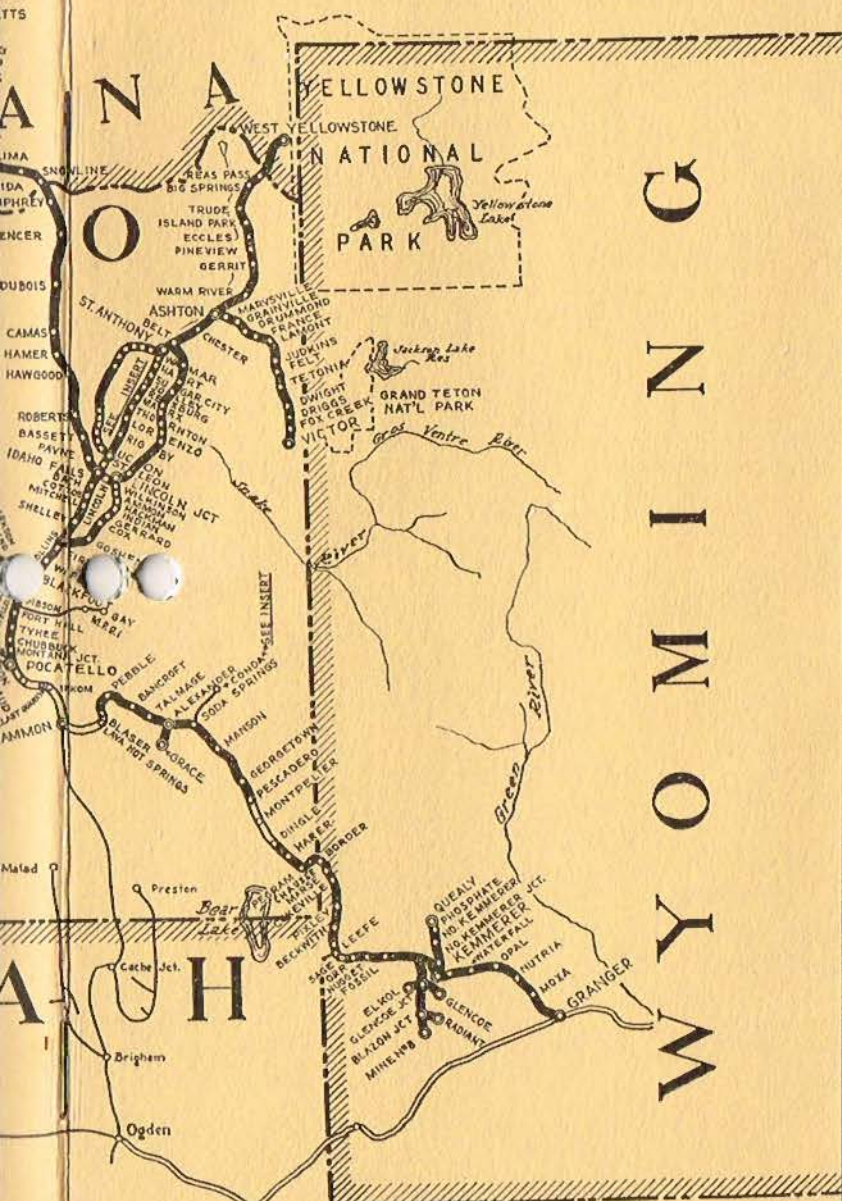


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NORTH WESTERN DISTRICT  
IDAHO DIVISION

CORRECTED TO SEPTEMBER 25, 1960

SCALE OF MILES



# UNION PACIFIC RAILROAD COMPANY

## NORTHWESTERN DISTRICT



### IDAHO DIVISION

# TIME-TABLE

## No. 33

Effective Sunday  
**September 25, 1960**  
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.



**D. F. WENGERT**  
General Manager

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

**H. E. SHUMWAY**  
General Supt. Transportation

**First, Second and Fourth Subdivisions and Branches**

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.  
R. R. Johnson, Assistant Chief Train Dispatcher....Pocatello, Ida.  
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.  
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.	Marion V. Klingler	Surgeon	Gooding, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	R. H. Wright	Surgeon	Hailey, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
J. E. Comstock	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. 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.	Carl D. Lusty	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.
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.
Willis A. Melcher	Surgeon	Ashton, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
J. Wayne Tyler	Oculist	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
William A. Koelsch	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.	L. W. Scott	Surgeon	Ontario, Ore.
W. D. Springer	Surgeon	Boise, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	A. C. Truxal	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	Aldon Tall	Surgeon	Rigby, Ida.
Wm. E. Kane	Surgeon	Butte, Mont.	Arthur F. Dalley	Surgeon	Rupert, Ida.
F. H. Burton	Oculist and Aurist	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
John F. Stecher	Surgeon	Caldwell, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
John A. Edwards	Surgeon	Council, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
D. C. Whitenack	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.
			Robert M. Coats	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.



ESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 33 September 25, 1960	FIRST CLASS				
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
Daily	Daily	Daily	Daily	Daily							
3.45			4.45		0.0	GRANGER		A 9.40		A 10.55	
7.25 7.35			9.55 10.35	12.45	213.9	POCATELLO		A 2.20 5.40 5.30		6.15 5.35	
10.05			2.10	4.00	373.8	GLENN'S FERRY		10.55	2.50	2.20	
11.20			3.55	5.55	448.4	BOISE		9.15	1.35	12.35	
1.20			6.50	9.30	550.1	M.T. HUNTINGTON M.T.		6.30	11.51	10.00	
12.21			6.00	8.50	649.7	P.T. HUNTINGTON P.T.		5.20	10.50	8.50	
2.40			9.00	12.25	723.9	LA GRANDE		2.40	8.30	6.05	
4.45			11.25	3.20	841.3	PENDELTON		12.25	6.16	3.20	
	12.30				941.3	SPOKANE	A 10.00				
5.31	A 4.45		12.45	4.55	755.3	HINKLE	5.40	11.40	5.41	2.20	
7.05			3.10	7.00	855.4	THE DALLES		9.30	4.00	11.55	
A 9.00		9.30	A 5.30	A 9.20	939.5	PORTLAND		7.10	2.15	A 9.15 9.45	
		A 1.30			1122.7	SEATTLE			5.00		
							Daily	Daily	Daily	Daily	
(18.15) 51.5	(4.15) 43.1	(4.00) 45.8	(25.45) 38.5	(21.35) 33.6		..... Thru Time.....	(4.20) 42.9	(18.10) 39.9	(18.25) 51.0	(4.15) 45.4	(24.10) 38.9
						..... Average speed per hour.....					

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 33 September 25, 1960	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	WEST YELLOWSTONE					
				A 7.30	285.8	BUTTE	7.30				
							Daily				
				(8.05) 35.4		..... Thru Time.....	(8.00) 35.7				
						..... Average speed per hour.....					

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

## MILEAGE

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



**WESTWARD**

**FIRST SUBDIVISION**

**Time-Table No. 33**  
September 25, 1960

Car Capacity of Sidings, etc. See Note 6(A), Page 23.	SECOND CLASS				FIRST CLASS			STATIONS	
			279 Time Freight	277 Time Freight		35 Passenger	105 Streamliner Passenger		17 Passenger
			Daily	Daily		Daily	Daily		Daily
144 IPWY							3.45PM	4.45AM	
150 P									
150 P									
150 P								s 5.13	
150 P									
152 PTWZ							f 4.27	s 5.45	
159									
150 P									
150 P									
150 P									
150 PY									
150 P									
150 P									
150 P								s 6.50	
176 P									
150 P									
150 P									
150 P									
27 P									
DPTWYZ							s 5.45	7.30 7.40	
P									
196 P								7.54	
150 P									
150 PY								s 8.17	
150 P									
150 P									
150 P									
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 1.55PM	A 7.25PM	A 9.55AM	

CENTRALIZED TRAFFIC CONTROL

DN-R	<b>GRANGER YL</b>	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	<b>KEMMERER YL</b>	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	<b>MONTPELIER YL</b>	MX
	6.3	
	PESCADERO	
	5.5	
	GEORGETOWN	
	9.3	
	MANSON	
	9.9	
DN	<b>SODA SPRINGS</b>	SD
	5.6	
	<b>ALEXANDER</b>	
	4.6	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.6	
	LAVA HOT SPGS.	
	11.2	
DN	<b>McCAMMON</b>	MC
	10.7	
	INKOM	
	12.0	
DN-R	<b>POCATELLO YL</b>	H-CA
	12.0	

TWO MAIN TRACKS

TWO MAIN TRACKS

(213.9)

(0.40)	(1.00)	(0.30)	(3.40)	(5.10)
34.0	22.7	45.4	58.3	41.4

..... 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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 33

September 25, 1960

Mile Post

FIRST CLASS

SECOND CLASS

36  
Passenger

106  
Streamliner  
Passenger

18  
Passenger

280  
Time  
Freight

278  
Stock  
Special

STATIONS

STATIONS	Mile Post	36 Passenger	106 Streamliner Passenger	18 Passenger	280 Time Freight	278 Stock Special
DN-R GRANGER YL GN	0.0		A 9.40AM	As 10.55PM		
7.7 MOXA	7.7					
7.7 NUTRIA	15.4					
D 9.1 OPAL OW	24.5			f 10.30		
9.1 WATERFALL	33.6					
6.1						
DN 8.3 KEMMERER YL AV	39.7		f 8.50	s 10.10		
5.0 FOSSIL	48.0					
5.0 NUGGET	53.0					
6.6 ORR	59.6					
5.2 LEEFE	64.8					
6.5 BECKWITH	71.3					
6.1 PIXLEY	77.4					
DN 6.1 COKEVILLE CK	83.5			s 9.10		
4.7 MARSE	88.2					
6.3 CHAUSSE	94.5					
8.4 HARER	102.9					
5.1 DINGLE	108.0					
7.0						
DN-R 6.3 MONTPELIER YL MX	115.0		s 7.25	8.30 8.20		
5.5 PESCADERO	121.3					
9.3 GEORGETOWN	126.8			8.03		
9.9 MANSON	136.1					
DN 5.6 SODA SPRINGS SD	146.0			s 7.43		
4.6 ALEXANDER	151.6					
5.6 TALMAGE	156.2					
D 8.5 BANCROFT BN	161.8			f 7.20		
7.1 PEBBLE	170.3					
2.6 BLASER	177.4					
11.2 LAVA HOT SPGS.	180.0			f 7.00		
DN 10.7 McCAMMON MC	191.2	As 3.30AM		f 6.45	12.40AM	A 2.00PM
12.0 INKOM	201.9					
DN-R 213.9 FOCATELLO YL H-CA PO	213.9	3.00AM Daily	5.40AM Daily	6.15PM Daily	12.01AM Daily	1.15PM Daily

CENTRAL TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

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

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



**WESTWARD**

**SECOND SUBDIVISION**

**FIRST CLASS**

**Time-Table No. 33**  
September 25, 1960

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

	105	17	49	11	35
	Streamliner Passenger	Passenger	Mixed	Mail and Express	Passenger
	Daily	Daily	Daily	Daily	Daily

**STATIONS**

DPTWYZ					7.35PM	10.35AM	4.00AM	12.45AM	12.25AM
P									At 2.30AM
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					8.25	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 9.11	s 12.45PM		s 2.40	
170 P									
170 60 P						s 1.10		s 3.00	
170 P									
118 120 PY						s 1.23		s 3.15	
CS 120 P WS 99									
CS 170 P								f 3.35	
DPTWY					As 10.05PM	A 2.00PM		A 3.50AM	

CENTRALIZED TRAFFIC CONTROL	BLOCK SIGNALS	DNR	H-CA	TWO MAIN TRACKS	
		POCATELLO YL	PO		
			2.4		
		POCATELLO JCT. YL			
			8.0		
		MICHAUD	5.8		
		BANNOCK	8.4		
		DN AMERICAN FALLS	3.8		AF
		BORAH	7.8		
		QUIGLEY	5.9		
		WAPI	3.8		
		DEWOFF	7.5		
		HAWLEY	5.1		
		DN	MINIDOKA		RT
			3.8		
	MAX				
	8.1				
	ADELAIDE				
	4.7				
	KIMAMA				
	6.7				
	SENER				
	7.8				
	OWINZA				
	5.8				
	BESLEN				
	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			

(150.0)

(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. 33**

September 25, 1960

BLOCK SIGNALS	DN-R	<b>POCATELLO YL</b>	H-CA PO	TWO MAIN TRACKS
		POCATELLO JCT. YL		
CENTRALIZED TRAFFIC CONTROL		MICHAUD		
		BANNOCK		
	DN	AMERICAN FALLS	AF	
		BORAH		
		QUIGLEY		
		WAPI		
		DEWOFF		
		HAWLEY		
	DN	MINIDOKA	RT	
		MAX		
		ADELAIDE		
		KIMAMA		
		SENER		
		OWINZA		
		BESSLEN		
		DIETRICH		
	DN	SHOSHONE	X	DOUBLE TRACK
		TUNUPA		
	DN	GOODING	GD	
		FULLER		
	BLISS			
	TICESKA			
	KING HILL			
DN-R	GLENN'S FERRY YL	GF	DOUBLE TRACK	

Mile Post	FIRST CLASS						SECOND CLASS		
	36	106	18	50	12			126	
	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express			Time Freight	
213.9	A 2:30AM	A 5:30AM	A 5:35PM	A 10:30PM	A 2:20AM			A 3:30PM	
216.3	2:20AM								
224.3				f 9:47					
230.1									
238.5			s 4:55	s 9:30	f 1:30				
242.3									
250.1									
256.0				f 9:10					
259.8									
267.3									
272.4		4:25	s 4:20	8:50PM	f 12:55				
276.2									
284.3									
289.0					f 12:35				
296.7									
303.5									
309.3									
313.9									
321.8		s 3:42	s 3:30		s 12:05AM				
330.8									
337.5			s 3:07		s 11:40PM				
344.2									
350.5					s 11:23				
357.3									
367.1					f 11:04				
373.8		2:50AM	2:20PM		10:55PM			11:15AM	
(159.9)								Daily Except Sunday and Monday	

.....Thru Time.....	(0.10)	(2.40)	(3.15)	(1.40)	(3.25)		(4.15)
.....Average speed per hour.....	14.4	59.9	49.2	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**

**FIRST CLASS**

**FIRST CLASS**

**SECOND CLASS**

**Time-Table No. 33**  
**September 25, 1960**

Mile Post

**STATIONS**

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	FIRST CLASS			STATIONS	Mile Post	FIRST CLASS			SECOND CLASS
	105 Streamliner Passenger Daily	17 Passenger Daily	11 Mail and Express Daily			18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
DPTWY	10.05PM	2.10PM	4.00AM	DN-R GLENNS FERRY YL GF	373.8	A 2.10PM	A 10.45PM	As 2.50AM	A 1.00AM
CS 164 P			f 4.11	8.9 HAMMETT	382.7				
CS 170 P				10.6 REVERSE	393.3				
163 PY	10.36	s 2.50	s 4.37	8.3 MOUNTAIN HOME MZ	401.6	s 1.30	s 10.05	2.18	
163 P				5.9 SEBREE	407.6				
163 P				5.2 CLEFT	412.7				
185 P			f 4.55	10.3 ORCHARD	423.0		s 9.45		
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 BLACK'S CREEK	B-435.9				
69 PY	s 11.20	3.45 3.55	5.30 5.55	12.9 DN BOISE YL BG	B-448.4	12.35 12.30	9.15 9.05	s 1.35	VIA KUNA
P				2.3 BOISE JCT.	B-450.7				
31 P				0.7 PERKINS	B-451.4				
29 P				3.2 BEATTY	B-454.6				
117 P		f 4.06	s 6.10	2.7 D MERIDIAN MD	B-457.3	12.17	s 8.47		
22 P				3.4 SONNA	B-460.7				
DPTWYZ	s 11.43	4.25 4.35	6.30 6.50	7.2 DN-R NAMPA YL AU-Q	456.6	12.05PM 11.55AM	8.35 8.25	s 1.10	9.00 8.30
55 P				4.2 MOSS	460.8				
163 P	11.55PM	s 4.55	s 7.10	4.8 DN CALDWELL YL CW	465.6	s 11.40	s 8.10	12.58	
122 P				3.6 ENROSE	469.2				
163 P		s 5.03	s 7.22	3.3 NOTUS	472.5	f 11.28	f 7.57		
163 P		s 5.16	s 7.35	8.3 DN PARMA MA	480.8	s 11.20			
173 PY	12.17AM	s 5.28	s 7.47	7.6 DN NYSSA SY	488.4	s 11.10	s 7.42	12.38	
167 PWY	12.30	s 5.44	s 8.10	10.3 DN ONTARIO ON	498.7	s 10.55	s 7.29	12.30	
155 PY		s 5.54	s 8.20	3.8 DN PAYETTE AY	502.5	s 10.43	s 7.17		
163 P				6.8 CRYSTAL	509.3				
163 PWY	12.48	s 6.13	s 8.45	6.6 DN WEISER SR	515.9	s 10.30	s 7.03	12.13AM	
155 P				9.8 COBB	525.7				
163 P				7.1 ROCK ISLAND	532.8				
DPTWYZ	A 1.20AM	A 6.50PM	A 9.30AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.30PM	11.51PM	6.25AM
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday
				VIA BOISE (176.3)					

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

(3.15)	(4.40)	(5.30)	..... Thru Time .....	(4.10)	(4.15)	(2.59)	(4.35)
54.3	37.7	32.1	..... Average speed per hour .....	42.3	41.5	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 Seating, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 33 September 25, 1960	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	TYHIE	140.4	2.10			7.05
150 P		1.44		12.45	D FORT HALL FH	145.7	f 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	s 1.50			6.34
72 P		2.10		1.07	WAPELLO	164.0	1.42			6.19
123 P		2.18		1.13	D FIRTH FR	169.4	f 1.36			6.09
105 P		2.28		1.20	DN SHELLEY SY	175.5	s 1.29			5.59
71 P		2.34		1.24 <sup>36</sup>	COTTON	179.3	1.24 <sup>35</sup>			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 AK	184.5	1.13 1.03			5.40
51 P		3.20		1.52	PAYNE	191.2	f 12.52			5.08
54 P		3.28		1.58	BASSETT	196.5	f 12.46			4.58
54 P		3.37		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		2.24	HAMER	217.5	s 12.22			4.18
50 P		4.14		2.31	CAMAS	223.1	s 12.16			4.08
51 106 PWY		4.50		2.45	DN DUBOIS YL BO	234.9	s 12.03AM			3.43
57 P		5.20		3.07 <sup>278</sup>	D SPENCER RC	248.5	s 11.42PM			3.07 <sup>35</sup>
150 P		5.46		3.24	HUMPHREY	258.0	s 11.24			2.20
61 PY		6.05		3.36	D MONIDA YL MO	264.7	s 11.14			2.00
P		6.22		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		4.24	D DELL DE	288.0	s 10.28			12.08AM
48 P		8.05		4.32	KIDD	294.0	f 10.19			11.55PM
78 P		8.30		4.54	D ARMSTEAD AD	307.0	s 10.03			11.28
48 P		8.45		5.03	GRAYLING	312.9	f 9.51			11.15
64 P		9.00		5.13	BARRATTS	320.4	f 9.40			11.00
150 P		9.30 <sup>36</sup>		5.27	DN DILLON YL DN	328.0	s 9.30 <sup>277</sup>			10.45
36 P		9.55		5.36	BOND	334.4	f 9.16			10.28
45 P		10.16 <sup>278</sup>		5.43	APEX	340.3	f 9.09			10.16 <sup>277</sup>
47 PY		10.40		5.59	NAVY	348.7	f 8.53			9.45
61 P		11.10		6.13	MELROSE	358.9	s 8.38			9.23
37 P		11.30		6.24	QUINN	364.9	f 8.27			9.06
39 P		11.45		6.35	D DIVIDE J	370.1	s 8.17			8.53
65 P		11.55PM		6.42	WOODIN	374.3	f 8.09			8.42
17 P		12.15AM		6.53	FEEELY	380.7	f 8.00			8.27
50 P		12.26		7.01	BUXTON	384.6	f 7.53			8.15
PY	A 1.00AM			7.15AM	DN-R SILVER BOW YL SB	390.0	s 7.45PM			8.00PM

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

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

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

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

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

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



**WESTWARD CUMBERLAND BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 33		Mile Post
	September 25, 1960		
	STATIONS		
152 PTWZ	DN-R	KEMMERER YL AV	0.0
		4.8	
53		GLENCOE JCT. YL	4.8
		4.5	
		BLAZON JCT.	9.3
		3.7	
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. 33		Mile Post
	September 25, 1960		
	STATIONS		
53		GLENCOE JCT. YL	0.0
		3.9	
		ELKOL	3.9
		(3.9)	

**WESTWARD CONDA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 33		Mile Post
	September 25, 1960		
	STATIONS		
150 PY	DN	SODA SPRINGS YL SD	0.0
		1.8	
80		MONSANTO YL (Spur)	1.8
		1.0	
6		FORMATION (Spur)	2.8
		2.8	
6		PANTING	5.6
		1.4	
19 Y		CONDA	7.0
		(7.0)	

**WESTWARD GRACE BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 33		Mile Post
	September 25, 1960		
	STATIONS		
150 P		ALEXANDER YL	0.0
		6.0	
16 P	D	GRACE GA	6.0
		(6.0)	

**WESTWARD GAY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 33		Mile Post
	September 25, 1960		
	STATIONS		
150 P	D	FORT HALL FH	0.0
		9.1	
32		M.P. 9.1	9.1
		11.7	
132 YZ		GAY	20.8
		(20.8)	

**WESTWARD GOSHEN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 33		Mile Post
	September 25, 1960		
	STATIONS		
123 P	D	FIRTH FR	0.0
		5.2	
19		GOSHEN	5.2
		5.8	
22		GERRARD	11.0
		1.8	
11		INDIAN	12.8
		2.8	
14		HACKMAN	15.6
		6.4	
P		LINCOLN JCT.	22.0
		(22.0)	

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



**WESTWARD**

**YELLOWSTONE BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS				Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS				
	491		477				492		478		
	Local Freight	Mixed	Local Freight	Mixed			Local Freight	Mixed	Local Freight	Mixed	
DPTWYZ											
			7.55AM	6.00AM	DN-R IDAHO FALLS YL AK	0.0	A 2.00PM	A 4.40PM			
17 PY			A 8.05AM	6.10	3.0 ORVIN YL	3.0	1.50	4.25			
60 P				s 6.23	4.6 UCON UN	7.6	1.40PM	s 4.15			
54 P				s 6.42	6.2 RIGBY RG	13.8	Via West Belt Branch	s 4.00			
36 P				f 6.50	4.3 LORENZO	18.1		f 3.45			
25				f 6.57	2.6 THORNTON	20.7		f 3.35			
67 P				s 7.10	5.3 REXBURG RX	26.0		s 3.20			
51 P				s 7.20	3.8 SUGAR CITY SC	29.8		s 3.10			
36 PY					1.1 HART	30.9					
110 PWY				s 7.35	5.9 D ST. ANTHONY YL SH	36.8	A 10.50AM	s 2.55			
P					1.5 BELT YL	38.3	10.40AM				
43 P				f 7.50	4.5 CHESTER	42.8		f 2.40			
46 PWY				A 8.10AM	8.2 DN-R ASHTON YL HN	51.0		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					
PY					5.3 BIG SPRINGS	90.7					
P					6.5 REAS PASS	97.2					
29 PWY					9.9 D-R WEST YELLOWSTONE YL WS	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. 33 September 25, 1960	Mile Post	SECOND CLASS				
	477		478				478		478		
	Local Freight	Mixed	Local Freight	Mixed			Local Freight	Mixed	Local Freight	Mixed	
DPTWYZ											
46 PWY			8.30AM		DN-R ASHTON YL HN	0.0	A 1.55PM				
19			f 8.40		1.8 MARYSVILLE YL	1.8	f 1.47				
33			f 8.55		4.2 GRAINVILLE	6.0	f 1.33				
22 P			s 9.10		2.6 DRUMMOND	8.6	s 1.22				
12			f 9.25		4.2 FRANCE	12.8	f 1.08				
33 P			f 9.35		3.0 LAMONT	15.8	f 12.58				
21			f 10.08		10.5 FELT	26.3	f 12.25				
22 PWY			s 10.23		4.0 D TETONIA NA	30.3	s 12.09PM				
31 P			s 10.42		6.9 D DRIGGS DI	37.2	s 11.50AM				
19 PWY			A 1.05AM		8.4 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. 33 September 25, 1960	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS		Mile Post			
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Local Freight	492 Local Freight								
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday								
STATIONS			STATIONS			STATIONS			STATIONS			STATIONS					
77 PWY	12.30PM	8.00AM	DN-R	0.0	BLACKFOOT YL	BF	A	4.35PM	A	6.00PM	17 PY		8.05AM	ORVIN YL	0.0		
7	f	8.06		2.1	COLLINS YL		f	4.28			22		8.15	LINCOLN YL	2.3		
	f	8.12		4.3	CLARKSON		f	4.22	f	5.40	P			LINCOLN JCT. YL	3.1		
31	f	8.17		5.7	MORELAND		f	4.17	f	5.35	46 P		8.27	IONA	5.7		
P	A	12.50PM		7.1	ABERDEEN JCT. YL		f	4.13		5.25PM	21 P		9.05	RIRIE	10.4		
33 P		f	8.54	20.1	TABER		f	3.40			11 P		9.18	BYRNE	21.4		
35 PY		f	9.45	39.7	SCOVILLE		f	2.50			11 P		9.30	JENSON	25.6		
37 PY		s	10.35	59.1	ARCO YL	RO	s	2.00			23 P		9.40	WALKER	28.2		
21 P		f	10.57	66.7	MOORE		f	1.28			40 P		9.52	PARKINSON	32.4		
10		f	11.15	72.6	DARLINGTON		f	1.10			11 P		9.58	MOODY	34.3		
5		f	11.30	77.3	LESLIE		f	12.55			12 P		10.20	NEWDALE	38.1		
68 PY	A	1.55AM	D-R	85.3	MACKAY YL	MY		12.30PM			P		A	10.40AM	BELT YL	44.4	
					(85.3)			Daily Except Sunday		Daily Except Sunday					(44.4)		
	(0.20) 21.0	(3.55) 21.7	..... Thru Time .....		(4.05) 20.9			(0.35) 12.2					(2.35) 17.2	..... Thru Time .....		..... Average speed per hour .....	

WESTWARD			ABERDEEN BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	
	421 Mixed	422 Mixed			421 Mixed	422 Mixed			
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday			
STATIONS			STATIONS			STATIONS			
P	12.50PM		ABERDEEN JCT. YL	0.0		A	5.25PM		
32	f	1.03	ROCKFORD	4.3		f	5.10		
17	f	1.08	LIBERTY	5.9		f	5.00		
32 P	f	1.28	PINGREE	10.2		f	4.38		
31 P	f	1.48	SPRINGFIELD	16.5		f	4.20		
17 P	f	2.05	STERLING	19.7		f	4.05		
8			FINGAL	26.0					
37 PY	A	2.40PM	D	28.2	ABERDEEN YL	BN		3.30PM	
					(28.2)			Daily Except Sunday	
	(1.50) 15.4	..... Thru Time .....		(1.55) 14.7				..... Average speed per hour .....	

WESTWARD			WEST BELT BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	
	421 Mixed	422 Mixed			491 Local Freight	492 Local Freight			
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday			
STATIONS			STATIONS			STATIONS			
60 P			D-R	0.0	UCON	UN	A	1.40PM	
22 P				8.8	LEWISVILLE			1.10	
50 P			D	10.5	MENAN	MN		1.00	
51 P				25.0	PLANO			12.12	
18				26.7	EDMONDS			12.05PM	
11 P				29.3	EGIN			11.56AM	
32				31.6	HEMAN			11.46	
19 P				33.5	PARKER			11.40	
110 PWY			D-R	38.7	ST. ANTHONY YL	SH		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. 33 September 25, 1960	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
125 269	PWY	11.45PM	12.20PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM		A1 1.00AM	A10.30PM
							3.2 ACEQUIA		8.2	f 8.28		10.35	10.05
73	P	12.01AM	12.35		f 5.43		5.3 RUPERT YL	MS	13.5	s 8.20		10.20	9.50
196	DPWY	12.16	12.50		s 6.10	DN	2.9 SCHOW		16.4				
15							3.2 HEYBURN		19.6	f 8.07		10.05	9.35
32	P	12.27	1.01		f 6.18		2.1 BURLEY YL	BU	21.7	s 8.03		10.00	9.30
59 63	PWY	12.40	1.15		s 6.35	DN	4.1 STARRH'S FERRY		25.8	f 7.55		9.45	9.15
76	P	1.02	1.37		f 6.42		7.7 MILNER		33.5	f 7.44		9.30	9.00
58	P	1.15	1.50		f 6.54		2.0 PARSONS		35.5	f 7.41			
16	P				f 6.57		5.9 MURTAUGH	MU	41.4	s 7.32		9.15	8.45
71	P	1.30	2.05		s 7.07	D	3.7 BICKEL		46.1	7.24		9.05	8.35
53	P	1.40	2.15		7.13		3.9 BILLS		49.0				
23							0.7 HANSEN	NS	49.7	s 7.17		8.55	8.25
41	P	1.55	2.30		s 7.20	D	3.6 KIMBERLY	KY	53.3	s 7.10		8.45	8.15
60	P	2.08	2.43		s 7.27	D	3.1 McMILLAN YL		56.4				
31	P				7.35		2.5 TWIN FALLS YL	NA	58.9	7.00 6.45		8.30AM	8.00PM
	DPWYZ	A 3.00AM	A 4.00PM		8.10 8.20	DN-R	4.4 CURRY		63.3	f 6.35			
42					f 8.27		2.6 FILER	FR	65.9	s 6.30			
	P				s 8.32	D	2.6 PEAVEY		68.5	f 6.25			
					f 8.36		2.8 CEDAR		71.3	f 6.20			
41					f 8.40		2.5 BUHL YL	BO	73.8	6.15PM			
	PY				A 8.45AM	DN-R	(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	
Time-Table No. 33 September 25, 1960					
					Mile Post
STATIONS					
59 63	PWY	DN-R	BURLEY YL	BU	0.0
			4.3 BEETVILLE		4.3
28			0.9 PELLA		5.2
23			3.1 NORTH KENYON		8.3
30			1.3 KENYON		9.6
9			3.9 CHURCHILL		13.5
11			2.8 TROUT		16.3
23			1.5 MARION		17.8
60			1.6 WARR		19.4
25			2.4 OAKLEY	OA	21.8
20		D			
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Time-Table No. 33 September 25, 1960					
					Mile Post
STATIONS					
59 63	PWY	DN-R	BURLEY YL	BU	0.0
			3.1 UNITY		3.1
34			0.9 ELCOCK		4.0
28			0.7 EVANS (Spur)		4.7
15			1.3 SPRINGDALE		6.0
22			1.5 HATCH		7.5
25			1.6 DECLO		9.1
16			(9.1)		

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



WESTWARD		WELLS BRANCH			EASTWARD		WESTWARD NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 33			Mile Post	SECOND CLASS	Time-Table No. 33			Mile Post	
	439	September 25, 1960				440	September 25, 1960				
	Mixed	STATIONS				Mixed	STATIONS				
	Daily										
DPWYZ	8:00PM	DN-R	TWIN FALLS YL	NA	0.0	A 7:00AM	196 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		19.4	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		60.1	f 5:08	22 P	D	4.2 HAZELTON	AZ	24.0
34 P	f 10:09		6.0 DELAPLAIN		66.1	s 4:53	28		2.9 BLACK		26.9
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		102.6	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. 33			Mile Post	SECOND CLASS	Time-Table No. 33			Mile Post	
	441	September 25, 1960				442	September 25, 1960				
	Mixed	STATIONS				Mixed	STATIONS				
	Monday Wednesday Friday										
WS 121-115 ES 111-130 DPWY	6:00AM	DN-R	SHOSHONE YL	X	0.0	A 12:45PM	39 PY	D	4.5 RICHFIELD YL	FK	0.0
39 PY	s 6:35	D	15.3 RICHFIELD YL	FK	15.3	s 12:05PM	10		4.0 RAWSON		4.5
29	f 6:50		6.4 PAGARI		21.7	f 11:45AM	12		4.0 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		5.0 RANDE		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 BARTE		60.0	f 9:52	50 Y		6.1 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.



WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 33 September 25, 1960		Mile Post	
		STATIONS			
134 P		D-R	VALE YL VA	0.0	
			11.4 LANCASTER (Spur)	11.4	
20			5.9 JAMIESON	17.3	
29			6.0 BROGAN YL	23.3	
31 P			(23.3)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 33 September 25, 1960		Mile Post	
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
			8.1 OVERSTREET	8.1	
40			2.5 ADRIAN	10.6	
20			6.3 NAPTON	16.9	
32			7.5 D HOMEDALE YL HR	24.4	
62 P			6.6 CLAYTONIA	31.0	
19			2.1 D-R MARSING YL MR	33.1	
19 PY			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS 483 Local Freight Daily Except Sunday	Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS 484 Local Freight
		STATIONS			
155 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
			3.9 EIFFIE	3.9	2.30
			1.2 FRUITLAND FU	5.1	2.25
P	6.30	D	1.7 BUCKINGHAM	6.8	2.06
19	6.40		4.3 NEW PLYMOUTH NP	11.1	1.55
30 P	7.00	D	10.5 LETHA	21.6	1.23
11	7.27		8.1 D-R EMMETT YL MF	29.7	1.00PM
96 PWY	A 7.50AM		(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. 33 September 25, 1960		Mile Post	
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
			2.5 SIMPLOT YL	2.5	
40			1.2 WEITZ YL	3.7	
21			1.4 DOLES YL	5.1	
26			1.9 GREENLEAF (Spur)	7.0	
9			2.7 ALLENDALE	9.7	
13			1.8 D WILDER YL WR	11.5	
43			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 33 September 25, 1960		Mile Post	
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
			4.4 DEAL	4.4	
17			4.5 BOWMONT	8.9	
44			5.7 MELBA	14.6	
28			2.5 STODDARD	17.1	
54			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. 33 September 25, 1960		Mile Post	
		STATIONS			
P			BOISE JCT. YL	0.0	
			1.1 FAIR GROUNDS YL	1.1	
22			2.1 D-R BOISE FREIGHT YL BE	3.2	
PTWZ			1.8 PENITENTIARY SPUR YL	5.0	
10			1.3 VERNON YL (Spur)	6.3	
10			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. 33 September 25, 1960	Mile Post	SECOND CLASS	
	485 Mixed				486 Mixed	
	Daily Except Sunday				STATIONS	
DPWYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A	2.00PM
49	f 8.40		FISCHER YL	2.4		1.50
14	s 9.00		MIDDLETON	9.3	s	1.35
15	f 9.20		JENNESS	18.9	f	1.15
96 PWY	s 10.20	D-R	EMMETT YL MF	27.0	s	12.50
42	f 10.33		PLAZA	31.8	f	12.32
43 P	s 11.04		MONTOUR	41.1	s	12.01PM
32 P	s 11.35 <sup>480</sup>	D	HORSESHOE BEND HB	49.7	s	11.35AM <sup>485</sup>
32	f 11.49AM		GARDENA	55.1	f	11.17
35 P	s 12.24PM		BANKS YL	64.1	s	10.53
25 P	f 1.10		BIG EDDY	75.4	f	10.07
31 PY	s 1.43		SMITHS FERRY YL	83.0	s	9.35
15 P	f 2.14		CABARTON	92.7	f	9.01
32	f 2.22		BELVIDERE	95.5	f	8.54
32 PY	s 2.55	D	CASCADE YL CD	99.2	s	8.45
31	f 3.32		ARLING	111.0	f	7.51
33	s 3.53	D	DONNELLY FY	119.4	s	7.32
14	f 4.06		NORWOOD	124.7	f	7.20
32 PWY	A 4.30PM	D-R	McCALL YL NE	132.8		7.00AM
			(132.8)			Daily Except Sunday

(8.00) ..... Thru Time..... (7.00)  
15.6 ..... Average speed per hour.... 19.0

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 33 September 25, 1960	Mile Post	SECOND CLASS	
	459 Local Freight				460 Local Freight	
	Daily Except Sunday				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 <sup>460</sup>		HARPER	42.0		1.20 <sup>459</sup>
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) ..... Thru Time..... (8.00)  
19.0 ..... 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. 33 September 25, 1960	Mile Post	SECOND CLASS	
	485 Mixed				486 Mixed	
	Daily Except Sunday				STATIONS	
163 DPWY		DN-R	WEISER YL SR	0.0		
12			REBECCA	6.0		
48 P			CONCRETE	19.1		
23 P			MIDVALE	31.8		
35 P		D	CAMBRIDGE RA	40.5		
3 P			GOODRICH	49.8		
26 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)			Daily Except Sunday

**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
<b>First Subdivision</b>				<b>Oakley Branch</b>			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	<b>Ketchum Branch</b>			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....(7).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	<b>Payette Branch</b>			
<b>Second Subdivision</b>				Little Rock.....			
Don.....	219.6	{43 PX 72	Both	18.9	9	Both	
Schiller.....	226.5	57 P	Both	<b>Stoddard Branch</b>			
Sand Bank.....	370.9	42 PX	Both	Westma.....	11.6	9	East
<b>Third Subdivision</b>				<b>Idaho Northern Branch</b>			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(8).....	6.1	6	Both
Mangum.....	476.3	24 P	Both	Josephson.....(8).....	12.6	12	Both
Apple Valley.....	485.9	26 P	Both	Amsco.....	13.6	12	Both
Arcadia.....	491.7	45 P	Both	Bramwell.....(8).....	22.2	5	East
Washoe Spur.....	500.9	32 P	West	Black Canyon... (8).....	33.0	5	East
Wood.....	506.2	10 P	Both	Archabal.....(8).....	127.4	9	Both
Feltham.....	512.7	23 P	Both	<b>Oregon Eastern Branch</b>			
Wix.....	514.3	14 P	West	Lawen.....	138.4	3	East
<b>Fourth Subdivision</b>				<b>New Meadows Branch</b>			
Chubbuck.....	138.2	36	Both	Presley.....	11.7	9	Both
Mitchell.....	176.9	17	Both	Diamond.....	26.7	4 P	West
Red Rock.....(2)(3).....	302.8	25	Both	Tamarack.....	81.9	29 P	Both
Rock.....	314.6	62 P	Both	(1) Flag stop for No. 17. (6) Flag stop for Nos. 409-410.			
Dalys.....(2)(3).....	316.4	14 P	Both	(2) Flag stop for No. 35. (7) Flag stop for Nos. 441-442.			
Glen.....(2)(4).....	347.8	8	West	(3) Flag stop for No. 36. (8) Flag stop for Nos. 485-486.			
Maiden Rock... (2)(3).....	366.0	{12 12	Both	(4) Regular stop for No. 36.			
<b>Goshen Branch</b>				(5) Flag stop for Nos. 477-478.			
Box.....	9.2	11	West	<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP</b>			
Ammon.....	18.1	30	West	<b>REVENUE PASSENGERS</b>			
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Mark.....	22.2	24	Both	17	Any station First Sub-	Green River or	Pocatello or beyond.
Jolley.....	27.6	10	Both	17	division.	beyond.	
Wamar.....	31.5	12	East	17	Any station Second	Ogden, Pocatello or	Huntington or
<b>Teton Valley Branch</b>				18	and Third Subdivi-	beyond.	beyond.
Judkins.....(5).....	22.3	{6 6	East	18	sions.		
Dwight.....(5).....	32.7	None	Both	18	Any station First Sub-	Pocatello or beyond.	Green River or
Fox Creek.....(5).....	42.3	12	Both	18	division.		beyond.
<b>Mackay Branch</b>				18	Any station Second	Huntington or	Pocatello, Ogden or
Aiken.....(6).....	3.8	{10 10	Both	18	and Third Subdivi-	beyond.	beyond.
Rouse.....(6).....	7.6	4	East	35	sions.		
Olsen.....(6).....	16.0	13	East	35	Inkom.	McCammon or	Pocatello or
Fullmer.....(6).....	18.8	10	East	35		beyond.	beyond.
<b>West Belt Branch</b>				36	Inkom.	Pocatello or	McCammon or
Coltman.....	2.8	19 P	East	36		beyond.	beyond.
Grant.....	4.8	18 P	East	105	Minidoka,	Omaha, Denver or	Portland, Spokane
Barlow.....	7.0	17	East	105	Mountain Home,	beyond.	or beyond.
Midway.....	9.4	{31 19	Both	105	Caldwell, Nyssa,		
Pyke.....	35.3	5	West	105	Ontario, Weiser.		
<b>East Belt Branch</b>				106	Weiser, Ontario,	Portland, Spokane	Denver, Omaha
Gale Spur.....	27.5	10	East	106	Nyssa, Caldwell,	or beyond.	or beyond.
<b>North Side Branch</b>				106	Mountain Home,		
Travers.....	3.5	18	Both	106	Minidoka.		
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	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	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
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60	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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)			25
Battery motor car 903005.		50		Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling U. P. ore cars Nos. 8000 to 8499 or 26000 to 26499, loaded or empty.			45
When using No. 20 turn-outs.	40	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
When using No. 14 turn-outs.	25	25	20	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
When using other cross-overs or turn-outs.	15	15	15	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
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	On wye tracks.	6	6	6
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	Through tunnels, branch lines.		10	10
No. 126, within yard limits.		40	40				
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65 65	65 65					
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	35 50				
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				



FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	79	50	<b>Cokeville</b> Over streets and alleys.	30	30	30	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	50	40
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	35	25	Between Mile Posts— 87.4 and 87.7.	60	50	40	<b>Bancroft</b> 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
<b>Moxa</b> 12.1 and 12.3.	70	60	50	<b>Chausse</b> 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
<b>Nutria</b> 16.1 and 16.4.	70	60	50	99.5 and 99.7.	70	60	50	<b>Pebble</b> 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	<b>Blaser</b> 177.4 and 178.5.	60	50	40
<b>Coal</b> 28.7 and 29.6.	70	60	50	<b>Montpelier</b> 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	<b>Lava Hot Springs</b> 180.1 and 181.7.	70	60	50
<b>Waterfall</b> 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	<b>Georgetown</b> 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
<b>Nugget</b> 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	<b>McCannon</b> 192.0 and 192.6.	60	50	40
<b>Orr</b> 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	<b>Manson</b> 138.6 and 139.3.	60	50	40	197.7 and 200.3.	70	60	50
65.5 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	<b>Inkom</b> 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
				<b>Soda Springs</b> Over streets and alleys.	30	30	30	<b>Pocatello</b> Within platform limits of pas- senger depot.	6	6	6
				Between Mile Posts— 148.0 and 148.3.	70	60	50				



**SECOND SUBDIVISION**

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

**THIRD SUBDIVISION**

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	Between Mile Posts— B-431.0 and B-433.8. B-433.9 and B-434.3.	70	60	50	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between Mile Posts— 373.8 and 374.5. 376.5 and 377.6. 378.6 and 379.3. 384.0 and Reverse. 385.6 and 387.0. 389.8 and 390.6.	20	20	20	<b>Black's Creek</b> B-435.8 and B-436.1. B-438.5 and B-438.8. B-439.4 and B-440.4. B-440.4 and B-446.1.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
<b>Mountain Home</b> Over street crossings.	50	50	50	<b>Boise</b> B-448.3 and B-449.1. B-450.5 and B-451.0.	50	40	25	<b>Parma</b> No. 12, to dispatch mail.		50	
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between Mile Posts— 482.8 and 483.0. 484.5 and 485.0.	70	60	50
<b>Kuna</b> 447.5 and 450.8.	60	50	40	Between Mile Posts— <b>Sonna</b> B-467.0 and B-467.8.	40	25	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.			30
<b>Nampa</b> 456.6 and 457.2.	20	20	20	<b>Nampa</b> 456.6 and 457.2.	20	20	20	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15	15
<b>Orchard</b> B-423.5 and B-424.0. B-429.1 and B-430.0.	60	50	40					Between Mile Posts— 515.8 and 516.2. 523.1 and 526.1. 526.4 and 528.1. 529.7 and 531.8.	50	40	30
								535.9 and 536.9. 536.9 and 539.0.	70	60	50
								<b>Rock Island</b> 533.1 and 535.1. 535.9 and 536.9. 536.9 and 539.0.	70	60	50
								<b>Huntington</b>	60	50	40
									40	30	5



**FOURTH SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— <b>Dubois</b> 236.0 and 236.6.	35	25	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	237.8 and 238.0.	40	30	<b>Bond</b> 337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	244.4 and 246.7.	40	30	342.7 and 342.9.	50	40
<b>Tyhee</b> 142.3 and 142.5.	50	40	<b>Spencer</b> 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
<b>Gibson</b> 152.6 and 152.9.	50	40	251.0 and 251.4.	40	30	346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	252.7 and 257.5.	25	20	347.9 and 348.2.	40	30
Between Mile Posts— <b>Wapello</b> 166.8 and 167.0.	60	50	<b>Humphrey</b> 258.3 and 258.5.	35	25	<b>Navy</b> 351.0 and 354.4.	35	25
<b>Whit</b> 167.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	40	30
<b>Shelley</b> Over street and alleys.	30	30	262.9 and 267.6.	35	25	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> 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	<b>Snowline</b> 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> 373.6 and 374.6.	40	30
<b>Roberts</b> 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	<b>Woodin</b> 375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— <b>Armstead</b> 307.7 and 308.0.	50	40	379.0 and 381.1.	35	25
<b>Hawgood</b> 213.7 and 214.0.	50	40	308.9 and 310.3.	35	25	<b>Feely</b> 382.3 and 383.7.	25	20
<b>Hamer</b> 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	<b>Buxton</b> 386.6 and 388.1.	35	25
			<b>Grayling</b> 316.0 and 316.5, watch for rocks.	25	20	389.8 and 390.1.	20	20
			316.5 and 318.7.	35	25	<b>Silver Bow</b>		

**BRANCHES**

<b>Cumberland Branch</b> Maximum speed.	15	<b>Conda Branch</b> Maximum speed.	15	<b>Gay Branch</b> Maximum speed.	25
<b>Elkol Branch</b> Maximum speed.	15	<b>Grace Branch</b> Maximum speed.	20	Between M.P. 3.0 and Gay.	15
<b>Loose Spur</b> 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.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.		30	<b>Twin Falls Branch</b> Maximum speed.	50	40	<b>Hill City Branch</b> 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	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.		25
<b>Aberdeen Branch</b> Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
<b>Goshen Branch</b> Maximum speed.		25	Burley, within city limits.	20	20	<b>Stoddard Branch</b> Maximum speed.		20
<b>Yellowstone Branch</b> 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	<b>Idaho Northern Branch</b> 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	<b>North Side Branch</b> Maximum speed.		30	Trains handling high cars between 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	<b>Raft River Branch</b> Maximum speed.		20	M.P. 31.4.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		12	Between Plaza and M.P. 63, watch for rocks.		10
59.6 and 65.9.	20	15	Burley, over street crossings.		5	Between Mile Posts— 33.0 and 35.4.		20
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		25	Bridge 36.61.		15
74.0 and 74.2.	30	25	<b>Oakley Branch</b> Maximum speed.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		12
85.2 and 85.5.	35	25	Burley, within city limits.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		20
86.4 and 87.0.	20	15	Burley, over street crossings.		25	Between Smiths Ferry and Cabarton, watch for rocks.		20
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		25	Between Mile Posts— 99.6 and 108.3.		20
99.9 and 100.8.	20	15	<b>Wells Branch</b> Maximum speed.		25	111.4 and 111.6.		20
<b>East Belt Branch</b> Maximum speed.		25	Between Mile Posts— 31.1 and 36.1.		20	113.0 and 113.3.		15
Truss bridges.		15	45.9 and 53.3.		15	128.2 and 128.5.		10
Between Mile Posts— 4.7 and 4.9	15	15	69.6 and 71.6.		25	McCall, over street crossings.		25
20.25 and 22.0.	15	15	91.1 and 91.4.		20	<b>Wilder Branch</b> Maximum speed.		25
23.1 and 24.0.	15	15	Between Herrell and Melandco.		15	<b>Homedale Branch</b> Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		40	<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25
<b>West Belt Branch</b> Maximum speed.		25	<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Hope</b> Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	Bellevue, over streets and alleys.	12	12			
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15			
<b>Teton Valley Branch</b> 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	<b>Ketchum</b> On balloon track.	15	15			
25.0 and 25.4.	15	15						







