

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

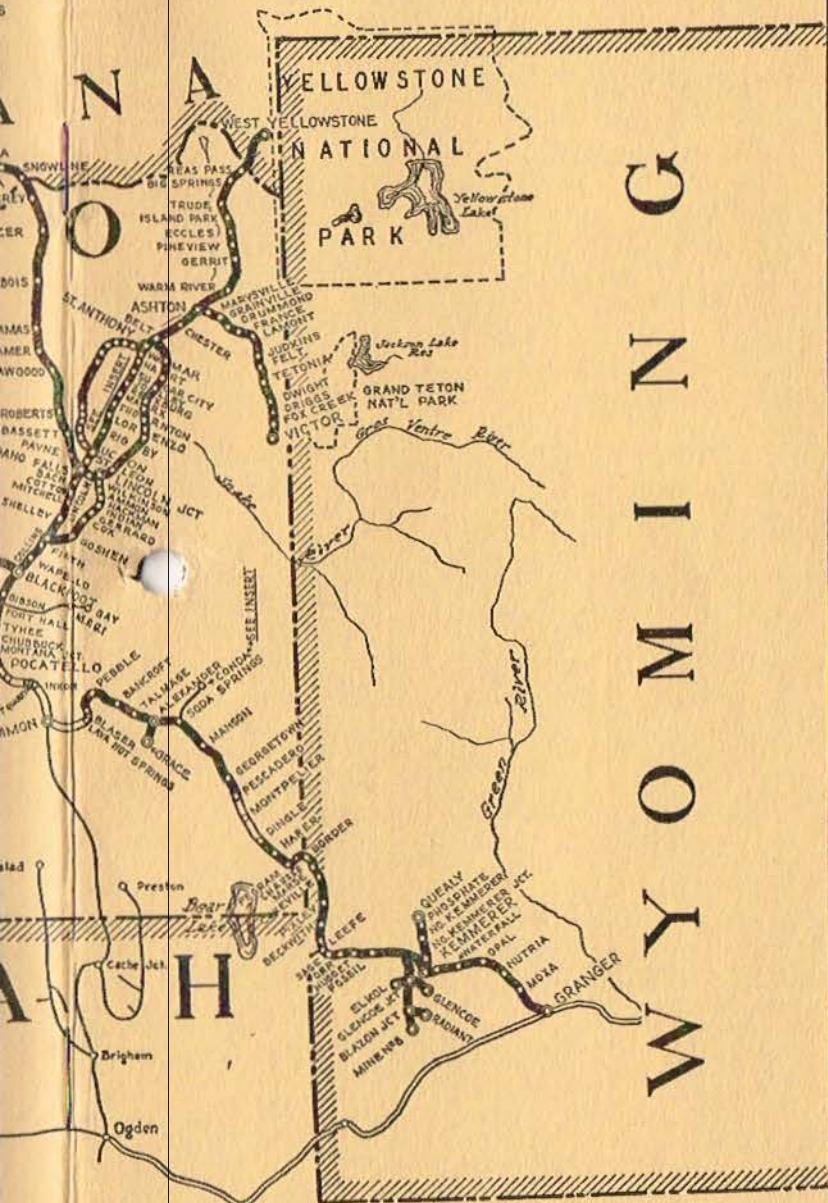
TIME-TABLE
No. 31

Effective Sunday
October 4, 1959
At 12:01 A.M. Mountain Time

*Safety Always
Makes a Suggestion*

FOR EMPLOYEES ONLY

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



NORTH WESTERN DISTRICT
IDAHO DIVISION

CORRECTED TO OCT. 4, 1959

SCALE OF MILES



D. F. WENGERT
General Manager

H. E. SHUMWAY
General Supt. Transportation

J. G. KIMMELL
General Superintendent

G. 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. Craue, 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.
H. H. Donaldson, 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, Idaho

First, Second and Fourth Subdivisions and Branches

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher...Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher....Pocatello, Ida.
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
I. G. Perkins, Assistant Chief Train Dispatcher....Pocatello, Ida.

Third Subdivision and Branches

H. R. Humphrey, Chief Train Dispatcher.....Nampa, Ida.
E. C. Bullis, Assistant Chief Train Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Assistant Chief Train Dispatcher...Nampa, Ida.
M. G. Clegg, Assistant Chief Train Dispatcher.....Nampa, Ida.

Union Pacific Railroad Employes 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.
J. E. Comstuck	Physician	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
R. J. Emerson	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. Small	Surgeon	Jerome, Ida.
Clark T. Parker	Surgeon	Pocatello, Ida.	G. W. Davis	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.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.	Paul H. Daines	Surgeon	Montpelier, Ida.
D. E. Saunders	Surgeon	Aberdeen, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
H. H. Rock	Surgeon	American Falls, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
Willis A. Melcher	Surgeon	Ashton, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Ralph G. Gnates	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.
John V. Plett	Oculist and Aurist	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
F. H. Burton	Oculist-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.	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	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	C. J. Kopp	Surgeon	Vale, Ore.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
Marion V. Klingler	Surgeon	Gooding, 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. 31 October 4, 1959	FIRST CLASS					
401 Passenger	105 Streamliner Passenger	19 Passenger	457 Passenger	17 Passenger	11 Mail and Express			20 Passenger	12 Mail and Express	106 Streamliner Passenger	458 Passenger	18 Passenger	402 Passenger
Daily	Daily	Daily	Daily	Daily	Daily								
	3.20			4.45		0.0	GRANGER			A 7.25		A 11.05	
	7.00 7.10			9.55 10.35	12.45	213.9	POCATELLO		A 2.20	3.35 3.30		6.25 5.45	
	9.40			2.10	4.00	373.8	GLENN'S FERRY		10.55	12.55		2.20	
	10.55			3.55	5.50	443.4	BOISE		9.15	11.40		12.35	
	12.55			6.50	9.05	550.1	M.T. HUNTINGTON P.T.	M.T. HUNTINGTON P.T.	6.30	9.55		10.00	
	11.55			6.00	8.15				5.20	8.55		8.50	
	2.15			9.00	11.25	649.7	LA GRANDE		2.40	6.35		6.05	
	4.20			11.25	1.55	723.9	PENDLETON		12.25	4.26		3.20	
		11.00				941.3	SPOKANE	A 9.15					
	5.06	A 3.10		12.45	3.15	755.3	HINKLE	5.15	11.40	3.51		2.20	
	6.40			3.10	5.40	855.4	THE DALES		9.30	2.15		11.55	
11.45	A 8.30		9.00	A 5.30	A 8.00	939.5	PORTLAND		7.10	12.30	A 9.15	9.45	A 6.05
A 6.30			A 1.00			1122.7	SEATTLE					5.00	11.45
								Daily	Daily	Daily	Daily	Daily	Daily
(6.45) 27.1	(18.10) 51.7	(4.10) 44.5	(4.00) 45.8	(25.45) 36.5	(20.15) 35.8	 Thru Time..... Average speed per hour	(4.00) 46.5	(18.10) 39.9	(17.55) 52.4	(4.15) 45.4	(24.20) 38.6	(6.20) 28.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 31 October 4, 1959	FIRST CLASS				
				35 Passenger			36 Passenger				
				Daily							
				11.25	0.0	McCAMMON	A 3.30				
				11.55 12.25	22.7	POCATELLO	3.00 2.30				
				1.43	73.3	IDAHO FALLS	1.13				
					124.3	ASHTON					
					169.9	VICTOR					
					180.4	W. YELLOWSTONE					
				A 7.30	285.8	BUTTE	7.30				
							Daily				
				(8.05) 35.4		..... Thru Time..... Average speed per hour	(8.00) 35.7			

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

MILEAGE

Main Line..... 848.07
Branches..... 1330.18
Grand Total..... 2187.25

WESTWARD

FIRST SUBDIVISION

Time-Table No. 31

October 4, 1959

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

SECOND CLASS

FIRST CLASS

279
Time
Freight

277
Time
Freight

35
Passenger

105
Streamliner
Passenger

17
Passenger

Daily

Daily

Daily

Daily

Daily

STATIONS

144										
144	IPWY							3.20PM	4.45AM	
150	P									
150	P								s 5.13	
150	P									
150	P									
152	PTWZ							f 4.02	s 5.45	
150	P									
150	P									
150	P									
150	PY									
150	P									
150	P									
176	P								s 6.56	
150	P									
150	P									
150	P									
27	P									
	DPTWYZ							s 5.20	7.30 7.40	
	P									
196	P								7.54	
150	P									
150	PY								s 8.17	
150	P									
150	P									
150	191 P							f 8.40		
150	P									
	P									
27	P								f 9.04	
CS 154	PY			11.50PM	3.50AM			11.25PM	f 9.19	
115	P								f 9.32	
	DPTWYZ			A 12.30AM	A 4.50AM			A 11.55PM	A 7.00PM	A 9.55AM

CENTRALIZED TRAFFIC CONTROL

DN-R	GRANGER YL	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	KEMMERER YL	AV
	8.3	
	FOSSIL	
	5.0	
	NUGGET	
	6.6	
	ORR	
	5.2	
	LEEFE	
	6.5	
	BECKWITH	
	6.1	
	PIXLEY	
	6.1	
DN	COKEVILLE	CK
	4.7	
	MARSE	
	6.3	
	CHAUSSE	
	8.4	
	HARER	
	5.1	
	DINGLE	
	7.0	
DN-R	MONTPELIER YL	
	6.3	
	PESCADERO	
	5.8	
	GEORGETOWN	
	9.3	
	MANSON	
	9.9	
DN	SODA SPRINGS	SD
	5.6	
	ALEXANDER	
	4.6	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.0	
	LAVA HOT SPGS.	
	11.2	
DN	MCCAMMON	MC
	10.7	
	INKOM	
	12.0	
DN-R	POCATELLO YL	H-CA PO

TWO MAIN TRACKS

TWO MAIN TRACKS

(0.40) (1.00)
34.0 22.7

(0.30) (3.40) (5.10)
45.4 58.3 41.4

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

(213.9)

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. 31

October 4, 1959

CENTRAL TRAFFIC CONTROL

STATIONS	Mile Post	FIRST CLASS				SECOND CLASS			
		36 Passenger	106 Streamliner Passenger	18 Passenger		280 Time Freight	278 Stock Special		
DN-R GRANGER YL GN	0.0		A 7.25AM	As 11.05PM					
7.7 MOXA	7.7								
7.7 NUTRIA	15.4								
9.1 D OPAL OW	24.5		f 10.40						
9.1 WATERFALL	33.6								
6.1									
DN KEMMERER YL AV	39.7		f 6.40	s 10.20					
8.3 FOSSIL	48.0								
5.0 NUGGET	53.0								
6.6 ORR	59.8								
5.2 LEEFE	64.8								
6.5 BECKWITH	71.8								
6.1 PIXLEY	77.4								
DN COKEVILLE CK	83.5			s 9.20					
4.7 MARSE	88.2								
6.3 CHAUSSE	94.5								
8.4 HARER	102.9								
5.1 DINGLE	108.0								
7.0									
DN-R MONTPELIER YL MX	115.0		s 5.20	8.40 8.30					
6.3									
PESCADERO	121.3								
5.5 GEORGETOWN	128.8			8.13					
9.3 MANSON	136.1								
9.9 DN SODA SPRINGS SD	146.0			s 7.53					
5.6 ALEXANDER	151.6								
4.6 TALMAGE	166.2								
5.6									
D BANCROFT BN	161.8			f 7.30					
8.5 PEBBLE	170.3								
7.1 BLASER	177.4								
2.6 LAVA HOT SPGS.	180.0			f 7.10					
11.2 DN McCAMMON MC	191.2	As 3.30AM		f 6.55		AI 2.40AM	A 2.00PM		
10.7 INKOM	201.9								
12.0 DN-R POCATELLO YL H-CA PO	213.9	3.00AM	3.35AM	6.25PM		12.01AM	1.15PM		
(213.9)		Daily	Daily	Daily		Daily	Daily		

TWO MAIN TRACKS

TWO MAIN TRACKS

..... Thru Time.....	(0.30)	(3.50)	(4.40)	(0.39)	(0.45)
..... Average speed per hour.....	45.4	55.8	46.8	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. 31

October 4, 1969

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

Car Capacity of Seating, etc. See Rule 6(A), Page 23.						105	17	49	11	35	STATIONS
						Streamliner Passenger	Passenger	Mixed	Mail and Express	Passenger	
						Daily	Daily	Daily	Daily	Daily	
DPTWYZ					7.10PM	10.35AM	4.00AM	12.45AM	12.25AM		BLOCK SIGNALS { DN-R 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 5.0 WAPI 3.8 DEWOFF 7.6 HAWLEY 5.1 DN MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 6.7 SENTER 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 GF GLENN'S FERRY YL (159.9)
P									12.30AM		
CS 153 P							f 4.15				
170 P											
145 P						s 11.03	s 4.35	f 1.13			
120 P											
170 P											
119 P							f 4.55				
170 P											
119 P											
125 269 PWY					8.00	s 11.45AM	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 8.46	s 12.45PM		s 2.45			
170 P											
170 60 P						s 1.10		s 3.05			
170 P											
118 120 PY						s 1.23		s 3.18			
CS 120 WS 99 P											
CS 170 P								f 3.37			
DPTWY					As 9.40PM	A 2.00PM		A 3.50AM			

(2.30) (3.25) (1.20) (3.05) (0.05) Thru Time
 64.0 46.8 43.9 51.8 28.8 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. 31

October 4, 1969

STATIONS	Mile Post	FIRST CLASS					SECOND CLASS	
		106	36	18	50	12	126	
		Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Time Freight	
POCATELLO YL (H-CA PO) 2.4	213.0	A 3.30AM	A 2.30AM	A 5.45PM	A 10.30PM	A 2.20AM	A 3.30PM	
POCATELLO JCT. YL (H-CA PO) 8.0	216.3		2.20AM					
MICHAUD 5.8	224.3				f 9.47			
BANNOCK 8.4	230.1							
AMERICAN FALLS (AF) 3.8	238.5			s 5.00	s 9.30	f 1.30		
BORAH 7.8	242.3							
QUIGLEY 6.9	250.1							
WAPI 3.2	256.0				f 9.10			
DEWOFF 7.5	259.8							
HAWLEY 5.1	267.3							
MINIDOKA (RT) 3.8	272.4	2.30		s 4.25	8.50PM	f 12.55		
MAX 8.1	276.2							
ADELAIDE 4.7	284.3							
KIMAMA 6.7	289.0					f		
SENER 7.8	295.7							
OWINZA 5.8	303.5							
BESSLEN 4.6	309.3							
DIETRICH 7.9	313.0							
SHOSHONE (X) 9.0	321.8	s 1.47		s 3.30		s 12.05AM		
TUNUPA 6.7	330.8							
GOODING (GD) 6.7	337.5			s 3.07		f 11.40PM		
FULLER 6.3	344.2							
BLISS 6.8	350.5					s 11.23		
TICESKA 9.8	357.3							
KING HILL 6.7	367.1					f 11.04		
GLENN'S FERRY YL (GF) 6.7	373.8	12.55AM		2.20PM		10.55PM	11.45AM	
(159.9)		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday	

..... Thru Time.....	(2.35)	(0.10)	(3.25)	(1.40)	(3.25)	(3.45)
..... Average speed per hour.....	61.9	14.4	46.8	35.1	46.8	42.6

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 Seating etc. See Rule 6 (A), Page 23.	FIRST CLASS			Time-Table No. 31 October 4, 1959	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		9.40PM	2.10PM	4.00AM	DN-R GLENNS FERRY YL GF	373.8	A 2.10PM	A 10.45PM	As 12.55AM	A 1.30AM	
CS 164 P				f 4.11	8.9 HAMMETT	382.7					
CS 170 P					10.6 REVERSE	393.3					
163 PY		10.11	2.50	4.37	DN MOUNTAIN HOME MZ	401.6	1.30	10.05	12.23AM		
163 P					5.9 BEBREE	407.5					
163 P					5.2 CLEFT	412.7					
185 P				f 4.55	10.3 ORCHARD	423.0		9.45			
163 P					11.7 OWYHEE	434.7					
163 P		VIA BOISE	VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	
60 P					12.9 BLACK'S CREEK	B-435.9					
69 PY		10.55	3.45	5.30	DN BOISE YL BG	B-448.4	12.35	9.15	11.40PM	9.35	
P			3.55	5.50	2.3 BOISE JCT.	B-450.7	12.30	9.05			
31 P					0.7 PERKINS	B-451.4					
29 P					3.3 BEATTY	B-454.6					
117 P			f 4.06	6.05	D MERIDIAN MD	B-457.3	12.17	8.47			
22 P					3.4 SONNA	B-460.7					
DPTWYZ		11.18	4.25	6.25	DN-R NAMPA YL AU-Q	466.6	12.05PM	8.35	11.15	9.00	
55 P			4.35	6.40	4.2 MOSS	468.8	11.55AM	8.25		8.30	
163 P		11.30	4.55	7.00	DN CALDWELL YL CW	465.6	11.40	8.10	11.02		
122 P					3.8 ENROSE	469.2					
163 P			5.03	7.09	D NOTUS U	472.5					
163 P			5.16	7.20	DN PARMA MA	480.8	11.20				
173 PY		11.52PM	5.28	7.30	DN NYSSA SY	488.4	11.10	7.43	10.42		
ES 167 PWY					DN ONTARIO ON	498.7	10.55	7.30	10.34		
WS 167					DN PAYETTE AY	502.5	10.43	7.18			
155 PY			5.54	8.01	6.8 CRYSTAL	509.3					
163 P					DN WEISER BR	515.9	10.30	7.05	10.17		
163 PWY		12.23	6.13	8.20	9.8 COBB	525.7					
155 P					7.1 ROCK ISLAND	532.8					
163 P					DN-R HUNTINGTON YL HU	538.8	10.00AM	6.30PM	9.55PM	6.25AM	
DPTWYZ		As 12.55AM	A 6.50PM	A 9.05AM	VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	
					VIA BOISE (175.3)						

CENTRALIZED TRAFFIC CONTROL

(3.15) (4.40) (5.05) Thru Time (4.10) (4.15) (3.00) (5.05)
 54.3 37.7 34.6 Average speed per hour 42.3 41.5 58.8 34.6

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), Page 25.	SECOND CLASS		FIRST CLASS		Time-Table No. 31 October 4, 1959	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	35 Passenger Daily	36 Passenger	278 Stock Special			STATIONS			
P				12.30AM	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 PH	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
79 P	2.10			1.07	WAPLELO	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 ³⁶			5.52
97 P	2.40			1.29	BACH YL	183.1	1.17			5.45
DPTWYZ	3.00			1.33 1.43	DN-R IDAHO FALLS YL AI	184.5	1.13 1.03			5.40
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	D SPENCER RC	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
P	6.22			3.50	SNOWLINE	273.7	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			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
64 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	FELY	380.7	8.00			8.27
50 P	12.26			7.01	BUXTON	384.6	7.53			8.15
PY	A 1.00AM			As 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)		(7.00)	..... Thru Time		(6.50)		(11.55)	
18.7		37.4	.... Average speed per hour		38.3		22.0	

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 KEMMERER BRANCH EASTWARD			WESTWARD CUMBERLAND BRANCH EASTWARD			WESTWARD ELKOL BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post
	STATIONS				STATIONS				STATIONS		
152 150 PTWZ	DN-R	KEMMERER YL AV	O.0	152 150 PTWZ	DN-R	KEMMERER YL AV	O.0	53		GLENCOE JCT. YL	O.0
		1.0				4.8				3.9	
		NO. KEMMERER JCT. YL	1.0	53		GLENCOE JCT. YL	4.8			ELKOL	3.9
		1.4				4.5				(3.9)	
		NO. KEMMERER YL	2.4			BLAZON JCT.	9.3				
		2.7				3.7					
		PHOSPHATE YL	5.1	16		MINE NO. 8 YL	13.0				
		4.1				(13.0)					
22		QUEALY YL	9.2								
		(9.2)									

WESTWARD GLENCOE BRANCH EASTWARD			WESTWARD BLAZON BRANCH EASTWARD			WESTWARD CONDA BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCOE JCT. YL	0.0			BLAZON JCT.	0.0	150 PY	DN	SODA SPRINGS YL SD	0.0
55		1.0				0.8		80		1.8	
		GLENCOE	1.0			RADIANT	0.8	6		MONSANTO YL (Spur)	1.8
		(1.0)				(0.8)		6		1.0	
								6		FORMATION (Spur)	2.8
								6		2.8	
								19 Y		PANTING	7.0
										1.4	
										CONDA	7.0
										(7.0)	

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959		Mile Post
	STATIONS				STATIONS				STATIONS		
150 16 P		ALEXANDER YL	0.0	150 32 132 P	D	FORT HALL FB	0.0	123 19 22 11 14 P	D	FIRTH FR	0.0
		6.0				9.1				5.2	
		GRACE GA	6.0			M.P. 9.1	9.1			GOSHEN	5.2
		(6.0)				11.7	20.8			5.8	
						GAY	20.8			GERRARD	11.0
						(20.8)				1.8	
										INDIAN	12.8
										2.8	
										HACKMAN	15.6
										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				Time-Table No. 31		Mile Post	SECOND CLASS				
			491	477	October 4, 1959			492	478			
			Mixed Daily Except Sunday	Mixed Daily Except Sunday	STATIONS			Mixed	Mixed			
DPTWYZ			7.55AM	6.00AM	DN-R	IDAHO FALLS YL	AK	0.0	A 2.00PM	A 4.40PM		
17 PY			f 8.05AM	6.10		3.0		3.0	f 1.50	4.25		
60 P				s 6.23	D	UCON	UN	7.6	1.40PM	s 4.15		
54 P				s 6.42	D	RIGBY	RG	13.8	Via West Belt Branch	s 4.00		
36 P				f 6.50		4.3		18.1		f 3.45		
25				f 6.57		2.6		20.7		f 3.35		
67 P				s 7.10	D	REXBURG	RX	26.0		s 3.20		
51 P				s 7.20	D	SUGAR CITY	SC	29.8		s 3.10		
36 PY						1.1		30.9				
110 PWY				s 7.35	D	ST. ANTHONY YL	SH	36.8	A 10.50AM	s 2.55		
P						1.5		38.3	10.40AM			
43 P				f 7.50		4.5		42.8		f 2.40		
46 PWY				A 8.10AM	DN-R	ASHTON YL	HN	51.0		2.20PM		
28 P						7.2		58.2				
22 P						8.7		66.9				
22						8.8		75.7				
15 P						4.9		80.6				
26 P						4.8		85.4				
25 PY						5.3		90.7				
22 P						6.5		97.2				
PWY					D-R	WEST YELLOWSTONE YL	WB	107.1				
						(107.1)			Daily Except Sunday	Daily Except Sunday		
			(0.10)	(2.10)	..... Thru Time			(3.20)	(2.20)			
			18.0	23.1	..... Average speed per hour			14.3	21.1			

WESTWARD

TETON VALLEY BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 31		Mile Post	SECOND CLASS				
			477		October 4, 1959			478				
			Mixed Daily Except Sunday		STATIONS			Mixed				
46 PWY			8.30AM	DN-R	ASHTON YL	HN	0.0	A 1.55PM				
19			f 8.40		1.8		1.8	f 1.47				
33			f 8.55		4.2		6.0	f 1.33				
22 P			s 9.10		2.6		8.6	s 1.22				
12			f 9.25		4.2		12.8	f 1.08				
33 P			f 9.35		3.0		16.8	f 12.58				
21			f 10.08		10.5		26.3	f 12.25				
22 PWY			s 10.23	D	TETONIA	NA	30.3	s 12.09PM				
31 P			s 10.42	D	DRIGGS	DI	37.2	s 11.50AM				
19 PWY			A 1.05AM	D-R	VICTOR YL	VR	45.6	11.20AM				
					(45.6)				Daily Except Sunday			
			(2.35)	..... Thru Time			(2.35)				
			17.7	..... Average speed per hour			17.7				

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.

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. 31 October 4, 1959	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post				
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Mixed	492 Mixed														
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday														
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		f 8.06		COLLINS YL		2.1	f	4.28			22		f 8.15	LINCOLN YL		2.3							
7	f 12.40	f 8.12		CLARKSON		4.3	f	4.22	f	5.40	P			LINCOLN JCT. YL		3.1							
31	f 12.45	f 8.17		MORELAND		5.7	f	4.17	f	5.35	46 P		f 8.27	IONA		5.7							
P	A 12.50PM	f 8.21		ABERDEEN JCT. YL		7.1	f	4.13		5.25PM	21 P		s 9.05	D RIRIE	RK	16.4							
33 P		f 8.54		TABER		20.1	f	3.40			11 P		f 9.18	BYRNE		21.4							
35 PY		f 9.45		SCOVILLE		39.7	f	2.50			11 P		f 9.30	JENSON		25.6							
37 PY		s 10.35	D	ARCO YL	RO	59.1	s	2.00			23 P		f 9.40	WALKER		28.2							
21 P		f 10.57		MOORE		66.7	f	1.28			40 P		f 9.52	PARKINSON		32.4							
10		f 11.15		DARLINGTON		72.6	f	1.10			11 P		f 9.58	MOODY		34.3							
5		f 11.30		LESLIE		77.3	f	12.55			12 P		s 10.20	D NEWDALE	NE	38.1							
68 PY		A 11.55AM	D-R	MACKAY YL	MY	85.3		12.30PM			P		A 10.40AM	BELT YL		44.4							
				(85.3)				Daily Except Sunday						(44.4)									
	(0.20)	(3.55)		..... Thru Time				(4.05)		(0.35)			(2.35)	..... Thru Time							
	21.3	21.7		.... Average speed per hour....				20.9		12.2			17.2	..... Average speed per hour							

WESTWARD				ABERDEEN BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS	
	421 Mixed	422 Mixed			421 Mixed	422 Mixed							
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday							
P	12.50PM		ABERDEEN JCT. YL	0.0	A	5.25PM	60 P	D-R	UCON	UN	0.0	A	1.40PM
32	f 1.03		ROCKFORD	4.3	f	5.10	22 P		LEWISVILLE		8.8	f	1.10
17	f 1.08		LIBERTY	5.9	f	5.00	60 P	D	MENAN	MN	10.5	s	1.00
32 P	f 1.28		PINGREE	10.2	f	4.38	51 P		PLANO		25.0	f	12.12
31 P	f 1.48		SPRINGFIELD	16.5	f	4.20	18		EDMONDS		26.7	f	12.05PM
17 P	f 2.05		STERLING	19.7	f	4.05	11 P		EGIN		29.3	f	11.56AM
8			FINGAL	26.0			32		HEMAN		31.6	f	11.46
37 PY	A 2.40PM	D-R	ABERDEEN YL	28.2		3.30PM	19 P		PARKER		33.5	f	11.40
			(28.2)			Daily Except Sunday	110 PWY	D-R	ST. ANTHONY YL	SH	38.7		11.15AM
									(38.7)				Daily Except Sunday
	(1.50)		..... Thru Time			(1.55)			..... Thru Time				(2.25)
	15.4		.... Average speed per hour....			14.7			..... Average speed per hour.....				16.0

WESTWARD				WEST BELT BRANCH				EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS	
	421 Mixed	422 Mixed			421 Mixed	422 Mixed							
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday							
60 P			D-R	UCON	UN	0.0	A	1.40PM					
22 P				LEWISVILLE		8.8	f	1.10					
60 P			D	MENAN	MN	10.5	s	1.00					
51 P				PLANO		25.0	f	12.12					
18				EDMONDS		26.7	f	12.05PM					
11 P				EGIN		29.3	f	11.56AM					
32				HEMAN		31.6	f	11.46					
19 P				PARKER		33.5	f	11.40					
110 PWY			D-R	ST. ANTHONY YL	SH	38.7		11.15AM					
				(38.7)				Daily Except Sunday					
				..... Thru Time .....				..... Thru Time					(2.25)
				..... Average speed per hour.....				..... Average speed per hour.....					16.0

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

TWIN FALLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 31 October 4, 1959	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Time Freight	439 Freight		49 Mixed			50 Mixed		440 pm Freight	476 Time Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
126 269	PWY	11.45PM	12.20PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM		A 11.00AM	A 10.30PM
73	P	12.01AM	12.35	f	5.43		8.2 ACEQUIA		8.2	f	8.28		10.35 10.05
94	DPWY	12.16	12.50	a	6.10	DN	5.3 RUPERT YL	MS	13.5	a	8.20		10.20 9.50
15							2.9 SCHOW		16.4				
32	P	12.27	1.01	f	6.18		3.2 HEYBURN		19.6	f	8.07		10.05 9.35
59 63	PWY	12.40	1.15	a	6.35	DN	2.1 BURLEY YL	BU	21.7	a	8.03		10.00 9.30
76	P	1.02	1.37	f	6.42		4.1 STARR'S FERRY		25.8	f	7.55		9.45 9.15
58	P	1.15	1.50	f	6.54		7.7 MILNER		33.5	f	7.44		9.30 9.00
16	P			f	6.57		2.0 PARSONS		35.5	f	7.41		
71	P	1.30	2.05	a	7.07	D	5.9 MURTAUGH	MU	41.4	a	7.32		9.15 8.45
53	P	1.40	2.15		7.13		3.7 BICKEL		46.1		7.24		9.05 8.35
23							3.9 BILLS		49.0				
41	P	1.55	2.30	a	7.20	D	0.7 HANSEN	NS	49.7	a	7.17		8.55 8.25
60	P	2.08	2.43	a	7.27	D	3.6 KIMBERLY	KY	63.3	a	7.10		8.45 8.15
31	P				7.35		3.1 McMILLAN YL		66.4				
	DPWYZ	A 3.00AM	A 4.00PM		8.10 8.20	DN-R	2.5 TWIN FALLS YL	NA	68.9		7.00 6.45		8.30AM 8.00PM
42				f	8.27		4.4 CURRY		63.3	f	6.35		
	P			a	8.32	D	2.6 FILER	FR	65.9	a	6.30		
				f	8.36		2.6 PEAVEY		68.5	f	6.25		
41				f	8.40		2.8 CEDAR		71.3	f	6.20		
	PY			A	8.45AM	DN-R	2.5 BUHL YL	BO	73.8		6.15PM		
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.40) 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

WESTWARD

RAFT RIVER BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 31 October 4, 1959				Mile Post	STATIONS	Mile Post	STATIONS			
	SECOND CLASS		FIRST CLASS						SECOND CLASS		
	475 Time Freight	439 Freight		49 Mixed					50 Mixed		440 pm Freight	476 Time Freight
59 63	PWY			DN-R	BURLEY YL	BU	0.0	DN-R	BURLEY YL	BU	0.0
28					4.3 BEEVILLE		4.3		3.1 UNITY		3.1
23					0.9 PELLA		5.2		0.9 ELCOCK		4.0
30					3.1 NORTH KENYON		8.3		0.7 EVANS (Spur)		4.7
9					1.3 KENYON		9.6		1.3 SPRINGDALE		6.0
11					3.9 CHURCHILL		13.5		1.5 HATCH		7.5
23					2.8 TROUT		16.3		1.6 DECLO		9.1
60					1.5 MARION		17.8				
28					1.6 WARR		19.4				
20				D	2.4 OAKLEY	OA	21.8				
					(21.8)				(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. 31			Mile Post	SECOND CLASS	Time-Table No. 31			Mile Post			
	439 Mixed	October 4, 1959				440 Mixed	October 4, 1959						
	Daily	STATIONS				Daily	STATIONS						
DPWYZ	8:00PM	DN-R	TWIN FALLS YL	NA	0.0	A	7:00AM	94	DPWY	DN-R	RUPERT YL	MS	0.0
31	f 8:22		10.9 BERGER		10.9	f	6:38	34	P		4.4 MYERS YL		4.4
26	f 8:40		8.5 HOLLISTER		10.4	f	6:20	36	P	D	1.5 PAUL YL	DJ	5.9
9	f 8:48		3.8 AMSTERDAM (Spur)		23.2	f	6:12	20			2.0 BUDGE		7.9
21 PY	f 9:00		5.6 ROGERSON		28.8	s	6:00	54			8.0 SCHODDE		15.9
38	f 9:25		9.9 METEOR		38.7	f	5:35	21			3.9 McHENRY		19.8
34	f 9:55		11.4 IDAVADA		50.1	f	5:08	22	P	D	4.2 HAZELTON	AZ	24.0
34 P	f 10:09		6.0 DELAPLAIN		56.1	s	4:53	28			2.9 BLACK		26.0
34	f 10:19		4.6 SAN JACINTO		60.7	f	4:42	63	P	D	1.2 EDEN	DX	28.1
34 P	f 10:37		8.1 CONTACT		68.8	f	4:25	54			6.7 PERRINE		34.8
33 P	f 11:00		6.3 HENRY		75.1	s	4:07	12			3.5 SUGAR LOAF		38.3
33	f 11:25		11.6 SHORES		86.7	f	3:37	25			2.3 FALLS CITY		40.6
48 PY	f 11:41		6.9 WILKINS		93.6	f	3:21	10			2.0 BARRYMORE		42.6
37	f 11:49PM		3.7 HERRELL		97.3	f	3:13	54 PY	DN		5.3 JEROME YL	JO	47.9
44 PY	f 12:10AM		5.2 SUMMER CAMP		102.5	s	2:56	54 P	D		8.8 WENDELL	ND	56.7
44	f 12:30		6.4 MELANDCO		108.9	f	2:33	17			1.4 KING		58.1
35	f 12:45		7.2 TOWN CREEK		116.1	f	2:18	54			8.1 TUTTLE		66.2
PY	A 1:00AM	DN-R	7.3 WELLS YL	HU	123.4		2:00AM	118 PY			7.4 BLISS YL		73.6
			(123.4)				Daily	120			(73.6)		
	(5.00)	..... Thru Time.....			(5.00)								
	28.0	..... Average speed per hour.....			28.0								

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. 31			Mile Post	SECOND CLASS	Time-Table No. 31			Mile Post			
	441 Mixed	October 4, 1959				442 Mixed	October 4, 1959						
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday	STATIONS						
WS 121-115 ES 111-130 PWY	6:00AM	DN-R	SHOSHONE YL	X	0.0	A	12:45PM	39	PY	D	RICHFIELD YL	FK	0.0
39 PY	s 6:35	D	15.3 RICHFIELD YL	FK	15.3	s	12:05PM	10			4.5 RAWSON		4.5
29	f 6:50		8.4 PAGARI		21.7	f	11:45AM	12			4.9 BURMAH		9.4
27	f 7:10		8.0 TIKURA		29.7	f	11:25	42	P		12.1 MAGIC		21.5
59 P	s 7:30		7.6 PICABO		37.3	s	11:05	32			9.7 MACON		31.2
6	f 7:40		4.5 HAY		41.8	f	10:50	7			5.6 RANDES		36.8
10	f 7:45		2.5 GANNETT		44.3	f	10:45	17			2.9 SELBY		39.7
30	s 8:05		7.8 BELLEVUE		52.1	s	10:25	42 P	D		4.1 FAIRFIELD	FD	43.8
17 P	s 8:16	D	5.1 HAILEY	RI	57.2	s	10:05	32			7.9 CORRAL		51.7
22	f 8:22		2.8 BARITE		60.0	f	9:52	50 Y			8.1 HILL CITY YL		57.8
30 PW Loop	A 8:45AM	D-R	9.4 KETCHUM YL	KU	69.4		9:30AM				(57.8)		
			(69.4)				Monday Wednesday Friday						
	(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.

ESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 31			
		October 4, 1959		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. 31			
		October 4, 1959		Mile	Post
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
19			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.	SECOND CLASS	Time-Table No. 31			SECOND CLASS
	483	October 4, 1959		Mile	Post
	Mixed Daily Except Sunday	STATIONS			484 Mixed
155 PY	6:00AM	DN-R	PAYETTE YL AY	0.0	A 2:45PM
	f 6:20		3.9 EIFFIE	3.9	f 2:30
P	s 6:30	D	1.2 FRUITLAND FU	5.1	s 2:25
19	f 6:40		1.7 BUCKINGHAM	6.8	f 2:06
30 P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	s 1:55
11	f 7:27		10.5 LETHA	21.6	f 1:23
98 PWY	A 7:50AM	D-R	8.1 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. 31			
		October 4, 1959		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. 31			
		October 4, 1959		Mile	Post
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q ^D	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. 31			
		October 4, 1959		Mile	Post
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
		D-R	2.1 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. 31 October 4, 1959	Mile Post	SECOND CLASS
	485			486
	Mixed Daily Except Sunday			Mixed
STATIONS				
DPWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0	A 2:35PM
		2.4 FISCHER YL	2.4	2:25
49	f 8:40	6.9 MIDDLETON	9.3	a 2:10
14	a 9:00	9.6 JENNESS	18.9	f 1:40
15	f 9:20	8.1 EMMETT YL MF	27.0	a 1:10
96 PWY	a 10:20	4.8 PLAZA	31.8	f 12:55
42	f 10:40	9.3 MONTOUR	41.1	a 12:20PM
43 P	a 11:20	5.6 D HORSESHOE BEND HB	49.7	a 11:55AM
82 P	a 11:55AM	5.4 GARDENA	55.1	f 11:35
32	f 12:20PM	9.0 BANKS YL	64.1	a 11:10
35 PT	a 1:00	11.3 BIG EDDY	75.4	f 10:25
25 P	f 1:50	7.6 SMITHS FERRY YL	83.0	a 9:55
31 PY	a 2:25	9.7 CABARTON	92.7	f 9:20
15 P	f 3:00	2.8 BELVIDERE	95.5	f 9:11
32	f 3:10	3.7 D CASCADE YL CD	99.2	a 9:00
32 PY	a 4:00	11.8 ARLING	111.0	f 8:00
31	f 4:35	8.4 DONNELLY FY	119.4	a 7:35
33	a 5:00	5.3 NORWOOD	124.7	f 7:22
14	f 5:15	8.1 McCALL YL NE	132.8	7:00AM
32 PWY	A 5:40PM	(132.8)		Daily Except Sunday
	(9.10)	..... Thru Time		(7.35)
	14.5	.... Average speed per hour....		17.5

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS
	459			460
	Mixed Daily Except Sunday			Mixed
STATIONS				
EB 167 PW		DN-R ONTARIO YL ON	0.0	A 4:00PM
WS 167 Y	1:00PM	3.7 CAIRO	3.7	f 3:35
14	f 1:15	3.2 LUKE	6.9	f 3:25
38	f 1:25	3.1 MALLETT	10.0	f 3:15
24	f 1:35	5.5 VALE YL VA	15.5	a 3:00
134 P	a 1:55	8.0 HOPE	23.5	f 2:20
46	f 2:20	11.3 LITTLE VALLEY	34.8	f 1:50
52	f 2:50	7.2 HARPER	42.0	a 1:25
53 P	a 3:15	9.2 NAMORF	51.2	f 12:55
50	f 3:40	11.0 JONESBORO	62.2	f 12:28PM
27	f 4:07	11.4 JUNTURA JN	73.6	a 11:50AM
53 PY	a 4:40	13.0 LONG	86.6	f 11:10
50	f 5:25	6.1 RIVERSIDE	92.7	a 10:50
49 P	a 5:50	10.1 DUNNEAN	102.8	f 10:25
31	f 6:15	7.4 VENATOR	110.2	f 10:05
30 P	f 6:40	7.7 CIRCLE BAR	117.9	f 9:45
30	f 7:00	8.7 CRANE	126.6	a 9:15
31 P	a 7:30	16.9 REDESS	143.5	f 8:32
31	f 8:20	13.3 BURNS YL BR	156.8	8:00AM
23 P WYZ	A 9:00PM	(156.8)		Daily Except Sunday
	(8.00)	..... Thru Time		(8.00)
	19.6	.... Average speed per hour....		19.6

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 31 October 4, 1959	Mile Post	SECOND CLASS
	485			486
	Mixed Daily Except Sunday			Mixed
STATIONS				
163 PW		DN-R WEISER YL SR	0.0	
163 Y		6.0 REBECCA	6.0	
12		13.1 CONCRETE	19.1	
48		12.7 MIDVALE	31.8	
33 P		8.7 CAMBRIDGE RA	40.5	
35 P		9.3 GOODRICH	49.8	
3		6.8 MESA	56.6	
25		3.6 COUNCIL YL CN	60.2	
12		1.4 HOOVER YL	61.6	
59 PY		10.4 GLENDALE	72.0	
7		12.1 RUBICON YL	84.1	
6		5.6 NEW MEADOWS YL	89.7	
43		(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 Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, 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.....(6).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Stoddard Branch			
Don.....	219.6	{43 PX	Both	Little Rock.....	18.9	9	Both
Schiller.....	226.5	72	Both	Westma.....	11.6	9	East
Sand Bank.....	370.9	57 P	Both	Idaho Northern Branch			
Third Subdivision				Maddens.....(7).....			
Hillcrest.....	B-445.1	14 P	Both	Josephson.....(7).....	6.1	6	Both
Mangum.....	476.3	24 P	Both	Amso.....	12.6	12	Both
Apple Valley.....	485.9	26	Both	Bramwell.....(7).....	13.6	12	Both
Arcadia.....	491.7	45 P	Both	Black Canyon.....(7).....	22.2	5	East
Washoe Spur.....	500.9	32	West	Archabal.....(7).....	33.0	5	East
Wood.....	506.2	10	Both	Oregon Eastern Branch			
Feltham.....	512.7	23	Both	Lawen.....(8).....	138.4	3	East
Fourth Subdivision				New Meadows Branch			
Chubbuck.....	138.2	36	Both	Presley.....	11.7	9	Both
Mitchell.....	176.9	17	Both	Diamond.....	26.7	4	West
Red Rock.....(2).....	302.8	25	Both	Tamarack.....	81.9	29	Both
Rock.....	314.6	62 P	Both	CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Dalys.....(2).....	316.4	14 P	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Glen.....(2).....	347.8	8	West	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Maiden Rock.....(2).....	366.0	{12	Both	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Goshen Branch				CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Cnx.....	9.2	11	West	18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
Ammon.....	18.1	30	West	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
Wilkinson.....	21.0	3	West	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Yellowstone Branch				CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
St. Leon.....	3.7	16	East	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Mark.....	22.2	24	Both	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
Jolley.....	27.6	10	Both	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland or beyond.	Omaha or beyond.
Wamar.....	31.5	12	East				
Pineview.....	72.5	5 P	Both				
Teton Valley Branch							
Judkins.....(3).....	22.3	{ 6	East				
Dwight.....(3).....	32.7	6	Both				
Fox Creek.....(3).....	42.3	None	None				
Mackay Branch							
Aiken.....(4).....	3.8	{10	Both				
Rouse.....(4).....	7.6	4	East				
Olsen.....(4).....	16.0	13	East				
Fullmer.....(4).....	18.8	10	East				
Cerro Grande.....(4).....	35.5	None	None				
West Belt Branch							
Coltman.....(5).....	2.8	19 P	East				
Grant.....(5).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....(5).....	35.3	19	West				
East Belt Branch							
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				

- (1) Flag stop for No. 17. (5) Flag stop for No. 492.
 (2) Flag stop for Nos. 35-36. (6) Flag stop for Nos. 441-442.
 (3) Flag stop for Nos. 477-478. (7) Flag stop for Nos. 485-486.
 (4) Flag stop for Nos. 409-410. (8) Flag stop for Nos. 459-460.

CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Sub-division.	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 Sub-division.	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 or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland or beyond.	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 equipment.

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

Designation "Fr't." —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 "Fr't." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr't.		Str.	Psgr.	Fr't.
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			
No. 126, maximum speed.		60	60				30 25 20 15
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30				
Inspection bus cars.		40	40	Jordan spreaders and other machines of spreader type, when in operation.			
Battery motor car 903005.		50		Train handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60	50	25	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines.			20
	50	40	25				
	30	30	15		Trains handling U. P. ore cars Nos. 8000 to 8499, loaded or empty.			45
No. 126, within yard limits.		40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35				
Diesel locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	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
			40				
G.P.9 type Diesel locomotives: Backing up pulling train. Backing up light.	65	65	50	When using No. 20 turn-outs.	40	40	40
			50	When using No. 14 turn-outs.	25	20	20
Diesel freight and road switch locomotives.	65	65	50	When using other cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35				
1800 class Diesel yard locomotives in road service.	50	50	50	On wye tracks.	6	6	6
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	Through tunnels, branch lines.		10	10
			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25
			20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Pgr.	Fr.		Str.	Pgr.	Fr.		Str.	Pgr.	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
al 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	McCammom 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.	Pagr.	Frts.		Str.	Pagr.	Frts.		Str.	Pagr.	Frts.
Pocatello Within platform limits of passenger depot.	6	6	6	Between Mile Posts— Adelalde 285.8 and 286.2.	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Dietrich 316.3 and 315.8 (Eastward).	70	60	50	360.2 and 360.8.	60	50	40
Between Mile Posts— Bannock 237.9 and 239.4.	70	60	50	321.5 and 321.7.	20	20	20	360.8 and 365.9.	70	60	50
Bridge 239.78.	40	30	25	Shoshone Over Greenwood Street.	20	20	20	King Hill 367.4 and 368.3.	70	60	50
Between Mile Posts— 240.0 and 240.3.	40	30	25	Between Mile Posts— 323.2 and 323.9.	70	60	50	369.1 and 371.0.	60	50	40
240.4 and 241.3.	70	60	50	325.0 and 326.6.	70	60	50	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between Mile Posts— 371.1 and 373.2.	45	40	25
Wapl 258.9 and 259.2.	70	60	50	Between Mile Posts— 340.7 and 341.2.	60	50	40	373.2 and 373.8.	20	20	20
Minidoka 272.4 and 273.0.	20	20	20	342.3 and 343.4.	60	50	40	Glenns Ferry			
				Bliss No. 18, to dispatch mail.		40					

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	
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	Payette Between Payette and Weiser, trains handling logs.			30
389.8 and 390.6.	60	50	40	Boise B-448.3 and B-449.1.	50	40	25	Crystal Trains using turn-out east switch Crystal.	15	15	15
Mountain Home Over street crossings.	50	50	50	B-450.5 and B-451.0.	70	60	50	Between Mile Posts— 515.8 and 516.2.	50	40	30
Between Mile Posts— Orchard 428.4 and 429.0.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	523.1 and 526.1.	70	60	50
Kuna 447.5 and 450.8.	60	50	40	Between Mile Posts— Sonna B-467.0 and B-467.8.	40	25	25	526.4 and 528.1.	60	50	40
Nampa 456.6 and 457.2.	20	20	20	Nampa 456.6 and 457.2.	20	20	20	529.7 and 531.8.	70	60	50
Orchard B-423.5 and B-424.0.	60	50	40					Rock Island 533.1 and 535.1.	70	60	50
B-429.1 and B-430.0.	60	50	40					535.9 and 536.9.	60	50	40
								536.9 and 539.0.	40	30	
								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.	70	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	40	237.8 and 238.0.	40	30	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
North 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	40	30
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	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

Kemmerer Branch Maximum speed.	15	Blazon Branch Maximum speed.	15	Grace Branch Maximum speed.	20
Cumberland Branch Maximum speed.	15			Truss Bridge M.P. 5.33.	10
Glencoe Branch Maximum speed.	15	Leefe Spur Maximum speed.	15	Gay Branch Maximum speed.	25
E. J. Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Between M.P. 3.0 and Gay.	15

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.		Pagr.	Frts.
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 Traius, 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, on west leg of wye.	10	10	Boise Branch Between Boise Jet. and Boise Freight.		25
Aberdeen Branch Maximum speed.		25	Rupert, over streets and alleys.	12	12	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Bridge 20.10.	25	25	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, within city limits.	20	20	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, over street crossings.	12	12	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	Between Plaza and M.P. 63, watch for rocks.		25
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
72.9 and 73.2.	35	25	Oakley Branch Maximum speed.		25	Between Smiths Ferry and Cabarton, watch for rocks.		20
74.0 and 74.2.	30	25	Burley, within city limits.		20	M.P. 31.4.		20
85.2 and 85.5.	35	25	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
86.4 and 87.0.	20	15	Wells Branch Maximum speed.		30	Bridge 36.61.		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— 20.25 and 22.0.	15	15	Between Herrell and Melandco.		20	McCall, over street crossings.		10
23.2 and 24.3.	15	15	Wells yard.		15	Wilder Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Ketchum Branch Maximum speed.	40	30	Homedale Branch Maximum speed.		25
Truss bridges.		15	Bellevue, over streets and alleys.	12	12	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
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 Around 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— Crane 140.0 and 145.0.		30	Between Weiser and Concrete. Straight track. On curves.		25 20
37.6 and 37.7, soft spot.		10	Circle Bar 119.0 and 124.0, watch for rocks.		20	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:

Boise Freight.....Yard Telegraph Office
 Boise Freight.....13th Street Yard Office
 Buhl.....Telegraph Office
 Burns.....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
 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
 Wells.....Telegraph Office
 West Yellowstone.....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.		

