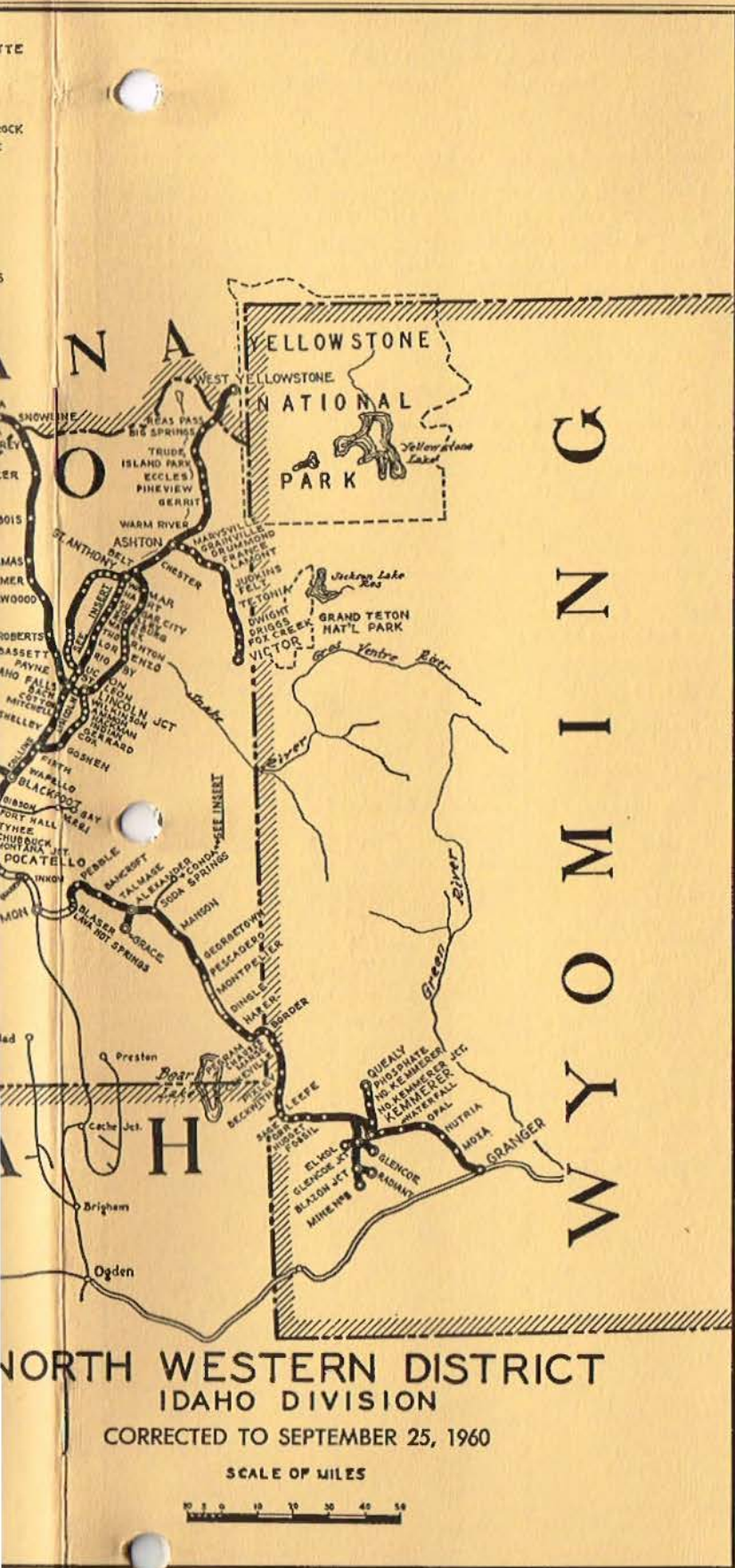




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 35

Effective Sunday
October 1, 1961
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

Press of ABBOTT, KEANS & SKILL COMPANY, Portland, Oregon, U.S.A.

D. F. WENGERT
General Manager

C. B. Lisher, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
R. D. Wright, Terminal Superintendent.....Pocatello, Ida.
J. J. Kutzman, Assistant Terminal Superintendent...Pocatello, Ida.
F. M. Ladd, Trainmaster.....Nampa, Ida.
E. C. Shultz, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
K. J. Hennessy, Trainmaster.....Pocatello, Ida.
H. L. Crane, Master Mechanic.....Pocatello, Ida.
V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.
C. W. Rands, Road Foreman of Engines.....Pocatello, Ida.
M. D. Muck, Road Foreman of Engines.....Montpelier, Ida.
W. R. Tyler, Division Engineer.....Pocatello, Ida.
G. A. Sweet, General Roadmaster.....Pocatello, Ida.
L. G. Malzahn, Supt. of Safety and Courtesy.....Portland, Ore.
R. F. Kelly, Asst. Supt. of Safety and Courtesy.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher....Pocatello, Ida.
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
E. M. Boden, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. L. Meek, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

H. R. Humphrey, Chief Train Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Assistant Chief Train Dispatcher....Nampa, Ida.
B. D. Spratt, Assistant Chief Train Dispatcher.....Nampa, Ida.
M. G. Clegg, Assistant Chief Train Dispatcher.....Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Simeon Hopper.....	Surgeon.....	Hazelton, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist.....	Idaho Falls, Ida.
R. D. Benedict.....	Surgeon.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.....	Idaho Falls, Ida.
H. J. Hartvigsen.....	Physician.....	Pocatello, Ida.	W. C. Smail.....	Surgeon.....	Jerome, Ida.
W. W. Mumford.....	Surgeon.....	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
H. D. McGee.....	Ear, Nose, Throat.....	Pocatello, Ida.	Carl D. Lusty.....	Surgeon.....	Meridian, Ida.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	Paul H. Daines.....	Surgeon.....	Montpelier, Ida.
Eugene V. Simison.....	Oculist and Aurist.....	Pocatello, Ida.	R. B. Lindsay.....	Surgeon.....	Montpelier, Ida.
C. H. Sprague.....	Surgeon.....	Pocatello, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
J. W. Wurster.....	Surgeon.....	Pocatello, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
D. E. Saunders.....	Surgeon.....	Aberdeen, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.....	Nampa, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Frederick D. Koehue.....	Surgeon.....	Nampa, Ida.
J. C. Reines.....	Physician.....	Arco, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.	Thomas E. Mangum, Jr.....	Surgeon.....	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.....	Boise, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	L. W. Scott.....	Surgeon.....	Ontario, Ore.
William A. Koelsch.....	Surgeon.....	Boise, Ida.	W. S. Kotas.....	Surgeon.....	Payette, Ida.
Roy L. Peterson.....	Eye, Ear, Nose, Throat.....	Boise, Ida.	Ira R. Woodward, Jr.....	Surgeon.....	Payette, Ida.
W. D. Springer.....	Surgeon.....	Boise, Ida.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
John W. Davis.....	Surgeon.....	Burley, Ida.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
Wm. E. Kane.....	Surgeon.....	Butte, Mont.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
F. H. Burton.....	Oculist and Aurist.....	Butte, Mont.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
John V. Plett.....	Oculist and Aurist.....	Butte, Mont.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
John F. Stecher.....	Surgeon.....	Caldwell, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
Robert T. Whiteman.....	Surgeon.....	Cambridge, Ida.	A. Scott Earle.....	Surgeon.....	Sun Valley, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	John R. Moritz.....	Surgeon.....	Sun Valley, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	George B. Saviers.....	Surgeon.....	Sun Valley, Ida.
Richard H. McLaren.....	Surgeon.....	Dillon, Mont.	Charles B. Beymer.....	Surgeon.....	Twin Falls, Ida.
La Grande C. Larsen.....	Surgeon.....	Driggs, Ida.	Wallace Bond.....	Oculist and Aurist.....	Twin Falls, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.	F. W. Schow.....	Surgeon.....	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.	Harwood L. Stowe.....	Surgeon.....	Vale, Ore.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry, Ida.	C. J. Kopp.....	Surgeon.....	Wendell, Ida.
Marion V. Klingler.....	Surgeon.....	Gooding, Ida.	Harold F. Holsinger.....	Surgeon.....	Weiser, Ida.
R. H. Wright.....	Surgeon.....	Hailey, Ida.	Robert M. Coats.....	Surgeon.....	Weiser, Ida.
			Marion S. McGrath.....	Surgeon.....	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 35		FIRST CLASS				
105	19	457	17	11		October 1, 1961		20	12	106	458	18
Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express		STATIONS		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily								
3.45			5.05		0.0	GRANGER				A 7.55		A 10.55
7.25 7.35			10.10 10.50	12.45	213.9	POCATELLO			A 2.20	3.55 3.40		6.15 6.35
10.05			2.25	4.00	373.8	GLENN'S FERRY			10.55	1.05		2.15
11.20			4.05	5.55	448.4	BOISE			9.10	11.50		12.35
1.15			7.00	9.05	550.1	M.T.	HUNTINGTON	M.T.	6.30	10.06		10.00
12.16			6.10	8.15		P.T.		P.T.	5.20	9.05		8.50
2.40			9.05	11.45	649.7	LA GRANDE			2.40	6.45		6.05
4.45			11.30	2.25	723.9	PENDLETON			12.25	4.31		3.20
	11.10				941.3	SPOKANE		A 9.45				
5.31	A 3.15		12.45	4.25	755.3	HINKLE		5.40	11.40	3.56		2.20
7.05			3.10	6.35	855.4	THE DALLES			9.30	2.15		11.55
A 9.00		9.30	A 5.30	A 9.00	939.5	PORTLAND			7.10	12.30	A 9.15	9.45
		A 1.30			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(18.15) 51.5	(4.05) 45.6	(4.00) 45.8	(25.25) 37.0	(21.15) 34.1		 Thru Time.....		(4.05) 45.6	(18.10) 39.9	(18.25) 51.0	(4.15) 45.4	(24.10) 38.9
						 Average speed per hour.....						

ESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 35		FIRST CLASS				
				35		October 1, 1961		36				
				Passenger				Passenger				
				Daily		STATIONS						
				11.25	0.0	McCAMMON	A 4.15					
				11.55 12.25	22.7	POCATELLO	3.45 2.30					
				1.43	73.3	IDAHO FALLS	1.13					
					124.3	ASHTON						
					169.9	VICTOR						
				A 7.30	285.8	BUTTE	7.30					
							Daily					
					(8.05) 35.4	 Thru Time.....		(8.45) 32.7				
						 Average speed per hour.....						

Heavy figures indicate P.M.
Light figures indicate A.M.

MILEAGE

Main Line..... 848.07
Branches..... 1339.18
Grand Total..... 2187.25

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 3b

October 1, 1961

Car Capacity
of Seating, etc.
See Rule 6(A),
Page 23.

		Daily	Daily	Daily	Daily	Daily	Daily	Daily																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

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

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 35

October 1, 1961

Mile
Post

FIRST CLASS

SECOND CLASS

36
Passenger

106
Streamliner
Passenger

18
Passenger

280
Time
Freight

278
Stock
Special

STATIONS

DN-R	GRANGER YL	GN	0.0		A 7.55 AM	As 10.55 PM													
	7.7		7.7																
	7.7																		
	NUTRIA		15.4																
D	OPAL	OW	24.5			f 10.30													
	9.1																		
	WATERFALL		33.6																
	6.1																		
DN	KEMMERER YL	AV	39.7		f 7.05	s 10.10													
	8.3																		
	FOSSIL		48.0																
	5.0																		
	NUGGET		53.0																
	6.6																		
	ORR		59.6																
	5.2																		
	LEEFE		64.8																
	6.5																		
	BECKWITH		71.3																
	8.1																		
	PIXLEY		77.4																
	6.1																		
D	COKEVILLE	CK	83.5			s 9.10													
	4.7																		
	MARSE		88.2																
	6.3																		
	CHAUSSÉ		94.5																
	8.4																		
	HARER		102.9																
	5.1																		
	DINGLE		108.0																
	7.0																		
DN-R	MONTPELIER YL	MX	115.0		s 5.40	8.30 8.20													
	6.3																		
	PESCADERO		121.3																
	5.5																		
	GEORGETOWN		126.8			8.03													
	9.3																		
	MANSON		136.1																
	9.9																		
DN	SODA SPRINGS	SD	146.0			s 7.43													
	5.6																		
	ALEXANDER		151.6																
	4.6																		
	TALMAGE		156.2																
	5.6																		
D	BANCROFT	BN	161.8			f 7.20													
	8.5																		
	PEBBLE		170.3																
	7.1																		
	BLASER		177.4																
	2.6																		
	LAVA HOT SPRINGS		180.0			f 7.00													
	11.2																		
DN	McCAMMON	MC	191.2		As 4.15 AM	f 6.45							At 12.40 AM	A 2.00 PM					
	10.7																		
	INKOM		201.9																
	12.0																		
DN-R	POCATELLO YL	H-CA PO	213.9		3.45 AM	3.55 AM	6.15 PM						12.01 AM	1.15 PM					
	(213.9)				Daily	Daily	Daily						Daily	Daily					

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

..... Thru Time	(0.30)	(4.00)	(4.40)	(0.39)	(0.45)
..... Average speed per hour	45.4	53.4	45.8	34.9	30.3

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 35

October 1, 1961

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 23.

105

17

49

11

35

Streamliner
Passenger

Passenger

Mixed

Mail and
Express

Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

DPTWYZ						7.35PM	10.50AM	4.00AM	12.45AM	12.25AM		
P										12.30AM		
CS 153 P								f 4.15				
170 P												
145 P							s 11.18AM	s 4.35	f 1.13			
120 P												
170 P												
119 P								f 4.55				
170 P												
119 P												
125 PWY						8.25	s 12.01PM	A 5.20AM	f 1.47			
119 P												
165 P												
119 P												
119 P												
170 P												
119 P												
116 P												
WS 121-115 ES 111-130 PWY						s 9.11	s 1.00		s 2.45			
170 P												
170 P							s 1.25		s 3.05			
170 P												
118 PY							s 1.38		s 3.18			
CS 120 P												
WS 99												
CS 170 P									f 3.37			
DPTWYZ						As 10.05PM	A 2.15PM		A 3.50AM			

DNR	H-CA	
POCATELLO YL PO	2.4	
POCATELLO JCT. YL	8.0	
MICHAUD	3.8	
BANNOCK	8.4	
DN AMERICAN FALLS	3.8	AF
BORAH	7.8	
QUIGLEY	5.9	
WAPI	3.8	
DEWOFF	7.5	
HAWLEY	5.1	
DN MINIDOKA	3.8	RT
MAX	8.1	
ADELAIDE	4.7	
KIMAMA	6.7	
SESTER	7.8	
OWINZA	5.8	
BESSLEN	4.6	
DIETRICH	7.9	
DN SHOSHONE X	9.0	
TUNUPA	6.7	
DN GOODING	6.7	GD
FULLER	6.3	
BLISS	6.8	
TICESKA	9.8	
KING HILL	6.7	
DN-R GLENN'S FERRY YL	6.7	GF

(159.9)

(2.30)
64.0(3.25)
46.8(1.20)
43.9(3.05)
51.8(0.05)
28.8..... Thru Time.....
..... Average speed per hour.....

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 35

October 1, 1961

STATIONS

Mile
Post

FIRST CLASS

SECOND CLASS

36

106

18

50

12

126

Passenger

Streamliner
Passenger

Passenger

Mixed

Mail and
Express

Time
Freight

BLOCK
SIGNALS

CENTRALIZED TRAFFIC CONTROL

DN-R	POCATELLO YL	H-CA	PO
	2.4		
	POCATELLO JCT. YL		
	8.0		
	MICHAUD		
	5.8		
	BANNOCK		
	8.4		
DN	AMERICAN FALLS	AF	
	3.8		
	BORAH		
	7.8		
	QUIGLEY		
	5.9		
	WAPI		
	3.8		
	DEWOFF		
	7.5		
	HAWLEY		
	5.1		
DN	MINIDOKA	RT	
	3.8		
	MAX		
	8.1		
	ADELAIDE		
	4.7		
	KIMAMA		
	6.7		
	SENER		
	7.8		
	OWINZA		
	5.8		
	BESSLEN		
	4.6		
	DIETRICH		
	7.9		
DN	SHOSHONE	X	
	0.0		
	TUNUPA		
	6.7		
DN	GOODING	GD	
	6.7		
	FULLER		
	0.3		
	BLISS		
	6.8		
	TICESKA		
	9.8		
	KING HILL		
	6.7		
DN-R	GLENN'S FERRY YL	GF	

TWO MAIN
TRACKS

DOUBLE
TRACK

DOUBLE
TRACK

213.9	A 2.30AM	A 3.40AM	A 5.35PM	A 10.30PM	A 2.20AM			A 3.30PM		
216.3	2.20AM									
224.3			f 9.47							
230.1										
238.5			s 4.55	s 9.30	f 1.30					
242.3										
250.1										
256.0			f 9.10							
259.8										
267.3										
272.4		2.40	s 4.20	8.50PM	f 12.55					
276.2										
284.3										
289.0					f 12.35					
295.7										
303.5										
309.3										
313.9										
321.8		s 1.57	s 3.30		s 12.05AM					
330.8										
337.5			s 3.04		s 11.40PM					
344.2										
350.5					s 11.23					
357.3										
367.1					f 11.04					
373.8		1.05AM	2.15PM		10.55PM			11.15AM		
	Daily	Daily	Daily	Daily	Daily			Daily Except Sunday and Monday		

.....Thru Time.....	(0.10)	(2.35)	(3.20)	(1.40)	(3.25)			(4.15)		
.....Average speed per hour.....	14.4	61.9	47.9	35.1	46.8			37.6		

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Stages, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 35 October 1, 1961	Mile Post	FIRST CLASS			SECOND CLASS	
		105	17	11	18			12	106	126		
		Streamliner Passenger	Passenger	Mail and Express	Passenger			Mail and Express	Streamliner Passenger	Time Freight		
		Daily	Daily	Daily								
STATIONS												
DPTWY		10.05PM	2.25PM	4.00AM	DN-R GLENN'S FERRY YL GF	373.8	A 2.05PM	A 10.45PM	A 1.05AM	A 1.00AM		
CS 164 P				f 4.10	8.9 HAMMETT	382.7						
CS 170 P					10.6 REVERSE	393.3						
163 PY		10.36	s 3.00	s 4.33	DN MOUNTAIN HOME MZ	401.8	s 1.30	s 10.00	12.33AM			
163 P					5.9 SEBREE	407.5						
163 P					5.2 CLEFT	412.7						
185 P				f 4.51	10.3 ORCHARD	423.0		s 9.38				
163 P		VIA BOISE	VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE			
163 P					12.0 KUNA	446.7						
60 P					9.9							
69 PY		s 11.20	3.55 4.05	5.30 5.55	12.9 BLACK'S CREEK	B-435.9						
P					12.5 DN BOISE YL BG	B-448.4	12.35 12.30	9.10 8.55	s 11.50PM	VIA KUNA		
117 P			f 4.16	s 6.10	2.3 BOISE JCT.	B-450.7						
DPTWYZ		s 11.43	4.35 4.45	6.25 6.40	6.6 D MERIDIAN MD	B-457.3	12.17	s 8.41				
55 P					10.6 DN-R NAMPA YL AU-Q	458.6	12.05PM 11.55AM	8.30 8.15	s 11.25	9.00 8.30		
163 P		11.55PM	s 5.05	s 7.00	4.2 MOSS	460.8						
122 P					4.8 DN CALDWELL YL CW	465.6	s 11.40	s 8.04	11.13			
163 P			s 5.13	s 7.09	3.6 ENROSE	469.2						
163 P			s 5.24	s 7.20	3.3 NOTUS	472.5	f 11.28	f 7.50				
173 PY		12.17AM	s 5.36	s 7.30	8.3 DN PARMA MA	480.8	s 11.20					
167 PWY		12.28	s 5.51	s 7.50	7.6 DN NYSSA SY	488.4	s 11.10	s 7.35	10.53			
155 PY			s 6.02	s 8.01	10.3 DN ONTARIO ON	498.7	s 10.55	s 7.24	10.45			
163 P					3.8 DN PAYETTE AY	502.5	s 10.43	s 7.13				
163 PWY		12.48	s 6.20	s 8.20	6.8 CRYSTAL	509.3						
155 P					6.6 DN WEISER SR	515.9	s 10.30	s 6.58	10.29			
163 P					9.8 COBB	525.7						
					7.1 ROCK ISLAND	532.8						
DPTWYZ		A 1.15AM	A 7.00PM	A 9.05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.30PM	10.06PM	6.25AM		
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday		

(3.10)
55.7(4.35)
39.5(5.05)
34.6..... Thru Time
..... Average speed per hour.....(4.05)
43.2(4.15)
41.5(2.59)
59.1(4.35)
36.0

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

WESTWARD				FOURTH SUBDIVISION				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 35 October 1, 1961	Mile Post	FIRST CLASS		SECOND CLASS		
	277		35				36		278		
	Time Freight		Passenger				Passenger		Stock Special		
	Daily		Daily								
STATIONS											
P				12.30AM	BLOCK SIGNALS	POCATELLO JCT. YL	135.1	A 2.20AM		A 7.30AM	
P		1.30PM		12.35		MONTANA JCT. YL	136.7	2.15		7.12	
124 P		1.36		12.39		TYHEE	140.4	2.10		7.05	
150 P		1.44		12.45		D FORT HALL FH	145.7	2.04		6.57	
71 P		1.51		12.50		GIBSON	151.0	1.58		6.49	
77 PWY		2.01		1.00		DN BLACKFOOT YL BF	158.1	1.50		6.34	
72 P		2.10		1.07		WAPELLO	164.0	1.42		6.19	
123 P		2.18		1.13		D FIRTH FR	169.4	1.36		6.09	
105 P		2.28		1.20		DN SHELLEY SY	175.5	1.29		5.59	
71 P		2.34		1.24 ³⁶		COTTON	179.3	1.24 ³⁵		5.52	
97 P		2.40		1.29	BACH YL	183.1	1.17		5.45		
DPTWYZ		3.00		1.33	DN-R IDAHO FALLS YL AK	184.5	1.13		5.40		
				1.43			1.03				
51 P		3.20		1.52	PAYNE	191.2	12.52		5.08		
54 P		3.28		1.58	BASSETT	196.5	12.46		4.58		
54 P		3.37		2.05	D ROBERTS AR	202.0	12.40		4.48		
49 P		3.55		2.17	HAWGOOD	212.1	12.28		4.28		
51 P		4.04		2.24	HAMER	217.5	12.22		4.18		
50 P		4.14		2.31	CAMAS	223.1	12.16		4.08		
51 106 PWY		4.50		2.45	DN DUBOIS YL BO	234.9	12.03AM		3.43		
57 P		5.20		3.07 ²⁷⁸	Block Signals	SPENCER	248.5	11.42PM		3.07 ³⁵	
150 P		5.46		3.24		HUMPHREY	258.0	11.24		2.20	
61 PY		6.05		3.36		D MONIDA YL MO	264.7	11.14		2.00	
50 P		6.22		3.50		SNOWLINE	273.7	10.59		1.40	
DPWY		6.50		4.00	DN-R LIMA YL RD	279.9	10.50		1.20		
		7.30		4.10			10.40		12.30		
47 P		7.50		4.24	D DELL DE	288.0	10.28		12.08AM		
48 P		8.05		4.32	KIDD	294.0	10.19		11.55PM		
78 P		8.30		4.54	D ARMSTEAD AD	307.0	10.03		11.28		
48 P		8.45		5.03	GRAYLING	312.9	9.51		11.15		
160 P		9.00		5.13	BARRATTS	320.4	9.40		11.00		
150 P		9.30 ³⁶		5.27	DN DILLON YL DN	328.0	9.30 ²⁷⁷		10.45		
36 P		9.55		5.36	BOND	334.4	9.16		10.28		
45 P		10.16 ²⁷⁸		5.43	APEX	340.3	9.09		10.16 ²⁷⁷		
47 PY		10.40		5.59	NAVY	348.7	8.53		9.45		
61 P		11.10		6.13	MELROSE	358.9	8.38		9.23		
37 P		11.30		6.24	QUINN	364.9	8.27		9.06		
39 P		11.45		6.35	D DIVIDE J	370.1	8.17		8.53		
65 P		11.55PM		6.42	WOODIN	374.3	8.09		8.42		
17 P		12.15AM		6.53	FEELY	380.7	8.00		8.27		
50 P		12.26		7.01	BUXTON	384.6	7.53		8.15		
PY	A 1.00AM			A 7.15AM	DN-R SILVER BOW YL SB	390.0	7.45PM		8.00PM		

Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY	397.0	7.30 PM		7.35 PM
				(261.9)		Daily		Daily
(15.30)	18.7	(7.00)	37.4	 Thru Time	(6.50)	38.3	(11.55)	22.0
				 Average speed per hour....				

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.

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

WESTWARD CUMBERLAND BRANCH EASTWARD					WESTWARD ELKOL BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35		Mile Post
		October 1, 1961					October 1, 1961		
		STATIONS					STATIONS		
152 159	PTWZ	DN-R KEMMERER YL	AV	0.0	53	GLENCOE JCT. YL		0.0	
		4.8				3.9			
53		GLENCOE JCT. YL		4.8		ELKOL		3.9	
		4.5				(3.9)			
		BLAZON JCT.		9.3					
		3.7							
16		MINE NO. 8 YL		13.0					
		(13.0)							

WESTWARD		CONDA BRANCH		EASTWARD		WESTWARD		GRACE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35 October 1, 1961		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35 October 1, 1961		Mile Post	
		STATIONS					STATIONS				
150	PY		DN SODA SPRINGS YL SD	0.0		150	P		ALEXANDER YL	0.0	
			1.8						6.0		
80			MONSANTO YL (Spur)	1.8		16	P	D	GRACE GA	6.0	
			1.0								
6			FORMATION (Spur)	2.8							
			2.8						(6.0)		
6			PANTING	5.6							
			1.4								
19	Y		CONDA	7.0							
			(7.0)								

WESTWARD		GAY BRANCH		EASTWARD		WESTWARD		GOSHEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35		Mile Post		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35		Mile Post	
		October 1, 1961						October 1, 1961			
		STATIONS						STATIONS			
150	P	D	FORT HALL	FH	0.0	123	P	D	FIRTH	FR	0.0
			9.1						5.2		
32			M.P. 9.1		9.1	19			GOSHEN		5.2
			11.7						5.8		
132	YZ		GAY		20.8	22			GERRARD		11.0
			(20.8)						1.8		
						11			INDIAN		12.8
									2.8		
						14			HACKMAN		15.6
									6.4		
						P			LINCOLN JCT.		22.0
									(22.0)		

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

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 35				SECOND CLASS			
				October 1, 1961							
				STATIONS							
				Mile Post							

WESTWARD				MACKAY BRANCH				EASTWARD				WESTWARD				EAST BELT BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 35 October 1, 1961	Mile Post	SECOND CLASS			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 35 October 1, 1961	Mile Post												
	421 Local Freight	409 Local Freight			410 Local Freight	422 Local Freight			491 Local Freight															
	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday															
			STATIONS								STATIONS													
77 PWY	12.30PM	8.00AM	DN-R BLACKFOOT YL BF	0.0	A 4.35PM	A 6.00PM		17 PY		8.05AM	ORVIN YL	0.0												
7		8.06	2.1 COLLINS YL	2.1	4.28			22		8.15	2.3 LINCOLN YL	2.3												
7	12.40	8.12	2.2 CLARKSON	4.3	4.22	5.40		P			0.8 LINCOLN JCT. YL	3.1												
31	12.45	8.17	1.4 MORELAND	5.7	4.17	5.35		46 P		8.27	2.6 IONA	5.7												
P	A 12.50PM	8.21	1.4 ABERDEEN JCT. YL	7.1	4.13	5.25PM		21 P		9.05	10.7 RIRIE RK	16.4												
33 P		8.54	13.0 TABER	20.1	3.40			11 P		9.18	5.0 BYRNE	21.4												
35 PY		9.45	19.5 SCOVILLE	39.7	2.50			11 P		9.30	4.2 JENSON	25.0												
37 PY		10.35	19.4 ARCO YL RO	59.1	2.00			23 P		9.40	2.6 WALKER	28.2												
21 P		10.57	7.6 MOORE	66.7	1.28			40 P		9.52	4.2 PARKINSON	32.4												
10		11.15	5.9 DARLINGTON	72.6	1.10			11 P		9.58	1.9 MOODY	34.3												
5		11.30	4.7 LESLIE	77.3	12.55			12 P		10.20	3.8 D NEWDALE NE	38.1												
68 PY		A 11.55AM	8.0 D-R MACKAY YL MY	85.3	12.30PM			P		A 10.40AM	6.3 BELT YL	44.4												
			(85.3)		Daily Except Sunday	Daily Except Sunday					(44.4)													
	(0.20) 21.0	(3.55) 21.7	 Thru Time		(4.05) 20.9	(0.35) 12.2				(2.35) 17.2	 Thru Time													
			Average speed per hour....								Average speed per hour													

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35 October 1, 1961	Mile Post	SECOND CLASS	
	421 Local Freight			422 Local Freight	
	Daily Except Sunday				
		STATIONS			
P	12.50PM	ABERDEEN JCT. YL	0.0	A 5.25PM	
32	1.03	4.3 ROCKFORD	4.3	5.10	
17	1.08	1.6 LIBERTY	5.9	5.00	
32 P	1.28	4.3 PINGREE	10.2	4.38	
31 P	1.48	6.3 SPRINGFIELD	16.5	4.20	
17 P	2.05	3.2 STERLING	19.7	4.05	
8		6.3 FINGAL	26.0		
37 PY	A 2.40PM	D ABERDEEN YL BN	28.2	3.30PM	
		(28.2)		Daily Except Sunday	
(1.50) 15.4		 Thru Time		(1.53) 14.7	
		Average speed per hour....			

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35 October 1, 1961	Mile Post		SECOND CLASS
				492 Local Freight	
		STATIONS			
60 P		D UCON UN	0.0	A 1.40PM	
22 P		8.8 LEWISVILLE	8.8	1.10	
50 P		D 1.7 MENAN MN	10.5	1.00	
51 P		14.5 PLANO	25.0	12.12	
18		1.7 EDMONDS	26.7	12.05PM	
11 P		2.6 EGIN	29.3	11.56AM	
32		2.3 HEMAN	31.6	11.46	
19 P		1.9 PARKER	33.5	11.40	
110 PWY		D-R 5.2 ST. ANTHONY YL SH	38.7	11.15AM	
		(38.7)		Daily Except Sunday	
		 Thru Time		(2.25) 16.0	
		Average speed per hour....			

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

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 35 October 1, 1961	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
125 269	PWY	11.45PM	12.01PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM		A1 1.00AM	A10.30PM
73	P	12.01AM	12.16		f 5.43		ACEQUIA		8.2	f 8.28		10.35	10.05
196	DPWY	12.16	12.30		s 6.10	DN	RUPERT YL	MS	13.5	s 8.20		10.20	9.50
15							SCHOW		16.4				
32	P	12.27	12.40		f 6.18		HEYBURN		19.6	f 8.08		10.05	9.35
59 63	PWY	12.40	12.55		s 6.35	DN	BURLEY YL	BU	21.7	s 8.04		10.00	9.30
76	P	1.02	1.17		f 6.42		STARRH'S FERRY		25.8	f 7.53		9.45	9.15
58	P	1.15	1.30		f 6.54		MILNER		33.5	f 7.41		9.30	9.00
16	P				f 6.57		PARSONS		35.5	f 7.38			
71	P	1.30	1.45		s 7.07	D	MURTAUGH	MU	41.4	s 7.29		9.15	8.45
53	P	1.40	1.55		7.13		BICKEL		45.1	7.23		9.05	8.35
23							BILLS		49.0				
41	P	1.55	2.10		s 7.20	D	HANSEN	NS	49.7	s 7.16		8.55	8.25
60	P	2.08	2.23		s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45	8.15
31	P				7.35		McMILLAN YL		56.4				
	DPWYZ	A 3.00AM	A 3.40PM		8.10 8.20	DN-R	TWIN FALLS YL	NA	58.9	7.00 6.45		8.30AM	8.00PM
42					f 8.27		CURRY		63.3	f 6.35			
60	P				s 8.32	D	FILER	FR	65.9	s 6.30			
					f 8.36		PEAVEY		68.5	f 6.25			
					f 8.40		CEDAR		71.3	f 6.20			
	PY				A 8.45AM	DN-R	BUHL YL	DO	73.8	6.15PM			
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 16.1		(3.15) 22.7		 Thru Time		(2.25) 30.5			(2.30) 23.6	(2.30) 23.6
							 Average speed per hour						

WESTWARD		OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35 October 1, 1961		Mile Post	
		STATIONS			
59	PWY	DN-R	BURLEY YL BU	0.0	
63			4.3 BEETVILLE	4.3	
28			0.9 PELLA	5.2	
23			3.1 NORTH KENYON	8.3	
30			1.3 KENYON	9.6	
9			3.9 CHURCHILL	13.5	
11			2.8 TROUT	16.3	
23			1.5 MARION	17.8	
60			1.6 WARR	19.4	
25			2.4 D OAKLEY OA	21.8	
20					
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35 October 1, 1961		Mile Post	
		STATIONS			
59	PWY	DN-R	BURLEY YL BU	0.0	
63			3.1 UNITY	3.1	
34			0.9 ELCOCK	4.0	
28			0.7 EVANS (Spur)	4.7	
15			1.3 SPRINGDALE	6.0	
22			1.5 HATCH	7.5	
25			1.6 DECLO	9.1	
16			(9.1)		

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

WESTWARD		WELLS BRANCH		EASTWARD		WESTWARD NORTH SIDE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35		Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35		Mile Post
	439 Mixed	October 1, 1961			440 Mixed		October 1, 1961		
	Daily	STATIONS			STATIONS				
DPWYZ	7.00PM	DN-R	TWIN FALLS YL NA	0.0	A 5.15AM	196 DPWY	DN-R	RUPERT YL MS	0.0
31	7.22		10.9 BERGER	10.9	4.53	34 P		4.4 MYERS YL	4.4
26	7.40		8.5 HOLLISTER	19.4	4.35	36 P	D	1.5 PAUL YL	5.9
9	7.48		3.8 AMSTERDAM (Spur)	23.2	4.27	20		2.0 BUDGE	7.9
21 PY	8.00		5.6 ROGERSON	28.8	4.15	54		8.0 SCHODDE	15.9
38	8.25		9.9 METEOR	38.7	3.50	21		3.9 McHENRY	19.8
34	8.55		11.4 IDAVADA	50.1	3.23	22 P	D	4.2 HAZELTON	AZ 24.0
34 P	9.09		6.0 DELAPLAIN	56.1	3.08	28		2.9 BLACK	26.9
34	9.19		4.6 SAN JACINTO	60.7	2.57	63 P	D	1.2 EDEN	DX 28.1
34 P	9.37		8.1 CONTACT	68.8	2.40	54		6.7 PERRINE	34.8
33 P	10.00		0.3 HENRY	75.1	2.22	12		3.5 SUGAR LOAF	38.3
23	10.25		11.6 SHORES	86.7	1.52	25		2.3 FALLS CITY	40.6
48 PY	10.41		6.9 WILKINS	93.6	1.36	10		2.0 BARRYMORE	42.6
37	10.49		3.7 HERRELL	97.3	1.28	54 PY	DN	5.3 JEROME YL	JO 47.9
44 PY	11.10		5.2 SUMMER CAMP	102.5	1.11	54 P	D	8.8 WENDELL	ND 56.7
44	11.30		6.4 MELANDCO	108.9	12.48	17		1.4 KING	58.1
35	11.45PM		7.2 TOWN CREEK	116.1	12.33	54		8.1 TUTTLE	66.2
PY	12.01AM	DN-R	7.3 WELLS YL HU	123.4	12.15AM	118 PY		7.4 BLISS YL	73.6
			(123.4)		Daily			(73.6)	
(5.01) Thru Time..... (5.00)									
24.6 Average speed per hour..... 24.7									

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35			Mile Post	SECOND CLASS	Time-Table No. 35			Mile Post			
	441 Local Freight	October 1, 1961				442 Local Freight	October 1, 1961						
	Monday Wednesday Friday	STATIONS				STATIONS							
WS 104-99 ES 95-112	DPWY	6.00AM	DN-R	SHOSHONE YL X	0.0	A 12.45PM	39 PY	D	RICHFIELD YL FK	0.0			
39 PY	6.35	D		15.3 RICHFIELD YL FK	15.3	12.05PM	10		4.5 RAWSON	4.5			
29	6.50			6.4 PAGARI	21.7	11.45AM	12		4.9 BURMAH	9.4			
27	7.10			8.0 TIKURA	29.7	11.25	42 P		12.1 MAGIC	21.5			
59 P	7.30			7.6 PICABO	37.3	11.05	32		9.7 MACON	31.2			
6	7.40			4.5 HAY	41.8	10.50	7		5.6 RANDS	36.8			
10	7.45			2.5 GANNETT	44.3	10.45	17		2.9 SELBY	39.7			
30	8.05			7.8 BELLEVUE	52.1	10.25	42 P	D	4.1 FAIRFIELD FD	43.8			
17 P	8.16	D		5.1 HAILEY RI	57.2	10.05	32		7.9 CORRAL	51.7			
22	8.22			2.8 BARITE	60.0	9.52	50 Y		6.1 HILL CITY YL	57.3			
30 PW Loop	A 8.45AM	D-R		9.4 KETCHUM YL KU	69.4	9.30AM							
				(69.4)		Monday Wednesday Friday			(57.8)				
(2.45) Thru Time					(3.15)								
25.2 Average speed per hour					21.4								

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

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
134	P	D-R	VALE YL VA	0.0	
20			11.4 LANCASTER (Spur)	11.4	
29			5.9 JAMIESON	17.3	
31	P		6.0 BROGAN YL	23.3	
		(23.3)			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
173	PY	DN-R	NYSSA YL SY	0.0	
40			8.1 OVERSTREET	8.1	
20			2.5 ADRIAN	10.6	
32			6.3 NAPTON	16.9	
62	P	D	7.5 HOMEDALE YL HR	24.4	
19			6.6 CLAYTONIA	31.0	
19	PY	D-R	2.1 MARSING YL MR	33.1	
		(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
155	PY	6.00AM	DN-R PAYETTE YL AY	0.0	A 2.45PM
18		6.20	3.9 EIFFIE	3.9	2.30
P		6.30	1.2 FRUITLAND FU	5.1	2.25
		6.40	1.7 BUCKINGHAM	6.8	2.06
30	P	7.00	4.3 NEW PLYMOUTH NP	11.1	1.55
11		7.27	10.5 LETHA	21.6	1.23
96	PWYZ	A 7.50AM	8.1 D-R EMMETT YL MF	29.7	1.00PM
		(29.7)		Daily Except Sunday	
(1.50)		 Thru Time		(1.45)	
16.2		 Average speed per hour		16.8	

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
163	P	DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43		D	1.8 WILDER YL WR	11.5	
		(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 END OF TRACK	20.0	
		(20.0)			

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
PTWZ		D-R	2.1 BOISE FREIGHT YL BE	3.2	
10			1.3 PENITENTIARY SPUR YL	5.0	
10			1.3 VERNON YL (Spur)	6.3	
			2.1 BARBER YL	8.4	
		(8.4)			

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

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35		Mile Post	SECOND CLASS
	485 Local Freight	October 1, 1961			486 Local Freight
	Daily Except Sunday	STATIONS			
DPWYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A 2.00PM
49	8.40		2.4 FISCHER YL	2.4	1.50
14	9.00		6.9 MIDDLETON	9.3	1.35
15	9.20		9.6 JENNESS	18.9	1.15
96 PWYZ	10.20	D-R	8.1 EMMETT YL MF	27.0	12.50
42	10.33		4.8 PLAZA	31.8	12.32
43 P	11.04		9.3 MONTOUR	41.1	12.01PM
32 P	11.35 ⁴⁸⁶	D	8.6 HORSESHOE BEND HB YL	49.7	11.35AM ⁴⁸⁵
32	11.49AM		5.4 GARDENA	55.1	11.17
35 P	12.24PM		9.0 BANKS YL	64.1	10.53
25 P	1.10		11.3 BIG EDDY	75.4	10.07
31 PY	1.43		7.6 SMITHS FERRY YL	83.0	9.35
15 P	2.14		9.7 CABARTON	92.7	9.01
32	2.22		2.8 BELVIDERE	95.5	8.54
32 PY	2.55	D	3.7 CASCADE YL CD	99.2	8.45
31	3.32		11.8 ARLING	111.0	7.51
33	3.53	D	8.4 DONNELLY FY	119.4	7.32
14	4.06		5.3 NORWOOD	124.7	7.20
32 PWY	A 4.30PM	D-R	8.1 McCALL YL NE	132.8	7.00AM
			(132.8)		Daily Except Sunday

(8.00) Thru Time.....
16.8 Average speed per hour....

(7.00)
19.0

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35			Mile Post
	October 1, 1961			
	STATIONS			
163 DPWY	DN-R	WEISER YL SR	0.0	
12		REBECCA	6.0	
48 P		CONCRETE	19.1	
23 P		MIDVALE	31.8	
35 P	D	CAMBRIDGE RA	40.5	
3 P		GOODRICH	49.8	
26 12 P		MESA	56.6	
59 PY	D	COUNCIL YL CN	60.2	
7		HOOVER YL	61.6	
6 P		GLENDAL	72.0	
43 P		RUBICON YL	84.1	
45 PWY	D-R	NEW MEADOWS YL DS	89.7	
		(89.7)		

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 35		Mile Post	SECOND CL	
		459 Local Freight	October 1, 1961			460 Local Freight	
		Daily Except Sunday	STATIONS				
167							
167 DPWY		10.45 ^{AM}	DN-R	ONTARIO YL ON	0.0	A 4.00 ^{PM}	
14		11.00		3.7 CAIRO	3.7	3.35	
38		11.10		3.2 LUSE	6.9	3.25	
24		11.20		3.1 MALLETT	10.0	3.15	
134 P		11.55 ^{AM}	D-R	5.5 VALE YL VA	15.5	3.00	
46		12.20 ^{PM}		8.0 HOPE	23.5	2.20	
52		12.50		11.3 LITTLE VALLEY	34.8	1.50	
53 P		1.20 ⁴⁵⁹		7.2 HARPER	42.0	1.20 ⁴⁵⁹	
50		1.45		9.2 NAMORF	51.2	12.51	
27		2.12		11.0 JONESBORO	62.2	12.24 ^{PM}	
53 PY		2.45	D	11.4 JUNTURA JN	73.6	11.55 ^{AM}	
50		3.30		13.0 LONG	86.6	11.15	
49 P		3.55		6.1 RIVERSIDE	92.7	10.55	
31		4.20		10.1 DUNNEAN	102.8	10.30	
30 P		4.45		7.4 VENATOR	110.2	10.10	
30		5.05		7.7 CIRCLE BAR	117.9	9.50	
31 P		5.35		8.7 CRANE	126.6	9.20	
31		6.25		10.9 REDESS	143.5	8.37	
23 P WYZ		A 7.00 ^{PM}	D-R	13.3 BURNS YL BR	156.8	8.00 ^{AM}	
				(156.8)		Daily Except	

(8.15) Thru Time.....
19.0 Average speed per hour....

(8.00)
19.6

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....	18.9	9	Both
Don.....	219.6	43 PX	Both	Stoddard Branch			
Schiller.....	226.5	72 PX	Both	Westma.....	11.6	9	East
Sand Bank.....	370.9	57 P	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	13	East
Hillcrest.....	B-445.1	14 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	31 P	Both	Maddens.....	6.1	6	Both
Beatty.....	B-454.6	29 P	Both	Josephson.....	12.6	12	Both
Sonna.....	B-460.7	22 P	Both	Amsco.....	13.6	12	Both
Mangum.....	476.3	24 P	Both	Bramwell.....	22.2	5	East
Apple Valley.....	485.9	26 P	Both	Black Canyon.....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....	127.4	9	Both
Washoe Spur.....	500.9	32 P	West	Oregon Eastern Branch			
Wood.....	506.2	10 P	Both	Lawen.....	138.4	3	East
Feltham.....	512.7	23 P	Both	New Meadows Branch			
Wix.....	514.3	14 P	West	Presley.....	11.7	9	Both
Fourth Subdivision				Diamond.....	26.7	4 P	West
Chubbuck.....	138.2	36	Both	Tamarack.....	81.9	29 P	Both
Mitchell.....	176.9	17	Both				
Fibre.....	180.4	8	East				
Red Rock.....(2)(3).....	302.8	25	Both				
Rock.....	314.6	62 P	Both				
Dalys.....(2)(3).....	316.4	14 P	Both				
Glen.....(2)(4).....	347.8	8	West				
Maiden Rock.....(2)(3).....	366.0	12	Both				
Shen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Teton Valley Branch							
Judkins.....(5).....	22.3	6	East				
Dwight.....(5).....	32.7	6	Both				
Fox Creek.....(5).....	42.3	None	None				
Mackay Branch							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	10	East				
Havens.....	14.1	4	East				
Olsen.....	16.0	1	East				
Fullmer.....	18.8	13	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	31	Both				
Pyke.....	35.3	19	West				
East Belt Branch							
Gale Spur.....	27.5	5	West				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Opelton.....	52.9	12	Both				

(1) Flag stop for No. 17.

(2) Flag stop for No. 35.

(3) Flag stop for No. 36.

(4) Regular stop for No. 36.

(5) Flag stop for Nos. 477-478.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Subdivision.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
35	Inkom.	McCammon or beyond.	Pocatello or beyond.
36	Inkom.	Pocatello or beyond.	McCammon or beyond.
105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.

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

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

Designation "Psgr."—Train with Diesel 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 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.	79	79	50	Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35
No. 126, maximum speed.		60	60				
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				
Battery motor car 903005.		50		Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.			20
When caboose is handled in train consisting of passenger train equipment.		60					
When using No. 20 turn-outs.	40	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
When using No. 14 turn-outs.	25	25	20				
When using other cross-overs or turn-outs.	15	15	15	Jordan spreaders and other machines of spreader type, when in operation.			15
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement, or where movement is over facing point switch.	20	20	20	Trains handling U. P. ore cars Nos. 8000 to 8499 or 26000 to 26499, loaded or empty.			50
Within yard limits: Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
No. 126, within yard limits.		40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65 65	65 65		Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.			35 45 45
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50	On wye tracks.	6	6	6
When leading unit at front of train is gas turbine or car body type unit backing up; When multiple unit engine is controlled from other than leading unit.	30 30	30 30	30 30	Through tunnels, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	79	79	50	Cokeville Over streets and alleys.	30	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	50	40
Between Mile Posts— Granger 0.0 and 0.8.	40	35	25	Between Mile Posts— 87.4 and 87.7.	60	50	40	Bancroft 163.6 and 163.9.	70	60	50
3.4 and 3.7.	70	60	50	92.9 and 93.1.	60	50	40	164.2 and 164.7.	70	60	50
Moxa 12.1 and 12.3.	70	60	50	Chausse 96.7 and 96.9.	70	60	50	167.5 and 168.1.	70	60	50
14.4 and 14.6.	70	60	50	98.3 and 99.2.	60	50	40	168.9 and 169.3.	60	50	40
Nutria 16.1 and 16.4.	70	60	50	99.5 and 99.7.	70	60	50	Pebble 171.2 and 171.7.	60	50	40
18.1 and 18.3.	60	50	40	102.6 and 104.9.	60	50	40	171.9 and 174.7.	70	60	50
21.1 and 21.5.	70	60	50	105.2 and 105.4.	70	60	50	176.3 and 176.7.	70	60	50
23.6 and 23.8.	70	60	50	114.9 and 115.2.	50	40	25	Blaser 177.4 and 178.5.	60	50	40
Coal 3.7 and 29.6.	70	60	50	Montpelier 115.4 and 115.6.	20	20	20	179.0 and 180.0 (No. 1 Track).	45	35	20
31.3 and 32.3.	50	40	30	115.9 and 116.2.	50	40	25	180.0 and 179.0 (No. 2 Track).	50	40	35
33.0 and 33.1.	70	60	50	120.6 and 123.4.	60	50	40	Lava Hot Springs 180.1 and 181.7.	70	60	50
Waterfall 34.6 and 34.8.	60	50	40	125.1 and 125.3.	70	60	50	181.8 and 183.1.	60	50	40
35.5 and 36.5.	50	40	25	125.8 and 126.7.	60	50	40	183.2 and 184.8.	70	60	50
36.5 and 38.9.	40	35	25	Georgetown Central Farmers Industry spur.			15	185.5 and 185.7.	70	60	50
39.6 and 39.8.	40	35	25	Between Mile Posts— 127.6 and 127.9.	70	60	50	186.1 and 187.3.	50	40	30
43.1 and 44.5.	60	50	40	128.2 and 128.7.	60	50	40	187.4 and 187.9.	60	50	40
Nugget 54.5 and 57.8.	40	35	25	129.5 and 130.0.	60	50	40	188.1 and 190.3.	70	60	50
58.0 and 59.5.	70	60	50	131.6 and 132.2.	70	60	50	McCammon 192.0 and 192.6.	60	50	40
Orr 60.9 and 61.2.	70	60	50	135.5 and 135.8.	70	60	50	195.0 and 195.4.	60	50	40
63.6 and 65.4.	60	50	40	Manson 138.6 and 139.3.	60	50	40	197.7 and 200.3.	70	60	50
66.5 and 68.2.	70	60	50	141.0 and 141.9.	60	50	40	200.4 and 201.1.	60	50	40
				142.4 and 143.5.	70	60	50	Inkom 202.3 and 202.5.	60	50	40
				143.7 and 143.9.	60	50	40	207.2 and 208.4.	70	60	50
				144.6 and 145.2.	60	50	40	Over switch M.P. 213.3 (No. 1 Track).	20	20	20
				Soda Springs Over streets and alleys.	30	30	30	Pocatello Within platform limits of pas- senger depot.	6	6	6
				Between Mile Posts— 148.0 and 148.3.	70	60	50				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Between Mile Posts— Dietrich 316.3 and 315.8 (Eastward).	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	321.5 and 321.7.	20	20	20	360.2 and 360.8.	60	50	40
Between Mile Posts— 218.8 and 220.0.	70	60	50	Shoshone Over Greenwood Street.	20	20	20	360.8 and 365.9.	70	60	50
Bannock 237.9 and 241.3.	70	60	50	Between Mile Posts— 323.2 and 323.9.	70	60	50	King Hill 367.4 and 368.3.	70	60	50
Borah 244.5 and 244.8.	70	60	50	325.0 and 326.6.	70	60	50	369.1 and 371.0.	60	50	40
Wapi 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Minidoka 272.4 and 273.0.	20	20	20	Between Mile Posts— 340.7 and 341.2.	60	50	40	Between Mile Posts— 371.1 and 373.2.	45	40	25
				342.3 and 343.4.	60	50	40	373.2 and 373.8.	20	20	20
Adelaide 285.8 and 286.2.	70	60	50	Bliss No. 18, to dispatch mail.		40		Glenns Ferry			

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between Mile Posts— B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25
Between Mile Posts— 373.8 and 374.5.	20	20	20	B-433.9 and B-434.3.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
376.5 and 377.6.	60	50	40	Black's Creek B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		50	
378.6 and 379.3.	45	40	25	B-438.5 and B-438.8.	70	60	50	Between Mile Posts— 482.8 and 483.0.	70	60	50
384.0 and Reverse.	65	60	40	B-439.4 and B-440.4.	50	40	25	484.5 and 485.0.	70	60	50
385.6 and 387.0.	60	50	40	B-440.4 and B-446.1.	60	50	40				
389.8 and 390.6.	60	50	40					Payette Between Payette and Weiser, trains handling logs.			30
Mountain Home Over street crossings.	50	50	50	Boise B-448.3 and B-449.1.	50	40	25	Crystal Trains using turn-out east switch Crystal.	15	15	15
Between Mile Posts— Orchard 428.4 and 429.0.	60	50	40	B-450.5 and B-451.0.	70	60	50	Between Mile Posts— 515.8 and 516.2.	50	40	30
Kuna 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20 40		523.1 and 524.9.	70	60	50
Nampa 450.6 and 457.2.	20	20	20	Between Mile Posts— Sonna B-467.0 and B-467.8.	40	25	25	524.9 and 528.1.	60	50	40
Orchard B-423.5 and B-424.0.	60	50	40					529.7 and 531.8.	70	60	50
B-429.1 and B-430.0.	60	50	40	Nampa 456.6 and 457.2.	20	20	20	Rock Island 533.1 and 535.1.	70	60	50
								535.9 and 536.9.	60	50	40
								536.9 and 539.0.	40	30	25
								Huntington			

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— Dubois 236.0 and 236.6.	35	25	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	237.8 and 238.0.	50	40	Bond 337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	244.4 and 246.7.	40	30	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	249.5 and 249.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	251.0 and 251.4.	40	30	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	252.7 and 257.5.	25	20	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	Humphrey 258.3 and 258.5.	35	25	Navy 351.0 and 354.4.	35	25
Firth 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Alley Over street and alleys.	30	30	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide 373.6 and 374.6.	40	30
Roberts 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	Woodin 375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Armstead 307.7 and 308.0.	50	40	379.0 and 381.1.	35	25
Hawgood 213.7 and 214.0.	50	40	308.9 and 310.3.	35	25	Feely 382.3 and 383.7.	25	20
Hamer 218.3 and 218.5.	50	40	310.4 and 310.6.	25	20	384.3 and 385.1.	35	25
			311.0 and 311.8.	45	35	Buxton 386.6 and 388.1.	35	25
			Grayling 316.0 and 316.5, watch for rocks.	25	20	389.8 and 390.1.	20	20
			316.5 and 318.7.	35	25	Silver Bow		

BRANCHES

Cumberland Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Gay Branch Maximum speed.	25
Elkol Branch Maximum speed.	15	Grace Branch Maximum speed.	20	Between M.P. 3.0 and Gay.	15
Life Spur Maximum speed.	15	Truss Bridge M.P. 5.33.	10		

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		30	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Spur at Collins.		10	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jet. and Boise Freight.		25
Aberdeen Branch Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Burley, within city limits.	20	20	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, over street crossings.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, Salt Lake yard tracks.	5	5	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs.	50	35	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
St. Anthony over highway crossing, just west of depot.	8	8	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
74.0 and 74.2.	30	25	Oakley Branch Maximum speed.		25	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
85.2 and 85.5.	35	25	Burley, within city limits.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between Smiths Ferry and Cabarton, watch for rocks.		20
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		5	Between Mile Posts— 99.6 and 103.3.		20
99.9 and 100.8.	20	15	Wells Branch Maximum speed.		30	111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	Between Mile Posts— 31.1 and 36.1.		25	113.0 and 113.3.		20
Truss bridges.		15	45.9 and 53.3.		25	128.2 and 128.5.		15
Between Mile Posts— 4.7 and 4.9.	15	15	69.6 and 71.6.		25	McCall, over street crossings.		10
20.25 and 22.0.	15	15	91.1 and 91.4.		25	Wilder Branch Maximum speed.		25
23.1 and 24.0.	15	15	Between Herrell and Melandeo.		20	Homedale Branch Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		15	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
West Belt Branch Maximum speed.		25	Ketchum Branch Maximum speed.	40	30	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		
Truss bridges.		15	Bellevue, over streets and alleys.	12	12			
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over tross bridges.	15	15			
Teton Valley Branch Maximum speed.	35	25	Between Mile Posts— 63.1 and 64.6.	30	20			
Bridges 4.48, 6.96 and 19.97.	12	12	68.4 and 68.5.	10	10			
Between Mile Posts— 19.1 and 19.4.	15	15	Ketchum On balloon track.	15	15			
25.0 and 25.4.	15	15						

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks.		20	Between Mile Posts— Circle Bar 119.0 and 124.0, watch for rocks.		20	Between Weiser and Concrete. Straight track. On curves.		25 20
37.6 and 37.7, soft spot.		10	Crane 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
Juntura 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	55.0 and 55.5.		10
80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	55.5 and 66.5. Straight track. On curves.		25 15
81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Long 86.6 and 89.0, watch for rocks.		20	Emmett, over street crossings.		12			
Dunnean 103.5 and 106.5.		20	New Meadows Branch Maximum speed.		25			
Bridge 106.14.		15	Engines running backwards.		10			

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of schedule indicate:

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

Rule 6(A)

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

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

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

- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- W—water station;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

Standard clocks are located as shown below:

Blackfoot.....Telegraph Office
 Boise Freight.....Yard Telegraph Office
 Boise Freight.....13th Street Yard Office
 Buhl.....Telegraph Office
 Buros.....Telegraph Office
 Glens Ferry.....Telegraph Office
 Glens Ferry.....Yard Office
 Huntington.....Yard Office
 Huntington.....Telegraph Office
 Idaho Falls.....Telegraph Office
 Idaho Falls.....Yard Office
 Idaho Falls.....Switchmen's Register Room,
 North End Yard Office
 Kemmerer.....Telegraph Office
 Lima.....Telegraph Office
 Marsing.....Telegraph Office
 McCall.....Telegraph Office
 Montpelier.....Telegraph Office
 Montpelier.....Yard Office
 Nampa.....Telegraph Office
 Nampa.....Central Yard Switchmen's
 Locker Room
 Nampa.....Crew Dispatcher's Office
 Nampa.....Enginemen's Register Room
 at Roundhouse

Nampa.....Train Dispatcher's Office
 Nampa.....East End Yard Office
 Nampa.....West End Yard Office
 New Meadows.....Telegraph Office
 Nyssa.....Telegraph Office
 Ontario.....Telegraph Office
 Payette.....Telegraph Office
 Pocatello.....Train Dispatcher's Office
 Pocatello.....Yard Telegraph Office
 Pocatello.....Switchmen's Locker Room
 New Yard
 Pocatello.....Switchmen's Locker Room
 Hump
 Pocatello.....Switchmen's Locker Room
 Sherman St.
 Pocatello.....Engine Crew Dispatcher's Office
 Pocatello.....Passenger Conductors'
 Register Room, Passenger Station
 Rupert.....Telegraph Office
 Shoshone.....Telegraph Office
 Twin Falls.....Telegraph Office
 Victor.....Telegraph Office
 Weiser.....Telegraph Office

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

