2 and 323.8.	70	65	45
Between M.P. 245.2 and 245.5.	85	75	50	Between M.P. 325.0 and 325.6.	70	65	45
Wapi				Between M.P. 326.2 and 326.5.	70	65	45
Between M.P. 258.8 and 259.2.	70	65	45	Between M.P. 328.0 and 328.6.	85	75	50
DeWoff							
Between M.P. 261.4 and 261.6.	85	75	50				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Gooding				Ticeska			
Over streets and alleys.	30	30	30	Between M.P. 357.3 and 360.2.	65	60	40
Between M.P. 338.5 and 339.1.	85	75	50	Between M.P. 360.2 and 360.8.	60	50	35
Between M.P. 340.2 and 340.5.	85	75	50	Between M.P. 360.8 and 365.0.	65	60	40
Between M.P. 340.7 and 341.1.	60	50	40	Between M.P. 365.4 and 365.8.	70	65	45
Between M.P. 342.2 and 342.7.	70	65	45	King Hill			
Between M.P. 342.8 and 343.3.	60	50	40	Between M.P. 367.5 and 368.2.	70	65	45
				Between M.P. 369.0 and 369.5.	60	50	40
Fuller				Between M.P. 369.5 and 370.9.	70	65	45
Between M.P. 345.0 and 345.2.	85	75	50	Sand Bank			
				Between M.P. 371.1 and 373.3.	40	40	25
				Between M.P. 373.3 and 373.8.	20	20	20
				Glenns Ferry			

FOURTH SUBDIVISION

Glenns Ferry				Parma			
Eastward, over Commercial Street Crossing.	20	20	20	Over streets and alleys.	30	30	30
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. 482.8 and 483.0.	70	65	45
Between M.P. 377.8 and 378.2.	85	75	50	Between M.P. 484.6 and 485.2.	70	65	45
Between M.P. 378.7 and 379.3.	45	40	25	Nyssa			
Between M.P. 380.3 and 380.8.	85	75	50	On house track with 9000 class engines.		6	6
Hammett				Washoe Spur			
Between Reverse and Hammett.	65	60	40	With 5000 class engines.			5
Between M.P. 385.6 and 387.0.	60	50	40	Ontario			
Between M.P. 389.8 and 390.8.	60	50	40	Between M.P. 500.7 and 500.9.	85	75	50
Reverse				Between Payette and Weiser, trains handling logs.			30
Between M.P. 393.6 and 393.9.	85	75	50	Eaton			
Mountain Home				Between M.P. 523.0 and 524.3.	70	65	45
Between M.P. 405.3 and 405.8.	85	75	50	Between M.P. 524.9 and 525.8.	70	65	45
Between M.P. 406.8 and 407.5.	85	75	50	Cobb			
Hickey				Between M.P. 525.8 and 526.0.	70	65	45
Between M.P. 427.6 and 428.1.	85	75	50	Between M.P. 526.4 and 527.3.	60	50	40
Between M.P. 428.4 and 428.9.	60	50	40	Between M.P. 527.3 and 528.5.	70	65	45
Ely				Between M.P. 529.1 and 530.0.	60	50	40
Between M.P. 434.6 and 434.9.	85	75	50	Olds Ferry			
Owyhee				Between M.P. 530.4 and 531.9.	70	65	45
Between M.P. 434.9 and 435.2.	85	75	50	Between M.P. 532.2 and 534.2.	60	50	40
Kuna				Rock Island			
Between M.P. 447.3 and 450.8.	60	60	40	Between M.P. 534.5 and 535.8.	60	50	40
Nampa				Between M.P. 536.0 and 536.5.	45	35	25
Between passenger station and Main Line Junction.	15	15	15	Bridge 536.39.	25	25	25
Caldwell				Between M.P. 536.7 and 537.2.	50	40	25
Over streets and alleys.	25	25	25	Blakes Jct.			
Enrose				Between M.P. 537.7 and 538.9.	40	40	25
Between M.P. 471.7 and 472.0.	85	75	50	Huntington			
Tucker				Over switch old main line to new main line opposite ice house track.	15	15	15
Between M.P. 476.9 and 477.2.	85	75	50	On track No. 2 (generally known as track No. 9) through yard.	5	5	5

BOISE MAIN LINE

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	75	50	Shafer			
Orchard				Between M.P. B-442.1 and B-442.3.	60	50	40
Between M.P. B-428.2 and B-428.4.	85	75	50	Between M.P. B-442.7 and B-444.5.	60	50	40
Between M.P. B-429.1 and B-429.4.	60	50	40	Hillcrest			
Between M.P. B-429.7 and B-430.0.	70	65	45	Between M.P. B-445.6 and B-446.2.	60	50	40
Leone				Boise			
Between M.P. B-431.0 and B-431.3.	70	65	45	Between M.P. B-450.4 and B-450.6.	70	65	45
Between M.P. B-432.0 and B-432.3.	70	65	45	Boise Jct.			
Between M.P. B-433.5 and B-433.8.	70	65	45	Between M.P. B-450.7 and B-450.9.	70	65	45
Between M.P. B-433.9 and B-434.2.	60	50	40	Nampa Loop Jct.			
Black's Creek				Between M.P. B-464.4 and B-464.6.	70	65	45
Between M.P. B-435.8 and B-436.2.	70	65	45	Between M.P. B-467.0 and B-467.7.	40	40	25
Between M.P. B-437.8 and B-438.2.	85	75	50	Nampa			
Between M.P. B-438.5 and B-438.8.	70	65	45				
Between M.P. B-439.5 and B-440.3.	50	40	25				
Between M.P. B-440.4 and B-441.8.	70	65	45				

BRANCHES

Kemmerer Branch.		15	15	Between M.P. 31.0 and 36.2.		25	25
Cumberland Branch.		15	15	Between M.P. 45.8 and 53.3.		25	25
Glencoe Branch.		15	15	Between M.P. 69.6 and 71.6.		25	25
Elkol Branch.		15	15	Between M.P. 91.2 and 91.5.		25	25
Blazon Branch.		15	15	Between Herrell and Melandco.		20	20
Grace Branch.				Wells Yard.		25	15
Maximum speed.		20	20	Ketchum Branch.			
Bridge 5.33 with 2000 class engines.		10	10	Maximum speed.		40	30
Twin Falls Branch.				Bridge 16.04 with MacArthur type engines.		15	15
Maximum speed.		50	40	Between Hailey and Ketchum, over truss bridges.		15	15
Bridge 20.10.		25	25	Bellevue, over streets and alleys.		12	12
Rupert, on west leg of wye.		10	10	Hill City Branch.			
Rupert, over streets and alleys.		12	12	Maximum speed.		25	25
Buhl, on mill and elevator track with MacArthur type engines.			5	Over trestles 21.6 and 23.40 with snow plows.			15
North Side Branch.				Boise Branch.			
Maximum speed.		35	30	Between Boise Jct. and Boise Freight.		25	25
Motor trains, on straight track.		40		Between Boise Freight and Barber Jct.		15	15
All trains between M.P. 30.0 and 30.5.		20	20	Murphy Branch.			
2000, 2300 and 2500 class engines.		15	15	Between Nampa and M.P. 21.6.		15	15
Raft River Branch.		20	20	Between M.P. 21.6 and Murphy.		20	20
Oakley Branch.		25	25	Bridge 22.40.		15	15
Light MacArthur type engines.		20	20				
Wells Branch.							
Maximum speed.		30	30				

BRANCHES (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Idaho Northern Branch.				Juntura			
Maximum speed.		30	30	Between M.P. 78.6 and 80.7, watch for rocks.		20	20
Between Jenness and Bramwell.		20	20	Between M.P. 80.7 and 81.0, watch for rocks.		10	10
Trains handling high cars between Jenness and Bramwell.			12	Between M.P. 81.0 and 86.6, watch for rocks.		20	20
Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25	25	Long			
Banks, westward around curve east of east passing track switch, to east switch.		5	5	Between M.P. 86.6 and 89.0, watch for rocks.		20	20
Between Banks and Smiths Ferry, watch for rocks.		15	15	Dunnean			
Trains handling logs or high cars between Banks and M.P. 81.			12	Between M.P. 103.5 and 106.5.		20	20
Between Smiths Ferry and Cabarton, watch for rocks.		20	20	Bridge 106.14.		15	15
M.P. 31.4.		20	20	Circle Bar			
Between M.P. 33.0 and 35.4.		10	10	Between M.P. 119.0 and 122.5.		20	20
Bridge 36.61.		20	20	Between M.P. 119 and 124, watch for rocks.		20	20
Between M.P. 99.6 and 101.1.		20	20	Brogan Branch.		20	20
Between M.P. 124.1 and 124.4.		15	15	Payette Branch.			
Wilder Branch.		15	15	Maximum speed.		25	25
Homedale Branch.		25	25	Payette Jct., on curve.		10	10
Oregon Eastern Branch.				Trains handling logs between Payette and Emmett on curves.			20
Maximum speed.		30	25	Straight track.			25
Hope				New Meadows Branch.			
Between M.P. 29.5 and 33.5, watch for rocks.		20	20	Motor trains.		30	
Little Valley				Maximum speed, between Weiser and M.P. 10.			
Between M.P. 36.5 and 37.6, watch for rocks.		20	20	Straight track.		25	20
Between M.P. 37.6 and 37.7, soft spot.		10	10	On curves.		20	20
Between M.P. 37.7 and 38.2, watch for rocks.		20	20	Between M.P. 10 and New Meadows. Straight track.		25	15
				On curves.		20	10
				Engines running backward.		10	10
				Between M.P. 55.0 and 55.5.		10	10
				Homestead Branch.			
				Maximum speed, watch for rocks.		20	20
				On curves.		15	15