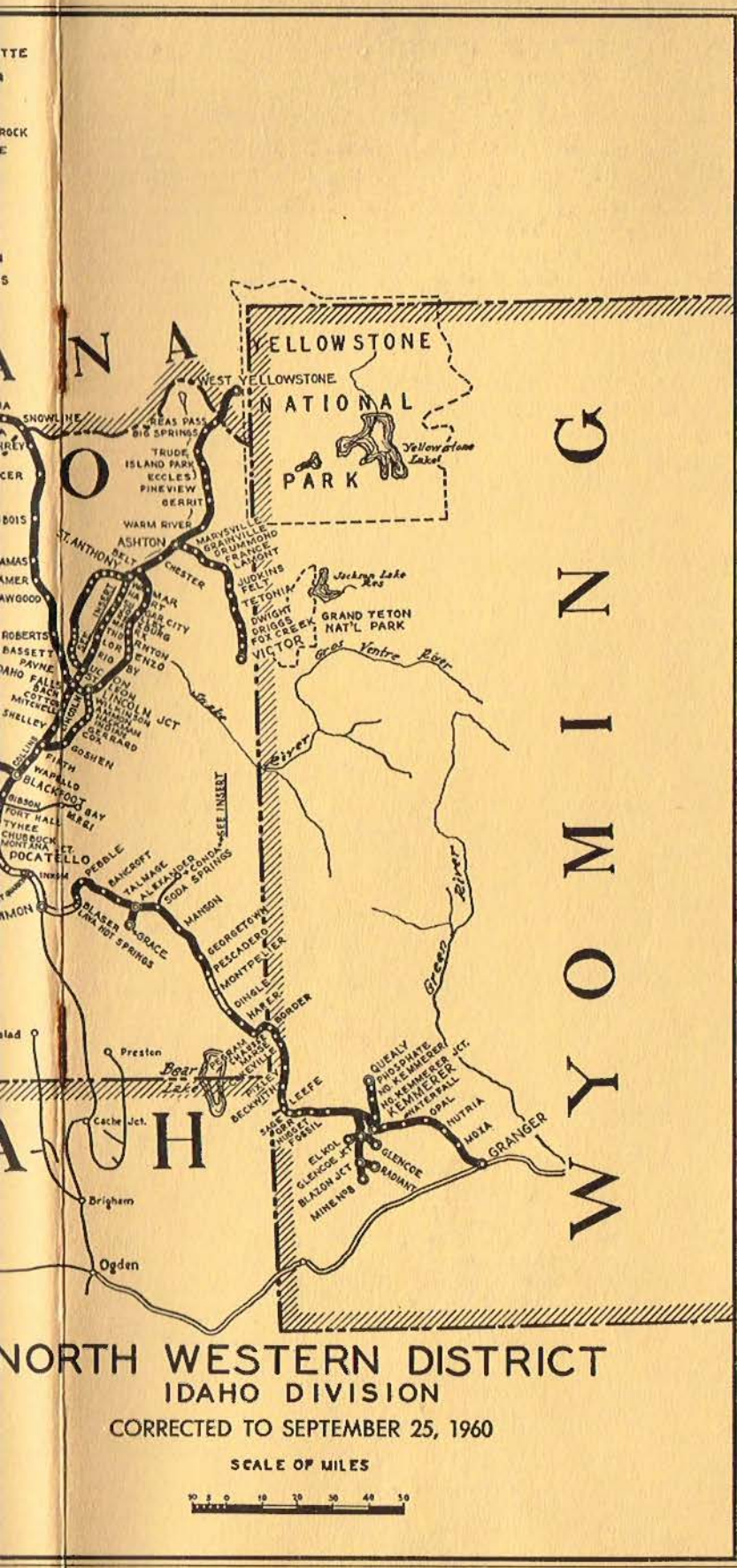




UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 36

Effective Tuesday
June 19, 1962
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

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

D. F. WENGERT
General Manager

C. B. Lisher, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
J. J. Kutzman, Terminal Superintendent.....Pocatello, Ida.
R. E. Riley, 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.
R. D. Wright, Trainmaster.....Pocatello, Ida.
H. L. Crane, Master Mechanic.....Pocatello, Ida.
V. L. Orr, Road Foreman of Engines.....Glenns Ferry, Ida.
M. D. Muck, Road Foreman of Engines.....Pocatello, Ida.
C. W. Rands, Road Foreman of Engines.....Pocatello, Ida.
G. E. Folsom, 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.	R. H. Wright.....	Surgeon.....	Hailey, Ida.
R. K. Gorton.....	Asst. to District Surgeon.....	Pocatello, Ida.	Simeon Hopper.....	Surgeon.....	Hazelton, Ida.
R. D. Benedict.....	Surgeon.....	Pocatello, Ida.	Newell H. Battles.....	Oculist and Aurist.....	Idaho Falls, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
H. J. Hartvigsen.....	Physician.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist.....	Idaho Falls, Ida.
W. W. Mumford.....	Surgeon.....	Pocatello, Ida.	W. C. Smail.....	Surgeon.....	Jerome, Ida.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
H. D. McGee.....	Ear, Nose, Throat.....	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	J. T. Brunn.....	Surgeon.....	Meridian, Ida.
Eugene V. Simison.....	Oculist and Aurist.....	Pocatello, Ida.	Paul H. Daines.....	Surgeon.....	Montpelier, Ida.
C. H. Sprague.....	Surgeon.....	Pocatello, Ida.	R. B. Lindsay.....	Surgeon.....	Montpelier, Ida.
J. W. Wurster.....	Surgeon.....	Pocatello, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
D. E. Saunders.....	Surgeon.....	Aberdeen, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.....	Nampa, Ida.
J. C. Reines.....	Physician.....	Arco, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	Thomas E. Mangum, Jr.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.....	Boise, Ida.	K. E. Kerby.....	Surgeon.....	Nyssa, Ore.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
William A. Koelsch.....	Surgeon.....	Boise, Ida.	L. W. Scott.....	Surgeon.....	Ontario, Ore.
Roy L. Peterson.....	Eye, Ear, Nose, Throat.....	Boise, Ida.	W. S. Kotas.....	Surgeon.....	Payette, Ida.
W. D. Springer.....	Surgeon.....	Boise, Ida.	Ira R. Woodward, Jr.....	Surgeon.....	Payette, Ida.
Vern H. Anderson.....	Surgeon.....	Buhl, Ida.	Murland F. Rigby.....	Surgeon.....	Rexburg, Ida.
John W. Davis.....	Surgeon.....	Burley, Ida.	A. C. Truxal.....	Surgeon.....	Rexburg, Ida.
Chas. A. Terhune.....	Surgeon.....	Burley, Ida.	Aldon Tall.....	Surgeon.....	Rigby, Ida.
John H. Weare.....	Surgeon.....	Burns, Ore.	Arthur F. Dalley.....	Surgeon.....	Rupert, Ida.
Wm. E. Kane.....	Surgeon.....	Butte, Mont.	Otto A. Moellmer.....	Surgeon.....	Rupert, Ida.
F. H. Burton.....	Oculist and Aurist.....	Butte, Mont.	Emory L. Soule.....	Surgeon.....	St. Anthony, Ida.
John V. Plett.....	Oculist and Aurist.....	Butte, Mont.	Royal G. Neher.....	Surgeon.....	Shoshone, Ida.
John F. Stecher.....	Surgeon.....	Caldwell, Ida.	Allen H. Tigert.....	Surgeon.....	Soda Springs, Ida.
Robert T. Whiteman.....	Surgeon.....	Cambridge, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	A. Scott Earle.....	Surgeon.....	Sun Valley, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	John R. Moritz.....	Surgeon.....	Sun Valley, Ida.
Richard H. McLaren.....	Surgeon.....	Dillon, Mont.	George B. Saviers.....	Surgeon.....	Sun Valley, Ida.
La Grande C. Larsen.....	Surgeon.....	Driggs, Ida.	Charles B. Beymer.....	Surgeon.....	Two Falls, Ida.
A. C. Truxal.....	Surgeon.....	Dubois, Ida.	Wallace Bond.....	Oculist and Aurist.....	Twin Falls, Ida.
R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.	Harwood L. Stowe.....	Surgeon.....	Twin Falls, Ida.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry, Ida.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
Marion V. Klingler.....	Surgeon.....	Gooding, Ida.	Harold F. Holsinger.....	Surgeon.....	Wendell, 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. 36		FIRST CLASS				
105	19	457	17	11		June 19, 1962		20	12	106	458	18
Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express				Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		STATIONS						
3.45			5.05		0.0	GRANGER				A 7.55		A 10.55
7.25			10.10	12.45	213.9	POCATELLO			A 2.20	3.55		6.15
7.35			10.50							3.40		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.	6.20	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				841.3	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)	(4.05)	(4.00)	(25.25)	(21.15)		Thru Time.....		(4.05)	(18.10)	(18.25)	(4.15)	(24.10)
51.5	45.6	45.8	37.0	34.1		Average speed per hour.....		45.6	39.9	51.0	45.4	38.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 36		FIRST CLASS				
			35	47		June 19, 1962		36	48			
			Passenger	Passenger				Passenger	Passenger			
			Daily	Daily		STATIONS						
			11.25		0.0	McCAMMON		A 4.15				
			11.55		22.7	POCATELLO		3.45				
			12.25	12.55				2.30	A 2.05			
			1.43	3.00	73.3	IDAHO FALLS		1.13	12.10			
				5.55	124.3	ASHTON			10.20			
				A 7.30	169.9	VICTOR			8.15			
			A 7.30		285.8	BUTTE		7.30				
								Daily	Daily			
			(8.05)	(6.35)		Thru Time.....		(8.45)	(5.50)			
			35.4	22.4		Average speed per hour.....		32.7	25.2			

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. 36

June 19, 1962

Car Capacity
of Sidings, etc.
See Rule 6(A),
Page 23.279
Time
Freight277
Time
Freight35
Passenger105
Streamliner
Passenger17
Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

144	IPWY							3.45 PM	5.05 AM	DN-R	GRANGER YL	GN
144	P										7.7	MOXA
150	P										7.7	NUTRIA
150	P								s 5.31	D	9.1	OPAL OW
150	P										9.1	WATERFALL
152	PTWZ							f 4.27	s 6.01	DN	6.1	KEMMERER YL AV
150	P										8.3	FOSSIL
150	P										5.0	NUGGET
150	P										6.6	ORR
150	PY										5.2	LEEFE
150	P										6.5	BECKWITH
150	P										6.1	PIXLEY
176	P								s 7.05	D	6.1	COKEVILLE CK
150	P										4.7	MARSE
150	P										6.3	CHAUSSE
150	P										8.4	HARER
27	P										5.1	DINGLE
	DPTWYZ								s 5.45	DN-R	7.0	MONTPELIER YL MX
	P								7.45		6.3	PESCADERO
196	P								7.55		5.5	GEORGETOWN
150	P										9.3	MANSON
150	PY								s 8.32	DN	9.9	SODA SPRINGS SD
150	P										5.6	ALEXANDER
150	P										4.6	TALMAGE
150	P										5.6	BANCROFT BN
191	P								f 8.55	D	8.5	PEBBLE
150	P										7.1	BLASER
27	P								f 9.19		2.6	LAVA HOT SPRINGS
	P										6.0	TOPAZ
CS 154 PY									f 9.34	DN	5.2	MCCAMMON MC
115	P								f 9.47		10.7	INKOM
	DPTWYZ									DN-R	12.0	FOCATELLO YL PO H-CA

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

(0.40)
34.0(1.00)
22.7(0.30)
45.4(3.40)
58.3(5.05)
42.1.....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.

EASTWARD

June 19, 1962

Mile
Post

SECOND CLASS

36
Passeng

106
Streamliner
Passenger

18
Passenger

280
Time
Freight

278
Stock
Special

STATIONS

CENTRALIZED TRAFFIC CONTROL

DN-R	GRANGER YL	GN	0.0	A 7.55AM	As 10.55PM
	MOXA 7.7		7.7		
	NUTRIA 7.7		15.4		
D	OPAL 9.1	OW	24.5	f 10.30	
	WATERFALL 6.1		33.6		
DN	KEMMERER YL AV		39.7	f 7.05	s 10.10
	FOSSIL 8.3		48.0		
	NUGGET 6.0		53.0		
	ORR 6.6		59.6		
	LEEFE 5.2		64.8		
	BECKWITH 6.5		71.3		
	PIXLEY 6.1		77.4		
D	COKEVILLE CK		83.5	s 9.10	
	MARSE 4.7		88.2		
	CHAUSSIE 6.3		94.5		
	HARER 8.4		102.9		
	DINGLE 6.1		108.0		
DN-R	MONTPELIER YL MX		115.0	s 5.40	8.30 8.20
	PESCADERO 6.3		121.3		
	GEORGETOWN 5.5		126.8		
	MANSON 9.3		136.1		
DN	SODA SPRINGS SD		146.0	s 7.43	
	ALEXANDER 5.6		151.6		
	TALMAGE 4.5		156.2		
D	BANCROFT BN		161.8	f 7.20	
	PERBLE 8.5		170.3		
	BLASER 7.1		177.4		
	LAVA HOT SPRINGS 2.6		180.0	f 7.00	
	TOPAZ 6.0		186.0		
DN	McCAMMON MC		191.2	f 6.45	A 12.40AM A 2.00PM
	INKOM 10.7		201.9		
DN-R	POCATELLO YL PO H-CA		213.9	3.45AM 3.55AM 6.15PM	12.01AM 1.15PM
	(213.9)		Daily	Daily	Daily

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

(0.30)	(4.00)	(4.40)
45.4	53.4	45.8

(0.39)	(0.45)
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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS									Time-Table No. 36 June 19, 1962	
					105	17	49	47	11	35	STATIONS
					Streamliner Passenger	Passenger	Mixed	Passenger	Mail and Express	Passenger	
					Daily	Daily	Daily	Daily	Daily	Daily	
DPTWYZ					7.35PM	10.50AM	4.00AM	12.55AM	12.45AM	12.25AM	BLOCK SIGNALS DNR H-CA POCATELLO YL 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 7.6 HAWLEY 5.1
P								A 1.00AM		A 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											
125 269 PWY					8.25	s 12.01PM	A 5.20AM		f 1.47		
119 P											DN MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 6.7 SESTER 7.8 OWINZA 5.8 BESSLEN 4.6 DIETRICH 7.9
165 P											DN SHOSHONE X 9.0 TUNUPA 6.7
119 P											DN GOODING GD 6.7 FULLER 6.3
119 P											BLISS 6.8
170 P											TICESKA 9.8 KING HILL 6.7
119 P											DN-R GLENNS FERRY YL GF
116 P											
WS 121-115 ES 111-130 PWY					s 9.11	s 1.00			s 2.45		
170 P											
170 60 P						s 1.25			s 3.05		
170 P											
118 120 PY						s 1.38			s 3.18		
CS 120 P WS 99											
CS 170 P									f 3.37		
DPTWY					As 10.05PM	A 2.15PM			A 3.50AM		
					(2.30) 64.0	(3.25) 46.8	(1.20) 43.9	(0.05) 28.8	(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. 36

June 19, 1962

Mile
Post

FIRST CLASS

SECOND CLASS

48

36

106

18

50

12

126

Passenger

Passenger

Streamliner
Passenger

Passenger

Mixed

Mail and
Express

Time
Freight

STATIONS

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		
	SESTER		
	7.8		
	OWINZA		
	5.8		
	BESSLEN		
	4.6		
	DIETRICH		
	7.9		
DN	SHOSHONE	X	
	9.0		
	TUNUPA		
	6.7		
DN	GOODING	GD	
	6.7		
	FULLER		
	6.3		
	BLISS		
	6.8		
	TICESKA		
	9.8		
	KING HILL		
	6.7		
DN-R	GLENN'S FERRY YL	GF	

TWO MAIN
TRACKS

DOUBLE
TRACK

213.9	A 2:05AM	A 2:30AM	A 3:40AM	A 5:35PM	A 10:30PM	A 2:20AM		A 3:30PM		
216.3	1:40AM	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		Daily Except Sunday and Monday		

(169.9)

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

(0.25) (0.10) (2.35) (3.20) (1.40) (3.25) (4.15)
5.8 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 Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 36 June 19, 1962	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 GLENNS FERRY YL GF	373.8	A 2.05PM	A 10.45PM	As 1.05AM	A 11.00AM		
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	8.3 DN MOUNTAIN HOME MZ	401.6	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	5.30	12.9 BLACK'S CREEK	B-435.9						
P				4.05	5.55	12.5 DN BOISE YL BG	B-448.4	12.35	9.10	s 11.50PM	VIA KUNA		
117 P					f 4.16	2.3 BOISE JCT.	B-450.7	12.30	8.55				
DPTWYZ			s 11.43	4.35	6.25	6.0 D MERIDIAN MD	B-457.3	12.17	s 8.41				
55 P				4.45	6.40	10.6 DN-R NAMPA YL AU-Q	456.6	12.05PM	8.30	s 11.25	9.00		
163 P			11.55PM	s 5.05	s 7.00	4.2 MOSS	460.8	11.55AM	8.15		8.30		
122 P						4.8 DN CALDWELL YL CW	485.6						
163 P				s 5.13	s 7.09	3.6 ENROSE	469.2	s 11.40	s 8.04	11.13			
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)		Daily	Daily	Daily	Daily Except Sunday and Monday		
						VIA BOISE (176.3)							

(3.10) (4.35) (5.05) Thru Time (4.05) (4.15) (2.59) (4.35)
55.7 38.6 34.6 Average speed per hour 43.2 41.6 59.1 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. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS				
		277		47			35	48	36	278			
		Time		Passenger			Passenger		Passenger			Passenger	Stock
		Freight		Daily			Daily		Daily			Daily	Special
	Daily				STATIONS								
P				1.00AM	12.30AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 2.20AM	A 7.30AM			
P		1.30PM		1.05	12.35	MONTANA JCT. YL	136.7	1.35	2.15	7.12			
124 P		1.36		1.10	12.39	TYHEE	140.4	1.28	2.10	7.05			
150 P		1.44		1.18 ⁴⁸	12.45	D FORT HALL FH	145.7	1.18 ⁴⁷	2.04	6.57			
71 P		1.51		1.23	12.50	GIBSON	151.0	1.09	1.58	6.49			
77 PWY		2.01		f 1.31	s 1.00 ⁴⁸	DN BLACKFOOT YL BF	158.1	f 1.00 ³⁵	s 1.50	6.34			
72 P		2.10		1.42 ³⁶	1.07	WAPELLO	164.0	12.46	1.42 ⁴⁷	6.19			
123 P		2.18		f 1.53	f 1.13	D FIRTH FR	169.4	f 1.36		6.09			
105 P		2.28		2.02	f 1.20	DN SHELLEY SY	175.5	s 1.29		5.59			
71 P		2.34		2.10	1.24 ³⁶	COTTON	179.3	12.24	1.24 ³⁵	5.52			
97 P		2.40		2.18	1.29	BACH YL	183.1	12.18	1.17	5.45			
DPTWYZ		3.00		A 2.30AM	1.33 1.43	DN-R IDAHO FALLS YL AK	184.5	12.10AM	1.13 1.03	5.40			
51 P		3.20			f 1.52	PAYNE	191.2		f 12.52	5.08			
54 P		3.28			f 1.58	BASSETT	196.5		f 12.46	4.58			
54 P		3.37		s 2.05		D ROBERTS AR	202.0		s 12.40	4.48			
49 P		3.55			2.17	HAWGOOD	212.1		12.28	4.28			
51 P		4.04		s 2.24		HAMER	217.5		s 12.22	4.18			
50 P		4.14		f 2.31		CAMAS	223.1		f 12.16	4.08			
51 PWY		4.50		s 2.45		DN DUBOIS YL BO	234.9		s 12.03AM	3.43			
57 P		5.20		s 3.07 ²⁷⁸		SPENCER	248.5		s 11.42PM	3.07 ³⁵			
150 P		5.46		s 3.24		HUMPHREY	258.0		s 11.24	2.20			
61 PY		6.05		s 3.36		D MONIDA YL MO	264.7		s 11.14	2.00			
50 P		6.22		f 3.50		SNOWLINE	273.7		f 10.59	1.40			
DPWY		6.50 7.30		4.00 4.10		DN-R LIMA YL RD	279.9		10.50 10.40	1.20 12.30			
47 P		7.50		s 4.24		D DELL DE	288.0		s 10.28	12.08AM			
48 P		8.05		f 4.32		KIDD	294.0		f 10.19	11.55PM			
78 P		8.30		s 4.54		D ARMSTEAD AD	307.0		s 10.03	11.28			
180 P		9.00		f 5.13		BARRETTTS	320.4		f 9.40	11.00			
150 P		9.30 ³⁶		s 5.27		DN DILLON YL DN	328.0		s 9.30 ²⁷⁷	10.45			
45 P		10.16 ²⁷⁸		f 5.43		APEX	340.3		f 9.09	10.16 ²⁷⁷			
47 PY		10.40		f 5.59		NAVY	348.7		f 8.53	9.45			
61 P		11.10		s 6.13		MELROSE	358.9		s 8.38	9.23			
37 P		11.30		f 6.24		QUINN	364.9		f 8.27	9.06			
39 P		11.45PM		s 6.35		D DIVIDE J	370.1		s 8.17	8.53			
17 P		12.15AM		f 6.53		FEELY	380.7		f 8.00	8.27			
PY		A 1.00AM		As 7.15AM		DN-R SILVER BOW YL SB	390.0		s 7.45PM	8.00PM			

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by Operating Rules, time-table and special instructions of Northern Pacific Ry.

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY	397.0		7.30 PM		7.35 PM
				(281.9)		Daily	Daily		Daily
	(15.30) 18.7	(1.30) 32.9	(7.00) 37.4	Thru Time.....		(1.30) 32.9	(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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36		Mile Post	
		June 19, 1962			
		STATIONS			
152	PTWZ	DN-R KEMMERER YL	AV	0.0	
159		4.8			
53		GLENCOE JCT. YL		4.8	
		8.2			
16		MINE NO. 8 YL		13.0	
		(13.0)			

WESTWARD ELKOL BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36		Mile Post
	June 19, 1962		
	STATIONS		
53	GLENCOE JCT. YL	0.0	
	3.9 ELKOL	3.9	
	(3.9) 1st		

WESTWARD CONDA BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36	
		June 19, 1962	Mile Post
		STATIONS	
150 PY		DN SODA SPRINGS YL SD	0.0
80		1.8 MONSANTO YL (Spur)	1.8
6		1.0 FORMATION (Spur)	2.8
6		2.8 PANTING	5.6
19 Y		1.4 CONDA	7.0
		(7.0)	

WESTWARD GRACE BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36			Mile Post
	June 19, 1962			
	STATIONS			
150 P	ALEXANDER YL			0.0
16 P	D	6.0 GRACE	GA	6.0
	(6.0)			

WESTWARD GAY BRANCH EASTWARD

Gas Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36			Mile Post
	June 19, 1962			
	STATIONS			
150 P	D	FORT HALL	FH	0.0
32		9.1 M.P. 9.1		9.1
132 YZ		11.7 GAY		20.8
		(20.8)		

WESTWARD GOSHEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36			Mile Post
	June 19, 1962			
	STATIONS			
123 P	D	FIRTH	FR	0.0
19		5.2 GOSHEN		5.2
22		6.8 GERRARD		11.0
11		1.8 INDIAN		12.8
14		2.8 HACKMAN		15.6
P		6.4 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			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			FIRST CLASS		Time-Table No. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS	
		491	477		47			48		492	478
		Local Freight	Mixed		Passenger			Passenger		Local Freight	Mixed
		Daily Except Sunday	Daily Except Sunday		Daily						
						STATIONS					
DPTWYZ		7.55AM	6.00AM		3.00AM	DN-R IDAHO FALLS YL AK	0.0	A 11.45PM		A 2.00PM	A 4.40PM
17 PY		A 8.05AM	6.10		3.08	3.0 ORVIN YL	3.0	11.34		1.50	4.25
60 P			s 6.23		f 3.18	4.6 D UCON UN	7.6	f 11.28		1.40PM	s 4.15
54 P			s 6.42		s 3.34	6.2 D RIGBY RG	13.8	s 11.18	Via West Belt Branch		s 4.00
36 P			f 6.50		f 3.44	4.3 LORENZO	18.1	f 11.12			f 3.45
25			f 6.57		f 3.51	2.6 THORNTON	20.7	f 11.08			f 3.35
67 P			s 7.10		s 4.12	5.3 D REXBURG RX	26.0	s 11.01			s 3.20
51 P			s 7.20		f 4.23	3.8 D SUGAR CITY SC	29.8	f 10.55			s 3.10
36 PY						1.1 HART	30.9				
110 PWY			s 7.35		s 4.46	5.9 D ST. ANTHONY YL SH	36.8	s 10.45		A 10.50AM	s 2.55
P						1.5 BELT YL	38.3			10.40AM	
43 P			f 7.50		f 5.30	4.5 CHESTER	42.8	f 10.32			f 2.40
46 PWY			A 8.10AM		A 5.45AM	8.2 DN-R ASHTON YL HN	51.0	10.20PM			2.20PM
28 P						7.2 WARM RIVER	58.2				
22 P						8.7 GERRIT	66.9				
28 P						5.6 PINEVIEW	72.5				
22						3.2 ECCLES	75.7				
15 P						4.9 ISLAND PARK	80.6				
26 P						4.8 TRUDE	85.4				
25 PY						5.3 BIG SPRINGS	90.7				
22 P						6.5 REAS PASS	97.2				
20 PWY						9.9 WEST YELLOWSTONE YL	107.1				
						(107.1)		Daily		Daily Except Sunday	Daily Except Sunday
		(0.10) 18.0	(2.10) 23.1		(2.45) 18.5	 Thru Time	(1.25) 36.0			(3.20) 14.3	(2.20) 21.1
					Average speed per hour....						

WESTWARD

MACKAY BRANCH

EASTWARD

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

SECOND CLASS

421
Local
Freight

409
Local
Freight

Daily
Except
Sunday

Time-Table No. 36
June 19, 1962

Mile
Post

SECOND CLASS

410
Local
Freight

422
Local
Freight

Daily
Except
Sunday

STATIONS

77 PWY

12.30PM

8.00AM

DN-R BLACKFOOT YL BF

0.0

A 4.35PM

A 6.00PM

7

8.06

2.1 COLLINS YL

2.1

4.28

7

12.40

8.12

2.2 CLARKSON

4.3

4.22

5.40

31

12.45

8.17

1.4 MORELAND

5.7

4.17

5.35

P

A 12.50PM

8.21

1.4 ABERDEEN JCT. YL

7.1

4.13

5.25PM

33 P

8.54

13.0 TABER

20.1

3.40

35 PY

9.45

19.6 SCOVILLE

39.7

2.50

37 PY

10.35

D 19.4 ARCO YL RO

59.1

2.00

21 P

10.57

7.6 MOORE

66.7

1.28

10

11.15

5.9 DARLINGTON

72.6

1.10

5

11.30

4.7 LESLIE

77.3

12.55

68 PY

A 11.55AM

D-R 8.0 MACKAY YL MY

85.3

12.30PM

(85.3)

Daily
Except
Sunday

Daily
Except
Sunday

(0.20)
21.0

(3.55)
21.7

..... Thru Time

(4.05)
20.9

(0.35)
12.2

WESTWARD

EAST BELT BRANCH

EASTWARD

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

SECOND CLASS

491
Local
Freight

Daily
Except
Sunday

Time-Table
No. 36
June 19, 1962

Mile
Post

SECOND CLASS

491
Local
Freight

Daily
Except
Sunday

STATIONS

17 PY

8.05AM

ORVIN YL

0.0

22

8.15

2.3 LINCOLN YL

2.3

P

0.8 LINCOLN JCT. YL

3.1

40 P

8.27

2.6 IONA

5.7

21 P

9.05

D 10.7 RIRIE RK

16.4

11 P

9.18

5.0 BYRNE

21.4

11 P

9.30

4.2 JENSON

25.6

23 P

9.40

2.6 WALKER

28.2

40 P

9.52

4.2 PARKINSON

32.4

11 P

9.58

1.9 MOODY

34.3

12 P

10.20

D 3.8 NEWDALE NE

38.1

P

A 10.40AM

5.3 BELT YL

44.4

(44.4)

(3.35)
17.2

..... Thru Time

..... Average speed per hour

WESTWARD

ABERDEEN BRANCH

EASTWARD

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

SECOND
CLASS

421
Local
Freight

Daily
Except
Sunday

Time-Table No. 36

June 19, 1962

STATIONS

Mile
Post

422
Local
Freight

P

12.50PM

ABERDEEN JCT. YL

0.0

A 5.25PM

32

1.03

ROCKFORD

4.3

5.10

17

1.08

LIBERTY

5.9

5.00

32 P

1.28

PINGREE

10.2

4.38

31 P

1.48

SPRINGFIELD

16.5

4.20

17 P

2.05

STERLING

19.7

4.05

8

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

(1.55)
14.7

..... Average speed per hour

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

SECOND
CLASS

492
Local
Freight

Time-Table No. 36

June 19, 1962

STATIONS

Mile
Post

492
Local
Freight

60 P

D UCON UN

0.0

A 1.40PM

22 P

LEWISVILLE

8.8

1.10

60 P

D MENAN MN

10.8

1.00

51 P

PLANO

25.0

12.12

18

EDMONDS

26.7

12.05PM

11 P

EGIN

29.3

11.56AM

32

HEMAN

31.8

11.46

19 P

PARKER

33.5

11.40

110 PWY

D-R 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. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS		
	475	439		49			50		440	476	
	Local Freight	Local Freight		Mixed			Mixed		Local Freight	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	A 1.00AM	A 10.30PM
73	P	12.01AM	12.16	5.43		ACEQUIA		8.2	8.28	10.35	10.05
196	DPWY	12.16	12.30	6.10	DN	RUPERT YL	MS	13.5	8.20	10.20	9.50
15						SCHOW		16.4			
32	P	12.27	12.40	6.18		HEYBURN		19.6	8.08	10.05	9.35
59 63	PWY	12.40	12.55	6.35	DN	BURLEY YL	BU	21.7	8.04	10.00	9.30
76	P	1.02	1.17	6.42		STARRH'S FERRY		25.8	7.53	9.45	9.15
58	P	1.15	1.30	6.54		MILNER		33.5	7.41	9.30	9.00
16	P			6.57		PARSONS		35.5	7.38		
71	P	1.30	1.45	7.07	D	MURTAUGH	MU	41.4	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	7.20	D	HANSEN	NS	49.7	7.16	8.55	8.25
60	P	2.08	2.23	7.27	D	KIMBERLY	KY	53.3	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				8.27		CURRY		63.8	6.35		
60	P			8.32	D	FILER	FR	65.9	6.30		
45				8.36		PEAVEY		68.5	6.25		
41				8.40		CEDAR		71.3	6.20		
	PY			8.45AM	DN-R	BUHL YL	BO	73.8	6.15PM		
						(73.8)			Daily	Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 10.1	(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. 36 June 19, 1962		Mile Post	
		STATIONS			
59 63	PWY	DN-R	BURLEY YL BU	0.0	
			4.3	4.3	
28			BEETVILLE		
			0.9		
23			PELLA	5.2	
			3.1		
30			NORTH KENYON	8.3	
			1.3		
9			KENYON	9.6	
			3.9		
11			CHURCHILL	13.5	
			2.8		
23			TROUT	16.3	
			1.5		
60			MARION	17.8	
			1.6		
25			WARR	19.4	
			2.4		
20		D	OAKLEY OA	21.8	
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36 June 19, 1962		Mile Post	
		STATIONS			
59 63	PWY	DN-R	BURLEY YL BU	0.0	
			3.1		
34			UNITY	3.1	
			0.9		
28			ELCOCK	4.0	
			0.7		
15			EVANS (Spur)	4.7	
			1.3		
22			SPRINGDALE	6.0	
			1.5		
25			HATCH	7.5	
			1.6		
16			DEULO	9.1	
			(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. 36			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36				
	439 Mixed	June 19, 1962				440 Mixed		June 19, 1962				
	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		8.6 HOLLISTER		19.4	4.35	36	P	D	1.5 PAUL YL	DJ	5.9
9	7.48		3.8 AMSTERDAM	(8pur)	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	23 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		6.3 HENRY		75.1	2.22	12			3.5 SUGAR LOAF		38.3
33	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	118 120 PY			15.5 BLISS YL		73.6
PY	12.01AM	DN-R	7.3 WELLS YL	HU	123.4	12.15AM						
			(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. 36				Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36				Mile Post		
	441 Local Freight	June 19, 1962					442 Local Freight		June 19, 1962						
	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	RICHFIELD YL	FK	15.3	12.05PM	10		RAWSON		4.5				
29	6.50		PAGARI		21.7	11.45AM	12		BURMAH		9.4				
27	7.10		TIKURA		29.7	11.25	42 P		MAGIC		21.5				
59 P	7.30		PICABO		37.3	11.05	32		MACON		31.2				
6	7.40		HAY		41.8	10.50	7		RANDS		36.8				
10	7.45		GANNETT		44.3	10.45	17		SELBY		39.7				
30	8.05		BELLEVUE		52.1	10.25	42 P	D	FAIRFIELD	FD	43.8				
17 P	8.16	D	HAILEY	RI	57.2	10.05	32		CORRAL		51.7				
22	8.22		BARITE		60.0	9.52	50 Y		HILL CITY YL		57.8				
30 PW Loop	A 8.45AM	D-R	KETCHUM YL	KU	69.4	9.30AM									
			(69.4)			Monday Wednesday Friday			(57.8)						
(2.45)		Thru Time				(3.15)									
23.2		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. 36			
		June 19, 1962		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. 36			
		June 19, 1962		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		7.5 D HOMEDALE YL HR	24.4		
19		6.6 CLAYTONIA	31.0		
19 PY		2.1 D-R 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. 36			
		June 19, 1962		Mile Post	
		STATIONS			
155 PY		DN-R PAYETTE YL AY	0.0		
18		3.9 EIFFIE	3.9		
27 P		1.2 D FRUITLAND FU	5.1		
19		1.7 BUCKINGHAM	6.8		
30 P		4.3 D NEW PLYMOUTH NP	11.1		
11		10.5 LETHA	21.6		
96 PWYZ		8.1 D-R EMMETT YL MF	29.7		
		(29.7)			

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		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		1.8 WILDER YL	11.5		
		(11.5)			

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		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. 36			
		June 19, 1962		Mile Post	
		STATIONS			
P		BOISE JCT. YL	0.0		
22		1.1 FAIR GROUNDS YL	1.1		
PTWZ		2.1 D-R BOISE FREIGHT YL BE	3.2		
10		1.8 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. 36		SECOND CLASS
	485 Local Freight Daily Except Sunday	June 19, 1962	Mile Post	486 Local Freight
		STATIONS		
DPWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
49	8.40	FISCHER YL	2.4	1.50
14	9.00	MIDDLETON	9.3	1.35
15	9.20	JENNESS	18.9	1.15
96 PWYZ	10.20	D-R EMMETT YL MF	27.0	12.50
42	10.33	PLAZA	31.8	12.32
43 P	11.04	MONTOUR	41.1	12.01PM
32 P	11.35 ⁴⁸⁶	D HORSESHOE BEND HB	49.7	11.35AM ⁴⁸⁵
32	11.49AM	GARDENA	55.1	11.17
35 P	12.24PM	BANKS YL	64.1	10.53
25 P	1.10	BIG EDDY	75.4	10.07
31 PY	1.43	SMITHS FERRY YL	83.0	9.35
15 P	2.14	CABARTON	92.7	9.01
32	2.22	BELVIDERE	95.5	8.54
32 PY	2.55	D CASCADE YL CD	99.2	8.45
31	3.32	ARLING	111.0	7.51
33	3.53	D DONNELLY FY	119.4	7.32
14	4.06	NORWOOD	124.7	7.20
32 PWY	A 4.30PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(8.00) 16.6	 Thru Time..... Average speed per hour....		(7.00) 19.0

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 36		SECOND CLASS
	459 Local Freight Daily Except Sunday	June 19, 1962	Mile Post	460 Local Freight
		STATIONS		
167 DPWY	10.45AM	DN-R ONTARIO YL ON	0.0	A 4.00PM
14	11.00	CAIRO	3.7	3.35
38	11.10	LUSE	6.9	3.25
24	11.20	MALLETT	10.0	3.15
134 P	11.55AM	D-R VALE YL VA	15.5	3.00
46	12.20PM	HOPE	23.5	2.20
52	12.50	LITTLE VALLEY	34.8	1.50
53 P	1.20 ⁴⁶⁰	HARPER	42.0	1.20 ⁴⁵⁹
50	1.45	NAMORF	51.2	12.51
27	2.12	JONESBORO	62.2	12.24PM
53 PY	2.45	D JUNTURA JN	73.6	11.55AM
50	3.30	LONG	86.6	11.15
49 P	3.55	RIVERSIDE	92.7	10.55
31	4.20	DUNNEAN	102.8	10.30
30 P	4.45	VENATOR	110.2	10.10
30	5.05	CIRCLE BAR	117.9	9.50
31 P	5.35	CRANE	126.6	9.20
31	6.25	REDESS	143.5	8.37
23 P WYZ	A 7.00PM	D-R BURNS YL BR	156.8	8.00AM
		(156.8)		Daily Except Sunday
	(8.15) 19.0	 Thru Time..... Average speed per hour....		(8.00) 19.6

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36		Mile Post
	June 19, 1962	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	40.6
3 P		GOODRICH	49.8
26 P		MESA	56.6
59 PY	D	COUNCIL YL CN	60.2
7		HOOVER YL	61.6
6 P		GLENDALE	72.0
43 P		RUBICON YL	84.1
45 PWY	D-R	NEW MEADOWS YL DS	89.7
		(89.7)	

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	Wilder Branch			
Schiller.....	226.5	{ 72 P	Both	Hop.....	4.4	13	East
Sand Bank.....	370.9	57 P	Both	Idaho Northern Branch			
Third Subdivision				Maddens.....	6.1	6	Both
Hillcrest.....	B-445.1	14 P	Both	Josephson.....	12.6	12	Both
Perkins.....	B-451.4	31 P	Both	Amsco.....	13.6	12	Both
Beatty.....	B-454.6	29 P	Both	Bramwell.....	22.2	5	East
Sonna.....	B-460.7	22 P	Both	Black Canyon.....	33.0	5	East
Mangum.....	476.3	24 P	Both	Archabal.....	127.4	9	Both
Apple Valley.....	485.9	26 P	Both	Oregon Eastern Branch			
Arcadia.....	491.7	45 P	Both	Lawen.....	138.4	3	East
Washoe Spur.....	500.9	32 P	West	New Meadows Branch			
Wood.....	506.2	10 P	Both	Presley.....	11.7	9	Both
Feltham.....	512.7	23 P	Both	Diamond.....	26.7	4 P	West
Wix.....	514.3	14 P	West	Tamarack.....	81.9	29 P	Both
Fourth Subdivision				(1) Flag stop for No. 17.			
Chubbuck.....	138.2	36	Both	(2) Flag stop for No. 35.			
Mitchell.....	176.9	17	Both	(3) Flag stop for No. 36.			
Fibre.....	180.4	8	East	(4) Regular stop for No. 36.			
Red Rock.....(2)(3).....	302.8	25	Both	(5) Flag stop for Nos. 477-478.			
Rock.....	314.6	62 P	Both	CONDITIONAL STOPS TO DISCHARGE OR PICK UP			
Dalys.....(2)(3).....	316.4	14 P	Both	REVENUE PASSENGERS			
Ford.....	322.2	27 P	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Glen.....(2)(4).....	347.8	8	West	17	Any station First Sub- division.	Green River or beyond.	Pocatello or beyond.
Maiden Rock... (2)(3)...	366.0	{ 12	Both	17	Any station Second and Third Subdivi- sions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Goshen Branch				18	Any station First Sub- division.	Pocatello or beyond.	Green River or beyond.
Cox.....	9.2	11	West	18	Any station Second and Third Subdivi- sions.	Huntington or beyond.	Pocatello, Ogden or beyond.
Ammon.....	18.1	30	West	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Wilkinson.....	21.0	3	West	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Yellowstone Branch				105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
St. Leon.....	3.7	16	East	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
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	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Enllmer.....	18.8	10	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							
Ken.....	0.4	6	West				
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
Tuttle.....	66.2	30	Both				

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.			30 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 tross 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.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
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
Opal 28.7 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.	Pgr.	Frt.		Str.	Pgr.	Frt.		Str.	Pgr.	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.			5	321.5 and 321.7.	20	20	20	360.2 and 360.8.	60	50	40
Westward trains on No. 2 track over switches Pocatello Jet.	15	15	15	Shoshone Over Greenwood Street.	20	20	20	360.8 and 365.9.	70	60	50
Between Mile Posts— 218.8 and 220.0.	70	60	50	Between Mile Posts— 323.2 and 323.9.	70	60	50	King Hill 367.4 and 368.3.	70	60	50
Bannock 237.9 and 241.3.	70	60	50	325.0 and 326.6.	70	60	50	369.1 and 371.0.	60	50	40
Borah 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Wapi 258.9 and 259.2.	70	60	50	Between Mile Posts— 340.7 and 341.2.	60	50	40	Between Mile Posts— 371.1 and 373.2.	45	40	25
Minidoka 272.4 and 273.0.	20	20	20	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 456.6 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	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
Shelley 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	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	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	386.6 and 388.1.	35	25
			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
Leefe 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 Jct. 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.		20	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	Between Mile Posts— 31.1 and 36.1.		25	Between Mile Posts— 99.6 and 108.3.		20
99.9 and 100.8.	20	15	45.9 and 53.3.		25	111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	69.6 and 71.6.		25	113.0 and 113.3.		20
Truss bridges.		15	91.1 and 91.4.		25	128.2 and 128.5.		15
Between Mile Posts— 4.7 and 4.9.	15	15	Between Herrell and Melandco.		20	McCall, over street crossings.		10
20.25 and 22.0.	15	15	Wells yard.		15	Wilder Branch Maximum speed.		25
23.1 and 24.0.	15	15	Ketchum Branch Maximum speed.	40	30	Homedale Branch Maximum speed.		25
36.5 and 37.0.	15	15	Bellevue, over streets and alleys.	12	12	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
West Belt Branch Maximum speed.		25	Between Hailey and Ketchum, over truss bridges.	15	15	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	Between Mile Posts— 63.1 and 64.6.	30	20			
Highway Crossing M.P. 37.44.	5	5	68.4 and 68.5.	10	10			
Teton Valley Branch Maximum speed.	35	25	Ketchum On balloon track.	15	15			
Bridges 4.48, 6.96 and 19.97.	12	12						
Between Mile Posts— 19.1 and 19.4.	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 37.0, 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 78.0 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 86.0, 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 a schedule indicate:

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

Rule 6(A)

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

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

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

- 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	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Yard Office
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Yard Office
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Yard Office	Payette.....	Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Train Dispatcher's Office
Huntington.....	Telegraph Office	Pocatello.....	Yard Telegraph Office
Idaho Falls.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Idaho Falls.....	Yard Office	Pocatello.....	New Yard
Idaho Falls.....	Switchmen's Register Room,	Pocatello.....	Switchmen's Locker Room
	North End Yard Office	Pocatello.....	Switchmen's Locker Room
Kemmerer.....	Telegraph Office	Pocatello.....	Switchmen's Locker Room
Lima.....	Telegraph Office	Pocatello.....	Sherman St.
Marsing.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
McCall.....	Telegraph Office	Pocatello.....	Passenger Conductors'
Montpelier.....	Telegraph Office	Pocatello.....	Register Room, Passenger Station
Montpelier.....	Yard Office	Rupert.....	Telegraph Office
Nampa.....	Telegraph Office	Shoshone.....	Telegraph Office
Nampa.....	Central Yard Switchmen's	Twin Falls.....	Telegraph Office
	Locker Room	Victor.....	Telegraph Office
Nampa.....	Crew Dispatcher's Office	Weiser.....	Telegraph Office
Nampa.....	Enginemen's Register Room		
	at Roundhouse		

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"	\$7.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	\$5.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	\$3.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	\$1.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	\$0.	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.		

