

**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  
R. R. JOHNSON, 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. 169**

**Effective Sunday,**  
**February 16, 1947**  
**at 12:01 A. M. Mountain Time**

**TODAY IS SAFETY DAY**

**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. Borensmyer	Surgeon	Pocatello	Vicinity of Pocatello.
J. H. McMahon	Surgeon	Pocatello	Vicinity of Pocatello.
H. H. Huzbart	Surgeon	Pocatello	Vicinity of Pocatello.
J. V. Clothier	Eye, Ear, Nose, Throat	Pocatello	Vicinity of Pocatello.
W. L. Clothier	Eye, Ear, Nose, Throat	Pocatello	Vicinity of Pocatello.
A. T. Budman	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.
V. G. Logan	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, Idaho and Oakley Branches.
John W. Davis	Surgeon	Burley	Burley to Twin Falls, Idaho and Oakley Branches.
C. B. Beymer	Surgeon	Twin Falls	Burley to Buhl and Contact.
J. H. Murphy	Surgeon	Twin Falls	Buhl to Idavada and Milner.
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. Hill	Surgeon	Shoshone	Richfield to Bliss and Minidoka.
Marion J. Kerna	Surgeon	Fairfield	Hill City Branch.
R. H. Wright	Surgeon	Hailey	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.
P. 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 Nysa.
J. J. Sarazin	Surgeon	Nysa	Parma to Ontario and Marsing.
W. J. Weese	Surgeon	Ontario	Payette to Nysa.
J. H. Wear	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	Middlevale to Payette and Huntington.
R. T. Whiteman	Surgeon	Cambridge	Goodrich to Weiser.
A. S. Thurston	Surgeon	CConnell	Middlevale 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
Pocatello	Storage Yard Office
Minidoka	Telegraph Office
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
Nysa	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				
41	11	105	17	Distance from Green River via Kuna	Time-Table No. 169 February 16, 1947	106	18	42	12
Mail and Express	Passenger	Streamliner Passenger	Passenger			Streamliner Passenger	Passenger	Mail and Express	Passenger
Daily	Daily	Daily	Daily		<b>STATIONS</b>				
10.00PM	5.25PM	12.50PM	3.15AM	0.0	GREEN RIVER	A 2.35PM	A 11.10PM	A 5.15AM	A 10.00AM
10.40PM	6.00	1.20	3.50	30.2	GRANGER	2.05PM	10.35	4.40	9.25
1.45AM	8.35	3.20	6.45	145.9	MONTPELIER	11.55AM	8.05	1.55AM	7.00
3.53	10.09	4.37	8.29	221.4	MCCAMMON	10.34	6.13	11.56PM	5.12
4.30	10.40	5.05	9.05	244.1	POCATELLO	10.10	5.45	11.25	4.45
6.00	11.05PM	5.15	9.35			10.00	5.20	10.45	4.20
7.35	12.18AM	6.17	10.55	302.6	MINIDOKA	9.04	4.06	9.25	3.10
8.45	1.17	7.05	11.55AM	351.7	SHOSHONE	8.20	3.05	8.15	2.10
10.25AM	2.35	8.00	1.20PM	414.0	GLENNS FERRY	7.20	1.50PM	6.50	1.00AM
12.50PM	4.25	9.25	3.30	506.3	BOISE	6.05	11.55AM	4.50	11.10PM
1.45	5.05	9.50	4.15	480.8	NAMPA	5.35	11.20	4.00	10.35
3.30	6.08	10.35	5.35	528.9	ONTARIO	4.50	10.05	2.03	9.17
A 5.00PM	A 7.15AM	A 11.25PM	A 6.45PM	569.0	HUNTINGTON	4.05AM	9.05AM	12.45PM	8.20PM
(19.00) 30.5	(13.50) 41.9	(10.35) 54.8	(15.30) 37.4		(569.0 via Kuna) (580.3 via Boise)	Daily	Daily	Daily	Daily
					Thru Time	(10.30)	(14.05)	(16.30)	(13.40)
					Average speed per hour	55.3	41.2	35.2	42.5

WESTWARD KEMMERER BRANCH EASTWARD					WESTWARD CUMBERLAND BRANCH EASTWARD						
Car capacity of sidings, etc. See Rule 6(A).		Distance from Kemmerer	Time-Table No. 169 February 16, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6(A).		Distance from Moyer Jct.	Time-Table No. 169 February 16, 1947		Mile Post
Yard	CPT WZ		STATIONS			WS 71 ES 70 PY	STATIONS				
	0.0	DN-R	KEMMERER YL	Z	0.0				MOYER JCT. YL	0.0	
	1.0		NO. KEMMERER JCT. YL		1.0				GLENCOE JCT. YL	4.8	
	2.4		NO. KEMMERER YL		2.4				BLAZON JCT.	9.3	
	5.1		SUSIE YL		5.1				MINE NO. 8 YL	13.0	
	9.2		QUEALY YL		9.2				(13.0)		

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
30"	120.	41"	87.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 30"	24.
31"	116.1	42"	85.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	2' 45"	21.8
32"	112.5	43"	83.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3'	20.
33"	109.1	44"	81.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	3' 30"	17.1
34"	105.9	45"	80.	56"	64.2	1' 7"	53.7	1' 40"	36.	4'	15.
35"	102.9	46"	78.8	57"	63.1	1' 8"	52.9	1' 45"	34.3	5'	12.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	6'	10.
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	7'	8.6
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	8'	7.5
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 5"	28.6	10'	6.
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.				

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. 169 February 16, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6(A).		Distance from Blazon Jct.	Time-Table No. 169 February 16, 1947		Mile Post	Car capacity of sidings, etc. See Rule 6(A).		Distance from Alexander	Time-Table No. 169 February 16, 1947		Mile Post
53			STATIONS			113 PW	STATIONS										
	0.0		GLENCOE JCT. YL		0.0				BLAZON JCT.	0.0					ALEXANDER YL	0.0	
	3.9		ELKOL		3.9			1.4	BLAZON	1.4			6.0	D	GRACE	GA 0.0	
					(3.9)						(1.4)						

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

**WESTWARD**

**FIRST SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A).	FIRST CLASS						Distance from Granger	Time-Table No. 169 February 16, 1947	STATIONS
	SECOND CLASS		FIRST CLASS						
	699 Time Freight	41 Mail and Express	11 Passenger	105 Streamliner Passenger	17 Passenger				
	Daily	Daily	Daily	Daily	Daily				
150 IPWY	3.55AM	f 10.40PM	6.00PM		1.20PM	3.50AM	0.0	DN-R GRANGER YL GN	
70 P	4.05	10.45	6.05		1.24	3.55	4.1	4.1 DONOVAN	
114 P	4.11	10.49	6.09 <sup>162</sup>		1.27	3.59	7.7	8.0 MOXA	
75 P	4.24 <sup>42</sup>	10.54	6.14		1.31	4.04	12.5	4.8 HASSETT	
117 P	4.30	f 10.58	6.17		1.34	4.08	15.4	2.9 NUTRIA	
83 P	4.38	11.04	6.22		1.39 <sup>106</sup>	4.14 <sup>42</sup>	20.2	4.8 COSGRIFF	
125 P	4.45	s 11.11	6.26		1.44	s 4.20	24.5	4.8 DN OPAL OW	
77 P	4.53	11.17	6.31		1.49	4.26	29.3	4.8 FOLGER	
130 PW	5.00	f 11.23	6.36		1.53	4.31	33.6	4.8 WATERFALL	
	5.10	11.30	6.43		1.59	4.38	30.0	5.4 EAST KEMMERER YL	
Yard CPTWYZ	5.25	s 11.45	s 6.55		f 2.01	s 4.52	39.7	0.7 DN-R KEMMERER YL	
W.S. 71 PXY E.S. 70	5.32	11.50PM	7.00		2.05	4.57	42.3	2.0 MOYER JCT. YL	
W.S. 72 PWXY E.S. 76	5.54	f 12.05AM	7.14		2.17	5.11	50.3	8.0 DN FOSSIL YL FI	
98 PW	6.04	f 12.13	7.21		2.24	5.18	56.0	5.7 NUGGET	
78 P	6.11	12.17	7.25		2.28	5.23	59.0	8.0 ORR	
116 P	6.17	s 12.22	7.29		2.31	5.28	63.1	8.5 SAGE	
68 P	6.24	12.27	7.33		2.35	5.33	67.8	4.9 CARLSON	
128 P	6.30	f 12.31 <sup>174</sup>	7.37		2.38	5.37	71.8	4.0 BECKWITH	
78 P	6.39	12.37	7.43		2.43	5.43	77.4	6.1 PIXLEY	
W.S. 130 PW E.S. 125	6.49	s 12.48	7.50		2.48	s 5.53	88.5	6.1 DN COKEVILLE CK	
77 P	6.57	12.54	7.55		2.52 <sup>162</sup>	6.00	88.2	4.7 MARSE	
128 P	7.03	f 12.59	7.59		2.55	6.05	92.1	3.9 BORDER	
77 PW	7.21 <sup>12</sup>	s 1.06	8.04		3.00	6.12	97.7	5.6 PEGRAM	
92 P	7.30	1.12	8.09		3.05	6.18	102.0	5.2 HARER	
69 P	7.38	f 1.18	8.15 <sup>18</sup>		3.10	6.24	108.0	5.1 DINGLE	
Yard CPTWYZ	A 7.55AM	A 1.30AM	A 8.25PM		A s 3.20PM	A 6.35AM	115.0	7.0 DN-R MONTPELIER YL	

(4.00) 28.7 (2.50) 40.6 (2.25) 47.6 (2.00) 57.5 (2.45) 41.8 ..... 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, 41, 17, 12, 18 and 42, 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.	Cheyenne or beyond.	Pendleton or beyond.
11	Cokeville.	Cheyenne or beyond.	Pocatello or beyond.
41	Any station.	Any station.	Any station.

**FIRST SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A).	Time-Table No. 169 February 16, 1947	Mile Post	FIRST CLASS				SECOND CLASS		
			42 Mail and Express	12 Passenger	106 Streamliner Passenger	18 Passenger	162 Time Freight	174 Time Freight	
150 IPWY	DN-R GRANGER YL GN	0.0	A f 4.40AM		A 9.25AM	A 2.05PM	A 10.35PM	A 6.30PM	A 3.25AM
70 P	4.1 DONOVAN	4.1	4.33		9.18	1.58	10.28	6.16	3.05
114 P	8.0 MOXA	7.7	4.29		9.14	1.53	10.24	6.09 <sup>11</sup>	2.58
75 P	4.8 HASSETT	12.5	4.24 <sup>690</sup>		9.09	1.48	10.19	5.55	2.50
117 P	2.9 NUTRIA	15.4	f 4.20		9.06	1.45	10.16	5.50	2.45
83 P	4.8 COSGRIFF	20.2	4.14 <sup>17</sup>		9.01	1.39 <sup>105</sup>	10.10	5.42	2.37
125 P	4.8 DN OPAL OW	24.5	s 4.06		8.56	1.34	10.05	5.35	2.30
77 P	4.8 FOLGER	29.3	3.59		8.51	1.30	10.00	5.27	2.22
130 PW	4.8 WATERFALL	33.6	3.54		8.46	1.26	9.55	5.20	2.15
	5.4 EAST KEMMERER YL	39.0	3.47		8.39	1.19	9.47	5.10	2.05
Yard CPTWYZ	0.7 DN-R KEMMERER YL	39.7	s 3.45		s 8.37	f 1.17	s 9.45	5.05	2.00
W.S. 71 PXY E.S. 70	2.0 MOYER JCT. YL	42.3	3.32		8.29	1.12	9.35	4.40	1.42
W.S. 72 PWXY E.S. 76	8.0 DN FOSSIL YL FI	50.3	f 3.18		8.15	12.59	9.21	4.15	1.17
98 PW	5.7 NUGGET	56.0	3.10		8.07	12.51	9.13	4.00	1.02
78 P	8.0 ORR	59.0	3.05		8.02	12.47	9.08	3.53	12.55
116 P	8.5 SAGE	63.1	s 3.01		7.58	12.44	9.04	3.47	12.49
68 P	4.9 CARLSON	67.8	2.55		7.54	12.40	9.00	3.40	12.42
128 P	4.0 BECKWITH	71.8	2.51		7.50	12.37	8.56	3.33	12.31 <sup>41</sup>
78 P	6.1 PIXLEY	77.4	2.45		7.44	12.32	8.50	3.23	12.15
W.S. 130 PW E.S. 125	6.1 DN COKEVILLE CK	83.5	s 2.38		7.38	12.27	s 8.44	3.10	12.05AM
77 P	4.7 MARSE	88.2	2.28		7.31	12.22	8.37	2.52 <sup>105</sup>	11.50PM
128 P	3.9 BORDER	92.1	2.24		7.27	12.18	8.33	2.29	11.42
77 PW	5.6 PEGRAM	97.7	s 2.17		7.21 <sup>690</sup>	12.12	8.27	2.21	11.34
92 P	5.2 HARER	102.0	2.10		7.15	12.07	8.21	2.13	11.25
69 P	5.1 DINGLE	108.0	2.04		7.09	12.02PM	8.15 <sup>11</sup>	2.05	11.15
Yard CPTWYZ	7.0 DN-R MONTPELIER YL	115.0	1.55AM		7.00AM	11.55AM	8.05PM	1.50PM	11.00PM

Thru Time..... (2.45) 41.3 (2.25) 47.6 (2.10) 53.1 (2.30) 46.0 (4.40) 24.6 (4.25) 26.0  
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, 41, 17, 12, 18 and 42, 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
12	Cokeville.	Pocatello or beyond.	Cheyenne or beyond.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
42	Any station.	Any station.	Any station.

**WESTWARD**

**SECOND SUBDIVISION**

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS								
	655	277	11	31	105	17	33	41	29	Time-Table No. 169	
	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	February 16, 1947	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	<b>STATIONS</b>	
Yard CRTWYZ	8.05AM		8.35PM		3.20PM	6.45AM		1.45AM		DN-R MONTPELIER YL MX 6.3 } Double Track	
80 P	8.20		8.43		3.27	6.53		f 1.54		PESCADERO 5.5 } Double Track	
109 PW	8.29		8.49		3.33	6.59		f 2.01		GEORGETOWN 5.1 } Double Track	
127 P	8.37		8.55		3.38	7.05		2.08		CAVANAUGH 4.2 } Double Track	
104 P	8.44		9.00		3.42	7.10		f 2.13		MANSON 3.9 } Double Track	
77 P	8.50		9.04 <sup>160</sup>		3.46	7.14		2.17		ROSE 6.0 } Double Track	
188 PWY	9.02		9.12		3.52	s 7.23		s 2.32		DN SODA SPRINGS SD 5.8 } Double Track	
112 PW	9.11		9.18		3.57	f 7.30		s 2.42		ALEXANDER 4.6 } Double Track	
116 P	9.19		9.23		4.01	7.35		2.48		TALMAGE 5.6 } Double Track	
368 CPWY	9.40		9.31		4.06	s 7.45		s 3.03		DN BANCROFT YL BN 3.8 } Double Track	
116 P	9.47		9.35		4.10	7.50		3.08		KINPORT 4.7 } Double Track	
174 P	9.55		9.40		4.14	7.55		f 3.13		PEBBLE 4.5 } Double Track	
104 P	10.03		9.45		4.18	8.00		3.18		BROXON 2.6 } Double Track	
102 PW	10.09		9.48		4.20	8.04		3.22		BLASER 2.6 } Double Track	
30 P	10.16		9.53		4.24	s 8.11		s 3.32		DN LAVA HOT SPGS. XY 4.3 } Double Track	
cs162 P	10.23		9.58		4.29	8.18		3.40		TOPAZ 6.9 } Double Track	
226 IPWXY	10.37	2.15AM	10.09	10.00PM	4.37	s 8.29	4.20AM	s 3.53	12.35AM	DN-R McCAMMON YLMC 5.9 } Double Track	
x			10.17	10.07	4.43	8.37	4.27	4.01	12.42	ONYX (Spur) 4.8 } Double Track	
W.S. 51 E.S. 91 PWX	10.54	2.32	10.22	f 10.12	4.48	8.42	f 4.32	f 4.08	12.47	D INKOM KO 5.8 } Double Track	
x			10.27	10.18	4.53	8.50	4.38	4.15	12.53	PORTNEUF 6.2 } Double Track	
Yard CRTWYZ	A 11.20AM	A 3.00AM	A 10.40PM	A 10.35PM	A 5.05PM	A 9.05AM	A 4.55AM	A 4.30AM	A 1.10AM	DN-R POCATELLO YL H CA 6.2 } Double Track	
	(3.15)	(0.45)	(2.05)	(0.35)	(1.45)	(2.20)	(0.35)	(2.45)	(0.35)	..... Thru Time	
	30.4	30.3	47.5	38.9	56.5	42.4	38.9	36.0	38.9	..... 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. 33, 17, 41, 31, 11, 29, 30, 12, 32, 18, 42 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

Train	At	Discharge passengers from	Pick up passengers destined to
11	Lava Hot Springs and Soda Springs.	Cheyenne or beyond.	Pocatello or beyond.
17	Any station.	Cheyenne or beyond.	Pendleton or beyond.
41	Any station.	Any station.	Any station.

**SECOND SUBDIVISION**

**EASTWARD**

Car capacity of sidings, etc. See Rule 6(A).	SECOND CLASS		FIRST CLASS								
	655	277	11	31	105	17	33	41	29	Time-Table No. 169	
	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Passenger	February 16, 1947	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	<b>STATIONS</b>	
Yard CRTWYZ	8.05AM		8.35PM		3.20PM	6.45AM		1.45AM		DN-R MONTPELIER YL MX 6.3 } Double Track	
80 P	8.20		8.43		3.27	6.53		f 1.54		PESCADERO 5.5 } Double Track	
109 PW	8.29		8.49		3.33	6.59		f 2.01		GEORGETOWN 5.1 } Double Track	
127 P	8.37		8.55		3.38	7.05		2.08		CAVANAUGH 4.2 } Double Track	
104 P	8.44		9.00		3.42	7.10		f 2.13		MANSON 3.9 } Double Track	
77 P	8.50		9.04 <sup>160</sup>		3.46	7.14		2.17		ROSE 6.0 } Double Track	
188 PWY	9.02		9.12		3.52	s 7.23		s 2.32		DN SODA SPRINGS SD 5.8 } Double Track	
112 PW	9.11		9.18		3.57	f 7.30		s 2.42		ALEXANDER 4.6 } Double Track	
116 P	9.19		9.23		4.01	7.35		2.48		TALMAGE 5.6 } Double Track	
368 CPWY	9.40		9.31		4.06	s 7.45		s 3.03		DN BANCROFT YL BN 3.8 } Double Track	
116 P	9.47		9.35		4.10	7.50		3.08		KINPORT 4.7 } Double Track	
174 P	9.55		9.40		4.14	7.55		f 3.13		PEBBLE 4.5 } Double Track	
104 P	10.03		9.45		4.18	8.00		3.18		BROXON 2.6 } Double Track	
102 PW	10.09		9.48		4.20	8.04		3.22		BLASER 2.6 } Double Track	
30 P	10.16		9.53		4.24	s 8.11		s 3.32		DN LAVA HOT SPGS. XY 4.3 } Double Track	
cs162 P	10.23		9.58		4.29	8.18		3.40		TOPAZ 6.9 } Double Track	
226 IPWXY	10.37	2.15AM	10.09	10.00PM	4.37	s 8.29	4.20AM	s 3.53	12.35AM	DN-R McCAMMON YLMC 5.9 } Double Track	
x			10.17	10.07	4.43	8.37	4.27	4.01	12.42	ONYX (Spur) 4.8 } Double Track	
W.S. 51 E.S. 91 PWX	10.54	2.32	10.22	f 10.12	4.48	8.42	f 4.32	f 4.08	12.47	D INKOM KO 5.8 } Double Track	
x			10.27	10.18	4.53	8.50	4.38	4.15	12.53	PORTNEUF 6.2 } Double Track	
Yard CRTWYZ	A 11.20AM	A 3.00AM	A 10.40PM	A 10.35PM	A 5.05PM	A 9.05AM	A 4.55AM	A 4.30AM	A 1.10AM	DN-R POCATELLO YL H CA 6.2 } Double Track	
	(3.15)	(0.45)	(2.05)	(0.35)	(1.45)	(2.20)	(0.35)	(2.45)	(0.35)	..... Thru Time	
	30.4	30.3	47.5	38.9	56.5	42.4	38.9	36.0	38.9	..... 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. 33, 17, 41, 31, 11, 29, 30, 12, 32, 18, 42 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

Train	At	Discharge passengers from	Pick up passengers destined to
12	Lava Hot Springs and Soda Springs.	West of Pocatello.	Cheyenne or beyond.
18	Any station.	Pendleton or beyond.	Cheyenne or beyond.
42	Any station.	Any station.	Any station.



WESTWARD

FOURTH SUBDIVISION

Table with columns for Second Class (699 Time Freight, 105 Streamliner Passenger, 17 Passenger) and First Class (41 Mail and Express, 11 Passenger). Includes daily schedules and distance from Granger via Kuna.

Time-Table No. 169 February 16, 1947

STATIONS

Station list including GLENN'S FERRY YL, HAMMETT, DN REVERSE YL RV, SLADE, DN MOUNTAIN HOME MZ, SEBREE, CLEFT, SUNNYSIDE, DN ORCHARD YL OD, HICKEY, ELY, OWYHEE, KISSEL, MORA, KUNA KA, COLLOPY, MAIN LINE JCT. YL, DN-R NAMPA YL AU-Q, MOSS, DN CALDWELL YL CW, ENROSE, NOTUS, TUCKER, DN PARMA MA, APPLE VALLEY, DN NYSSA YL SY, ARCADIA, MALHEUR JCT. YL, DN ONTARIO YL ON, WASHOE (Spur), DN PAYETTE YL AY, WOOD, CRYSTAL, FELTHAM, DN WEISER YL SR, BATON, COBB, OLDS FERRY, ROCK ISLAND, BLAKES JCT., DN-R HUNTINGTON YL HU HN.

BLOCK SIGNALS

Thru Time (5.15) 31.4, (3.25) 51.6, (5.25) 32.5, (6.35) 26.8, (4.40) 37.8. 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, 41, 17, 18, 42 and 12, and not less than fifteen minutes by second-class, extra trains, and yard engines.

FOURTH SUBDIVISION

EASTWARD

Table with columns for First Class (18 Passenger, 42 Mail and Express, 12 Passenger) and Second Class (158 Time Freight, 160 Time Freight). Includes daily schedules and distance from Granger via Kuna.

Time-Table No. 169 February 16, 1947

STATIONS

Station list including GLENN'S FERRY YL, HAMMETT, DN REVERSE YL RV, SLADE, DN MOUNTAIN HOME MZ, SEBREE, CLEFT, SUNNYSIDE, DN ORCHARD YL OD, HICKEY, ELY, OWYHEE, KISSEL, MORA, KUNA KA, COLLOPY, MAIN LINE JCT. YL, DN R NAMPA YL AU-Q, MOSS, DN CALDWELL YL CW, ENROSE, NOTUS, TUCKER, DN PARMA MA, APPLE VALLEY, DN NYSSA YL SY, ARCADIA, MALHEUR JCT. YL, DN ONTARIO YL ON, WASHOE (Spur), DN PAYETTE YL AY, WOOD, CRYSTAL, FELTHAM, DN WEISER YL SR, BATON, COBB, OLDS FERRY, ROCK ISLAND, BLAKES JCT., DN-R HUNTINGTON YL HU HN.

BLOCK SIGNALS

Thru Time (3.15) 54.2, (4.35) 58.5, (5.55) 29.8, (4.30) 39.2, (6.45) 24.4, (7.15) 22.8. 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, 41, 17, 18, 42 and 12, and not less than fifteen minutes by second-class, extra trains, and yard engines.

WESTWARD					BOISE MAIN LINE		EASTWARD			
FIRST CLASS					Time-Table No. 169 February 16, 1947	Mile Post	FIRST CLASS			
	105 Streamliner Passenger	17 Passenger	41 Mail and Express	11 Passenger			106 Streamliner Passenger	18 Passenger	42 Mail and Express	12 Passenger
Car capacity of sidings, etc. See Rule 6 (A).	STATIONS				Mile Post	STATIONS				
	Daily	Daily	Daily	Daily		106	18	42	12	
					<b>DN ORCHARD YL OD</b> 423.0	A 6.32AM	A 12.35PM	As 5.30PM	A 11.46PM	
204 CI PWY	8.55PM	2.40PM	11.45AM	3.45AM	7.3 LEONE	480.3	6.24	12.25	5.20	11.37
78 P	9.03	2.49	11.54AM	3.53	5.6 BLACK'S CREEK	435.9	6.19	12.17	5.12	11.30
79 P	9.09	2.57	12.01PM	4.00	5.8 SHAHER	441.7	6.13	<b>12.10</b> <sup>41</sup>	5.04	11.23
78 P	9.15	3.04	<b>12.10</b> <sup>18</sup>	4.07	8.4 HILLCREST	445.1	6.09	12.03PM	4.59	11.18
14 P	9.19	3.09	12.18	4.11	8.3 DN BOISE YL BG	448.4	s 6.05	s 11.55AM	4.50	11.10
109 PWY	s 9.25	s 3.30	s 12.25	s 4.15	2.8 BOISE JCT.	450.7	s 6.05	s 11.45	s 4.30	s 11.00
	9.28	3.34	12.54	4.29	0.7 PERKINS	451.4	5.52	11.40	4.24	10.53
35 P	9.29	3.35	12.55	4.30	3.8 BEATTY	454.6	5.49	11.37	4.20	10.50
31 P	9.32	3.38	12.58	4.33	2.7 D MERIDIAN MD	457.3	5.46	11.34	s 4.16	10.47
77 P	9.35	f 3.43	s 1.03	4.37	3.4 SONNA	460.7	5.43	11.30	4.10	10.43
25 P	9.39	3.47	1.08	4.41	4.3 NAMPA LOOP JCT. YL	464.9				
					2.7 MAIN LINE JCT. YL	467.6				
Yard COPT WYZ	A f 9.50PM	As 4.00PM	As 1.20PM	As 4.55AM	DN-R NAMPA YL AU-Q-D	467.9	5.35AM	11.20AM	<b>4.00PM</b> <sup>17</sup>	10.35PM
					(44.9)		Daily	Daily	Daily	Daily

(0.65) (1.20) (1.35) (1.10) ..... Thru Time ..... (0.67) (1.15) (1.30) (1.11)  
 49.0 33.7 28.4 38.5 ..... Average speed per hour ..... 47.3 35.9 29.9 37.9

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, 41, 17, 18, 42 and 12, and not less than fifteen minutes by extra trains and yard engines.

WESTWARD				MURPHY BRANCH		EASTWARD		WESTWARD				BOISE BRANCH		EASTWARD	
				Time-Table No. 169 February 16, 1947		Mile Post						Time-Table No. 169 February 16, 1947		Mile Post	
STATIONS				STATIONS		STATIONS		STATIONS				STATIONS		STATIONS	
Yard COPTWYZ	0.0	DN-R NAMPA YL AU-Q-D	0.0	4.4	DEAL	4.4	P	0.0	BOISE JCT.	0.0					
20	4.4	DEAL	4.4	4.5	BOWMONT	8.9	22	1.1	FAIR GROUNDS YL	1.1	3.2	Yard CRTWZ	3.2	D-R BOISE FREIGHT YL BD	3.2
46	8.9	BOWMONT	8.9	11.6	WESTMA (Spur)	11.6		5.0	PENITENTIARY SPUR	5.0	5.0		5.0	PENITENTIARY SPUR	5.0
				14.6	MELBA	14.6		6.3	VERNON (Spur)	6.3	8.4		8.4	BARBER	8.4
28	14.6	MELBA	14.6	17.1	STODDARD	17.1		8.4	BARBER	8.4					
60	17.1	STODDARD	17.1	29.8	R MURPHY	29.8									
18 WY	29.8	R MURPHY	29.8												
					(29.8)										

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

WESTWARD				KETCHUM BRANCH					EASTWARD						
				Time-Table No. 169 February 16, 1947		Mile Post				Time-Table No. 169 February 16, 1947		Mile Post			
SECOND CLASS				FIRST CLASS		FIRST CLASS		SECOND CLASS							
379 Mixed				341 Mixed		55 Passenger		56 Passenger				342 Mixed		380 Mixed	
Monday Wednesday Friday				Daily Except Sunday		Daily		STATIONS				STATIONS		STATIONS	
220 200	CPWY	7.10AM	6.00AM	4.30AM	0.0	DN-R SHOSHONE YL X	0.0	A 11.55PM		A 12.50PM	A 2.00PM				
					10.9	10.9 MARLEY	10.9								
39	PWY	A 7.45AM	s 6.35	5.05	15.3	D-R RICHFIELD YL FK	15.3	11.25		s 12.10PM	1.20PM				
29			f 6.50	5.19	21.7	6.4 PAGARI	21.7	11.12		f 11.50AM					
27			f 7.10	5.35	29.7	8.0 TIKURA	29.7	10.59		f 11.30					
			f 7.20	5.44	33.9	4.2 PRIEST (Spur)	33.9	10.51		f 11.15					
59	PW		s 7.30	5.52	37.3	D PICABO XN	37.3	10.44		s 11.05					
			f 7.40		41.8	4.5 HAY	41.8			f 10.50					
			s 7.45	6.09	44.3	2.5 GANNETT	44.3	10.32		s 10.45					
30			s 8.05	6.25	52.1	7.8 BELLEVUE	52.1	10.19		s 10.25					
17	W		s 8.16	6.36	57.2	5.1 HAILEY RI	57.2	10.09		s 10.05					
11			f 8.22	6.42	60.0	2.8 ZINC	60.0	10.04		f 9.52					
			f 8.29	6.50	63.2	3.2 GIMLET (Spur)	63.2	9.58		f 9.45					
			f 8.40	7.00	67.6	4.4 TRIUMPH	67.6	9.49		f 9.35					
33	WY	A 8.45AM		A 7.15AM	69.4	D-R KETCHUM YL KU	69.4	9.45PM			9.30AM				
						(69.4)		Daily		Daily	Daily		Daily	Monday Wednesday Friday	
		(0.35) 26.2	(2.45) 25.2	(2.45) 25.2		Thru Time.....	(2.10) 32.0	(3.20) 20.8		(0.40) 22.9					

WESTWARD				HILL CITY BRANCH					EASTWARD				
				Time-Table No. 169 February 16, 1947		Mile Post				Time-Table No. 169 February 16, 1947		Mile Post	
SECOND CLASS				379 Mixed		380 Mixed		SECOND CLASS					
39	PWY		7.50AM	0.0	D-R RICHFIELD YL FK	0.0	A 1.15PM						
10			f 8.02	4.5	4.5 RAWSON	4.5	f 1.00						
20			f 8.15	9.4	4.9 BURMAH	9.4	f 12.47						
42	PW		f 8.47	21.5	12.1 MAGIC	21.5	f 12.15PM						
31			f 9.12	31.8	9.7 MACON	31.8	f 11.50AM						
31	P		f 9.20	34.0	2.8 BLAINE	34.0	f 11.42						
7			f 9.27	36.8	3.8 RANDS	36.8	f 11.35						
17			f 9.35	39.7	2.9 SELBY	39.7	f 11.27						
43	PW		s 9.50	43.8	4.1 D FAIRFIELD FD	43.8	s 11.17						
32			f 10.10	51.7	7.9 CORRAL	51.7	f 10.55						
57	WY		A 10.25AM	57.8	R HILL CITY YL	57.8	10.40AM						
					(57.8)		Monday Wednesday Friday						
		(2.35) 22.4				Thru Time.....	(2.35) 22.4						

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

WESTWARD

TWIN FALLS BRANCH

Table with columns for Car capacity, Class (Second Class, First Class), Time-Table No. 169, February 16, 1947, Stations, and Distance from Minidoka. Includes train numbers 339, 471, 365, 377, 573, 49 and stations like MINIDOKA YL, ACEQUIA, RUPERT YL, AMALGA, HEYBURN, BURLEY YL, STARRH'S FERRY, MILNER, PARSONS, MURTAUGH, BICKEL, BILLS, HANSEN, STOWE, KIMBERLY, McMILLAN YL, TWIN FALLS YL, CURRY, FILER, PEAVEY, CEDAR, BUHL YL.

Thru Time... Average speed per hour... (2.40) 22.1 (6.35) 28.1 (0.30) 27.0 (6.00) 12.3 (2.50) 26.0 (3.00) 24.6

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Table with columns for Car capacity, Class (Second Class), Time-Table No. 169, February 16, 1947, Stations, and Distance from Burley. Includes train number 387 and stations like BURLEY YL, UNITY, SPRINGDALE, DECLO, BENNING.

Thru Time... Average speed per hour... (0.29) 18.8 (0.30) 18.2

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

TWIN FALLS BRANCH

EASTWARD

Table with columns for Car capacity, Class (First Class, Second Class), Time-Table No. 169, February 16, 1947, Stations, and Mile Post. Includes train numbers 574, 50, 366, 472, 340, 378 and stations like MINIDOKA YL, ACEQUIA, RUPERT YL, AMALGA, HEYBURN, BURLEY YL, STARRH'S FERRY, MILNER, PARSONS, MURTAUGH, BICKEL, BILLS, HANSEN, STOWE, KIMBERLY, McMILLAN YL, TWIN FALLS YL, CURRY, FILER, PEAVEY, CEDAR, BUHL YL.

Thru Time... Average speed per hour... (3.10) 23.3 (3.00) 24.6 (0.45) 18.0 (1.00) 13.5 (3.20) 17.7 (5.30) 13.4

WESTWARD

OAKLEY BRANCH

EASTWARD

Table with columns for Car capacity, Class (Second Class), Time-Table No. 169, February 16, 1947, Stations, and Distance from Burley. Includes train number 388 and stations like BURLEY YL, BEETVILLE, PELLA, TROUT, MARION, WARR, OAKLEY.

Thru Time... Average speed per hour... (21.8)

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



WESTWARD				NORTH SIDE BRANCH				EASTWARD				
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS			Distance from Rupert	Time-Table No. 169 February 16, 1947			Mile Post	SECOND CLASS			
	471 Local Freight	365 Mixed	Daily Except Sunday		STATIONS				472 Local Freight	366 Mixed	Daily Except Sunday	
					DN-R	RUPERT YL	MS					A
206 PWY	10.20 AM	5.55 AM		0.0	DN-R	RUPERT YL	MS	0.0	A	6.30 PM	A	2.20 PM
17		f		3.5		3.5		3.5		f		
34 P				4.4		MYERS		4.4				
73 P	10.55	s	6.07	5.9	D	PAUL YL	DJ	5.9	6.00	s	1.55	
20		f	6.11	7.0		BUDGE		7.0		f	1.45	
54	11.25 AM	f	6.27	15.9		SCHODDE		15.9	5.00	f	1.28	
21		f	6.36	19.8		McHENRY		19.8		f	1.20	
22	12.20 PM	s	6.46	24.0	D	HAZELTON	AZ	24.0	4.30	s	1.12	
63 W	1.00 <sup>366</sup>	s	6.56	28.1	D	EDEN	DX	28.1	3.45	s	1.00 <sup>471</sup>	
10	1.15	s	7.04	31.5		HUNT		31.5	3.20	f	12.50	
54	1.30	f	7.11	34.8		PERRINE		34.8	3.05	f	12.43	
15			7.19	38.3		SUGAR LOAF		38.3			12.36	
27		f	7.24	40.6		FALLS CITY		40.6		f	12.32	
14		f	7.29	42.6		BARRYMORE		42.6		f	12.28	
7				44.7		HAYTOWN		44.7				
				45.8		HYDRA		45.8				
54 CWY	2.10 <sup>472</sup> 2.45	s	7.50	47.9	DN	JEROME YL	JO	47.9	2.10 PM <sup>366</sup> 11.30 AM <sup>471</sup>	s	12.15 PM <sup>472</sup>	
		f	8.01	52.9		APPLETON		52.9		f	11.57 AM	
54	3.45	s	8.10	56.7	D	WENDELL	ND	56.7	11.00	s	11.50	
54	4.15	f	8.30	66.2		TUTTLE		66.2	10.25	f	11.30	
125 126 PWY	A 5.50 PM	A	8.45 AM	73.6	DN-R	BLISS YL	IS	73.6	10.00 AM		11.15 AM	
						(73.6)			Daily Except Sunday		Daily Except Sunday	

(7.30) (2.50) Thru Time..... (8.30) (3.05)  
 9.8 26.0 Average speed per hour..... 8.7 23.9

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. 169 February 16, 1947			Mile Post	SECOND CLASS		
	339 Mixed	Daily Except Sunday	9.00 PM		STATIONS				340 Mixed	Daily Except Sunday	
					DN-R	TWIN FALLS YL	NA				A
Yard CPWYZ			9.00 PM	0.0	DN-R	TWIN FALLS YL	NA	0.0	A	6.30 PM	
7		f		5.6		5.6		5.6	f		
6		f		7.0		7.0		7.0	f		
31		f	9.25	10.9		10.9		10.9	f	5.40	
31		s	9.50	19.4		19.4		19.4	s	5.20	
		f		23.2		23.2		23.2	f		
21 PWY		s	10.30	28.8		28.8		28.8	s	4.55	
38		f	10.55	38.7		38.7		38.7	f	4.28	
34		f	11.25	50.1		50.1		50.1	f	4.01	
34 PW		f	11.39	50.1		50.1		50.1	f	3.47	
34		f	11.50 PM	60.7		60.7		60.7	f	3.37	
34 P		s	12.10 AM	68.8	D	CONTACT	CN	68.8	s	3.20	
33 CPW		f	12.30	75.1		75.1		75.1	f	3.03	
34		f	12.45	80.9		80.9		80.9	f	2.51	
33		f	1.05	86.7		86.7		86.7	f	2.39	
48 PWY		f	1.30	98.0		98.0		98.0	f	2.24	
37		f	1.40	97.3		97.3		97.3	f	2.14	
44 PY		s	2.00	102.5		102.5		102.5	s	1.58	
44 W		f	2.20	108.9		108.9		108.9	f	1.34	
35		f	2.35	116.1		116.1		116.1	f	1.17	
CPWY		A	3.00 AM	123.4	DN-R	WELLS YL	HU	123.4		1.00 PM	
						(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. 169 February 16, 1947		Mile Post	
		<b>STATIONS</b>			
P	0.0	BLAKES JCT.	0.0		
F	14.0	HOME (Spur)	14.0		
S	15.3	MINERAL (Spur)	15.3		
13	27.1	STURGILL (Spur)	27.1		
34	32.9	D-R ROBINETTE YL RQ	32.9		
(32.9)					

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nyssa	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 364 Mixed
		<b>STATIONS</b>			
155	PWY	8.45AM	0.0	D-R NYSSA YL SY	0.0
19	f	9.20	8.1	OVERSTREET	8.1
20	f	9.35	10.6	ADRIAN	10.6
32	f	9.55	16.9	NAPTON	16.9
54	PWY	10.30	24.4	D-R HOMEDALE HR	24.4
19	f	10.50	31.0	CLAYTONIA	31.0
19	OPY	11.00AM	33.1	D-R MARSING YL MR	33.1
(33.1)					

..... Thru Time.....  
..... Average speed per hour.....

(2.15) ..... Thru Time..... (2.00)  
14.7 ..... Average speed per hour..... 15.5

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Payette	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 384 Mixed
		<b>STATIONS</b>			
190	OPW	7.00AM	0.0	DN-R PAYETTE YL AY	0.0
			3.3	INGARD	3.3
20	f	7.10	3.9	RIFFIE	3.9
15	P	7.30	5.1	D FRUITLAND FU	5.1
20	f	7.40	6.8	BUCKINGHAM	6.8
33	P	8.00	11.1	D NEW PLYMOUTH NP	11.1
5	f	8.16	17.2	FALKS (Spur)	17.2
			18.9	LITTLE ROCK	18.9
13	f	8.27	21.6	LETHA	21.6
96	PWY	8.50AM	29.7	D-R EMMETT YL MF	29.7
(29.7)					

(1.50) ..... Thru Time..... (1.45)  
16.2 ..... Average speed per hour..... 16.3

WESTWARD		WILDER BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Caldwell	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 362 Mixed
		<b>STATIONS</b>			
204	W	1.00PM	0.0	DN-R CALDWELL YL CW	0.0
40			2.5	SIMPLOT	2.5
21	f	1.20	3.7	SHELP	3.7
32	f	1.28	5.1	DOLES	5.1
3	f	1.40	7.0	GREENLEAF (Spur)	7.0
11	f	1.55	9.7	ALLENDALE	9.7
43	A	2.00PM	11.5	R WILDER	11.5
(11.5)					

(1.00) ..... Thru Time..... (1.00)  
11.5 ..... Average speed per hour..... 11.5

WESTWARD		BROGAN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Vale	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 374 Mixed
		<b>STATIONS</b>			
134	PWY	12.30PM	0.0	D-R VALE YL VA	0.0
29	f	1.20	17.3	JAMIESON	17.3
31	PWY	1.45PM	23.3	BROGAN YL	23.3
(23.3)					

(1.15) ..... Thru Time..... (1.15)  
18.6 ..... Average speed per hour..... 18.7

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

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
Car capacity of sidings, etc. See Rule 6 (A).	Distance from Nampa	Time-Table No. 169 February 16, 1947		Mile Post	<b>SECOND CLASS</b> 386 Mixed
		<b>STATIONS</b>			
96	PWY	8.30AM	0.0	DN-R NAMPA YL AU-Q	0.0
42			0.7	IDA. NOR. JCT. YL	0.7
25	f	8.40	2.4	FISCHER	2.4
2	f	8.50	6.1	MADDENS (Spur)	6.1
14	s	9.00	9.3	MIDDLETON	9.3
15	f	9.20	18.9	JENNESS	18.9
			22.2	BRAMWELL (Spur)	22.2
96	PWY	10.20	27.0	D-R EMMETT YL MF	27.0
42			31.8	PLAZA	31.8
			33.0	BLACK CANYON (Spur)	33.0
43	P	11.20	41.1	MONTOUR	41.1
32	P	11.55AM	49.7	D HORSESHOE BEND YL HB	49.7
32			55.1	GARDENA	55.1
35	OPTW	1.30	64.1	D BANKS YL AB	64.1
25	PW	2.20	75.4	BIG EDDY	75.4
31	PW	3.00	83.0	SMITHS FERRY YL	83.0
15	P	3.35	92.7	CABARTON	92.7
32	W	3.45	95.5	BELVIDERE	95.5
32	PW	4.30	99.2	D CASCADE YL CD	99.2
31			108.1	ARLING	108.1
33	W	5.30	115.3	D DONNELLY YL FY	115.3
14			120.6	NORWOOD	120.6
			123.3	ARCHABAL	123.3
53	OPWY	6.15PM	128.7	D-R MOCALL YL NE	128.7
(128.7)					

(9.45) ..... Thru Time..... (9.30)  
13.2 ..... Average speed per hour..... 13.6

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. 169 February 18, 1947	Mile Post	SECOND CLASS		
	373 Mixed	359 Mixed				360 Mixed	374 Mixed	
	Tuesday Thursday Saturday	Daily Except Sunday						
444 CPWY	11.15AM	10.20AM	0.0	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM	
PY	11.25	10.30	1.0	MALHEUR JCT. YL	1.0	3.40	3.55	
14	11.30	10.35	3.7	CAIRO	3.7	3.35	3.50	
15	11.40	10.45	6.0	LUSE	6.0	3.25	3.45	
24	11.50AM	10.55	10.0	MALLETT	10.0	3.15	3.35	
134 FWY	A 12.05PM	S 11.15	15.5	D-R VALE YL VA	15.5	S 3.00	S 3.25PM	
46		11.35AM	23.5	HOPE	23.5	2.30		
52 W		12.05PM	34.8	LITTLE VALLEY	34.8	1.55		
53 P		12.30	42.0	D HARPER HA	42.0	S 1.30		
			48.0	KIME	48.0			
50		12.55 <sup>360</sup>	51.2	NAMORE	51.2	12.55 <sup>360</sup>		
			56.4	BOHNA	56.4			
27		1.20	62.2	JONESBORO	62.2	12.30PM		
53 FWY		1.55	73.6	D JUNTURA JN	73.6	S 11.50AM		
50		2.40	86.6	LONG	86.6	11.10		
49 PW		3.05	92.7	RIVERSIDE	92.7	10.50		
			100.0	FORT	100.0			
31		3.30	102.8	DUNNEAN	102.8	10.25		
32 PW		3.55	110.2	VENATOR	110.2	10.05		
32		4.15	117.0	CIRCLE BAR	117.0	9.45		
31 PW		4.40	126.6	CRANE	126.6	9.20		
		5.15	138.4	LAWEN (Spur)	138.4	8.50		
31		5.35	143.5	REDESS	143.5	8.35		
23 CPWYZ		A 6.15PM	156.8	D-R BURNS YL BR	156.8	8.00AM		
				(156.8)		Daily Except Sunday	Tuesday Thursday Saturday	
	(0.50) 18.6	(7.55) 19.8	.....	Thru Time.....	(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 S-72.

WESTWARD			NEW MEADOWS BRANCH			EASTWARD		
Car capacity of sidings, etc. See Rule 6 (A).	SECOND CLASS		Distance from Weiser	Time-Table No. 169 February 18, 1947	Mile Post	FIRST CLASS		SECOND CLASS
	451 Local Freight	557 Motor Passenger				558 Motor Passenger	452 Local Freight	
	Tuesday Thursday Saturday	Daily Except Sunday						
233 CPWY	10.10AM	10.00AM	0.0	DN-R WEISER YL SR	0.0	A 5.40PM	A 4.15PM	
12	10.34	10.12	6.0	REBECCA	6.0	5.20	3.50	
6	10.58	10.22	11.7	PRESLEY	11.7	5.07	3.25	
48	11.30AM	10.38	19.1	CONCRETE	19.1	4.49	2.50	
W		11.00	26.7	DIAMOND (Spur)	26.7	4.32		
26 P	12.22PM	S 11.12	31.8	D MIDVALE MI	31.8	S 4.22	2.00	
35 P	1.00	S 11.36	40.5	D CAMBRIDGE RA	40.5	S 4.02	1.25	
3 W	1.40	S 11.59AM	49.8	GOODRICH	49.8	S 3.40	12.45	
18	2.08	12.17PM <sup>452</sup>	56.0	MESA	56.0	3.24	12.17PM <sup>557</sup>	
42 CPWY	2.35	S 12.25	60.2	DR COUNCIL YL CN	60.2	S 3.15	11.30AM	
7	3.07 <sup>558</sup>	12.28	61.6	HOOVER YL	61.6	3.07 <sup>451</sup>	10.50	
4	3.30	S 12.37	66.5	FRUITVALE	66.5	2.55	10.30	
	3.42	12.47	69.3	STARKEY (Spur)	69.3	2.48		
6	3.54	12.53	72.0	GLENDALE	72.0	2.42	10.05	
15	4.30	1.18	80.0	WOODLAND	80.0	2.24	9.30	
29	4.38	S 1.23	81.9	TAMARACK	81.9	2.19	9.22	
43	4.50	1.30	84.1	RUBICON YL	84.1	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	
	(7.05) 12.6	(3.45) 23.9	.....	Thru Time.....	(3.40) 24.0	(7.30) 11.9	.....	Average speed per hour.....

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 a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	90	75	50	Trains handling company roadway machines on their own wheels— On main line and Twin Falls Branch: On straight track.			30
On curves indicated by curve warning signs, unless otherwise specified.	40	40	25	On curves.			25
Inspection bus cars.		45	45	On other branch lines.			15
When caboose is handled in train consisting of passenger train equipment.		50		Within yard limits and passing fueling stations— On main lines.	50	40	25
3800 and 3900 class and 2-10-2 type engines.		50	50	On branch lines.		30	15
MacArthur type engines with 63-inch drivers.		50	50	Over spring switches, when using turnouts.	15	15	15
MacArthur type engines with 57-inch drivers.		35	35	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
4000 and 9000 class engines.		50	50	When using cross-overs or turnouts.	15	15	15
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	When using cross-overs, turnouts or any wye track, with 9000 class engines.		6	6
Consolidation type engines.		35	35	Through interlocking.	30	30	30
Mallet type engines, except 3800, 3900 and 4000 class.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
0-6-0 and 0-8-0 type yard engines 4405 to 4480.		20	20				
Engines running backward.	20	20	20				
Trains handling scale test cars— On main line and Twin Falls Branch. On other branch lines.			30 20				
Trains handling loaded wooden Hart convertible cars.			30				

**FIRST SUBDIVISION**

<b>Granger</b> Between M.P. 3.5 and 3.7.	70	65	45	<b>Nutria</b> Between M.P. 16.2 and 16.4.	70	65	45
<b>Donovan</b> Between M.P. 5.5 and 5.6.	85	75	50	Between M.P. 18.2 and 18.3.	60	50	40
<b>Moxa</b> 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	<b>Cosgriff</b> 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
<b>Hassett</b> Between M.P. 14.4 and 14.6.	70	65	45	<b>Opal</b> 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.	Psg.	Frt.		Str.	Psg.	Frt.
<b>Folger</b> Between M.P. 29.4 and 29.6.	70	65	45	<b>Carlson</b> 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	<b>Beckwith</b> Between M.P. 75.9 and 76.0.	85	75	50
<b>Waterfall</b> 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	<b>Pixley</b> Between M.P. 80.9 and 81.4.	85	75	50
Between M.P. 35.5 and 35.9.	50	40	25	<b>Cokeville</b> 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
<b>Kemmerer</b> 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
<b>Fossil</b> Between M.P. 53.2 and 53.3.	85	75	50	<b>Border</b> 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
<b>Nugget</b> 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	<b>Pegram</b> 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
<b>Orr</b> 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
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	<b>Harer</b> 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	<b>Dingle</b> Between M.P. 111.6 and 112.0.	85	75	50
				<b>Montpelier</b>			

**SECOND SUBDIVISION**

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

THIRD SUBDIVISION

Location	Str.	Pagr.	Frt.	Location	Str.	Pagr.	Frt.
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.	Pagr.	Frt.		Str.	Pagr.	Frt.
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
Fuller				Between M.P. 369.0 and 369.5.	60	50	40
Between M.P. 345.0 and 345.2.	85	75	50	Between M.P. 369.5 and 370.9.	70	65	45
				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

Location	Str.	Pagr.	Frt.	Location	Str.	Pagr.	Frt.
Glenns Ferry				Parma			
Between M.P. 376.5 and 377.6.	60	50	40	Over streets and alleys.	30	30	30
Between M.P. 377.8 and 378.2.	85	75	50	Between M.P. 482.8 and 483.0.	70	65	45
Between M.P. 378.7 and 379.3.	45	40	25	Between M.P. 484.6 and 485.2.	70	65	45
Between M.P. 380.3 and 380.8.	85	75	50	Nyssa			
Hammett				On house track with 9000 class engines.		6	6
Between Reverse and Hammett.	65	60	40	Washoe Spur			
Between M.P. 385.6 and 387.0.	60	50	40	With 5000 class engines.			5
Between M.P. 389.8 and 390.8.	60	50	40	Ontario			
Reverse				Between M.P. 500.7 and 500.9.	85	75	50
Between M.P. 393.6 and 393.9.	85	75	50	Between Payette and Weiser, trains handling logs.			30
Mountain Home				Eaton			
Between M.P. 405.3 and 405.8.	85	75	50	Between M.P. 523.0 and 524.3.	70	65	45
Between M.P. 406.8 and 407.5.	85	75	50	Between M.P. 524.9 and 525.8.	70	65	45
Hickey				Cobb			
Between M.P. 427.6 and 428.1.	85	75	50	Between M.P. 525.8 and 526.0.	70	65	45
Between M.P. 428.4 and 428.9.	60	50	40	Between M.P. 526.4 and 527.3.	60	50	40
Ely				Between M.P. 527.3 and 528.5.	70	65	45
Between M.P. 434.6 and 434.9.	85	75	50	Between M.P. 529.1 and 530.0.	60	50	40
Owyhee				Olds Ferry			
Between M.P. 434.9 and 435.2.	85	75	50	Between M.P. 530.4 and 531.9.	70	65	45
Kuna				Between M.P. 532.2 and 534.2.	60	50	40
Between M.P. 447.3 and 450.8.	60	60	40	Rock Island			
Nampa				Between M.P. 534.5 and 535.8.	60	50	40
Between passenger station and Main Line Junction.	15	15	15	Between M.P. 536.0 and 536.5.	45	35	25
Caldwell				Bridge 536.39.	25	25	25
Over streets and alleys.	25	25	25	Between M.P. 536.7 and 537.2.	50	40	25
Enrose				Blakes Jct.			
Between M.P. 471.7 and 472.0.	85	75	50	Between M.P. 537.7 and 538.9.	40	40	25
Tucker				Huntington			
Between M.P. 476.9 and 477.2.	85	75	50	Over switch old main line to new main line opposite ice house track.	15	15	15
				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.	Psg.	Frt.		Str.	Psg.	Frt.
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	Meridian			
Black's Creek				No. 11 and No. 12 to discharge mail.		40	
Between M.P. B-435.8 and B-436.2.	70	65	45	Nampa Loop Jct.			
Between M.P. B-437.8 and B-438.2.	85	75	50	Between M.P. B-464.4 and B-464.6.	70	65	45
Between M.P. B-438.5 and B-438.8.	70	65	45	Between M.P. B-467.0 and B-467.7.	40	40	25
Between M.P. B-439.5 and B-440.3.	50	40	25	Nampa			
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 Melandeo.		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
Twia 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.	Psg.	Frt.		Str.	Psg.	Frt.
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. 32.0 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.		25	15
				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