



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 34

Effective Sunday
April 30, 1961
At 12:01 A.M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

Print 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, Aast. Supt. of Safety and Courtesy.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

K. A. Leger, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher....Pocatello, Ida.
G. C. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. L. Meek, 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. Constock.....	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.
H. J. Hartvigsen.....	Physician.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
W. W. Mumford.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallber.....	Oculist and Aurist	Idaho Falls, Ida.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	W. C. Smail.....	Surgeon.....	Jerome, Ida.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
H. D. McGee.....	Ear, Nose, Throat	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
Eugeue V. Simison.....	Oculist and Aurist	Pocatello, Ida.	Carl D. Lusty.....	Surgeon.....	Meridian, Ida.
C. H. Sprague.....	Surgeon.....	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.
J. C. Reines.....	Physician.....	Arco, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
Ralph G. Guates.....	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.
			Marino S. McGrath.....	Surgeon.....	Weiser, Ida.

ESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 34		FIRST CLASS				
105	19	457	17	11		April 30, 1961		20	12	106	458	18
Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express				Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily			STATIONS					
3.45			5.05		0.0	GRANGER				A 7.55		A 10.55
7.25 7.35			10.10 10.50	12.45	213.9	POCATELLO			A 2.20	3.55 3.40		6.15 6.35
10.05			2.25	4.00	373.8	GLENN'S FERRY			10.55	1.05		2.15
11.20			4.05	5.55	448.4	BOISE			9.10	11.50		12.35
1.15			7.00	9.05	550.1	M.T.	HUNTINGTON	M.T.	6.30	10.06		10.00
12.16			6.10	8.15	649.7	P.T.		P.T.	5.20	9.05		8.50
2.40			9.05	11.45	723.9	LA GRANDE			2.40	6.45		6.05
4.45			11.30	2.25	723.9	PENDLETON			12.25	4.31		3.20
	11.10				941.3	SPOKANE		A 9.45				
5.31	A 3.15		12.45	4.25	755.3	HINKLE		5.40	11.40	3.56		2.20
7.05			3.10	6.35	855.4	THE DALLES			9.30	2.15		11.55
A 9.00		9.30	A 5.30	A 9.00	939.5	PORTLAND			7.10	12.30	A 9.15	9.45
		A 1.30			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(18.15) 51.5	(4.05) 45.6	(4.00) 45.8	(25.25) 37.0	(21.15) 34.1	..... Thru Time.....		(4.05)	(18.10)	(18.25)	(4.15)	(24.10)	
..... Average speed per hour.....								45.6	39.9	51.0	45.4	38.9

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 34		FIRST CLASS					
		35	47		April 30, 1961		36	48				
		Passenger	Passenger				Passenger	Passenger				
		Daily	Daily			STATIONS						
			11.25		0.0	McCANNON		A 4.15				
			11.55 12.25	12.55	22.7	POCATELLO		3.45 2.30	A 2.05			
			1.43	3.00	73.3	IDAHO FALLS		1.13	12.10			
				5.55	124.3	ASHTON			10.20			
				A 7.30	169.9	VICTOR			8.15			
			A 7.30		265.8	BUTTE		7.30				
								Daily	Daily			
		(8.05) 35.4	(6.35) 22.4	..... Thru Time.....		(8.45)	(5.50)	..... Average speed per hour.....		32.7	25.2	

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

Time-Table No. 34

April 30, 1961

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	IPWY							3.45PM	5.05AM	
150	P									
150	P									
150	P								s 5.31	
150	P									
152	PTWZ							f 4.27	s 6.01	
150	P									
150	P									
150	P									
150	PY									
150	P									
150	P									
150	P								s 7.05	
176	P									
150	P									
150	P									
150	P									
27	P									
	DPTWYZ							s 5.45	7.45 7.55	
	P									
196	P								8.09	
150	P									
150	PY								s 8.32	
150	P									
150	P									
150	P									
150	P								f 8.55	
191	P									
150	P									
	P									
27	P								f 9.19	
CS 154	PY			11.50PM	3.50AM			11.25PM	f 9.34	
115	P								f 9.47	
	DPTWYZ			A 12.30AM	A 4.50AM			A 1.55PM	A 7.25PM	A 10.10AM

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	MA
	6.3	
	PESCADERO	
	5.5	
	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	
	2.6	
	LAVA HOT SPRINGS	
	11.2	
DN	McCAMMON	MC
	10.7	
	INKOM	
	12.0	
DN-R	POCATELLO YL	H-CA
	PO	

TWO MAIN TRACKS

TWO MAIN TRACKS

(213.9)

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

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

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 34

April 30, 1961

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			As 7.55AM 10.55PM		
-7.7 MOXA	7.7					
-7.7 NUTRIA	15.4					
-9.1 D OPAL OW	24.5			f 10.30		
-9.1 WATERFALL	33.6					
-6.1						
DN KEMMERER YL AV	39.7			f 7.05 10.10		
-8.3 FOSSIL	48.0					
-5.0 NUGGET	53.0					
-6.6 ORR	59.6					
-5.2 LEEFE	64.8					
-6.5 BECKWITH	71.3					
-6.1 PIXLEY	77.4					
DN 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						
N-R MONTPELIER YL MX	115.0			s 5.40 8.30 8.20		
-6.3						
PESCADERO	121.3					
-5.5 GEORGETOWN	126.8			8.03		
-9.3 MANSON	136.1					
-9.9 DN SODA SPRINGS SD	146.0			s 7.43		
-5.8 ALEXANDER	151.6					
-4.6 TALMAGE	156.2					
-5.6						
D BANCROFT BN	161.8			f 7.20		
-8.5 PEBBLE	170.3					
-7.1 BLASER	177.4					
-2.6 LAVA HOT SPRINGS	180.0			f 7.00		
-11.2 DN McCAMMON MC	191.2	As 4.15AM		f 6.45	A 12.40AM	A 2.00PM
-10.7 INKOM	201.9					
-12.9 DN-R POCATELLO YL H-CA PO	213.9	3.45AM	3.55AM	6.15PM	12.01AM	1.15PM
(213.9)		Daily	Daily	Daily	Daily	Daily

CENTRAL AND 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	63.4	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. 34
April 30, 1961

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

105	17	49	47	11	35
Streamliner Passenger	Passenger	Mixed	Passenger	Mail and Express	Passenger
Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

DPTWYZ								
P								
CS 153 P				f 4.15				
170 P								
145 P				s 11.18AM	s 4.35		f 1.13	
120 P								
170 P								
119 P					f 4.55			
170 P								
119 P								
125 269 PWY				8.25	s 12.01PM	A 5.20AM	f 1.47	
119 P								
165 P								
119 P								
119 P								
170 P								
119 P								
116 P								
WS 121-115 ES 111-130 PWY				s 9.11	s 1.00		s 2.45	
170 P								
170 60 P					s 1.25		s 3.05	
170 P								
118 120 PY					s 1.38		s 3.18	
CS 120 P WS 99								
CS 170 P							f 3.37	
DPTWYZ				As 10.05PM	A 2.15PM		A 3.50AM	

BLOCK
SIGNALS

CENTRALIZED TRAFFIC CONTROL

DNR		H-CA
	POCATELLO YL	PO
	2.4	
	POCATELLO JCT. YL	
	8.0	
	MICHAUD	
	5.8	
	BANNOCK	
	8.4	
DN	AMERICAN FALLS	AF
	3.8	
	BORAH	
	7.8	
	QUIGLEY	
	5.9	
	WAPI	
	3.8	
	DEWOFF	
	7.5	
	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

TWO MAIN
TRACKS

DOUBLE
TRACK

DOUBLE
TRACK

(159.8)

(2.30)	(3.25)	(1.20)	(0.05)	(3.05)	(0.05)
64.0	46.8	43.9	28.8	51.8	28.8

..... Thru Time

..... Average speed per hour

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

SECOND SUBDIVISION

EASTWARD

Time-Table No. 34

April 30, 1961

STATIONS	Mile Post	FIRST CLASS						SECOND CLASS	
		48	36	106	18	50	12	126	
		Passenger	Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express	Time Freight	
BLOCK SIGNALS DN-R POCATELLO YL H-CA PO 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 DN AMERICAN FALLS AF	213.9	A 2:05AM	A 2:30AM	A 3:40AM	A 5:35PM	A 10:30PM	A 2:20AM		A 3:30PM
	216.3	1:40AM	2:20AM						
3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1	224.3					f 9:47			
230.1									
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	238.5			s 4:55	s 9:30	f 1:30			
242.3									
250.1									
256.0						f 9:10			
259.8									
267.3									
DN SHOSHONE X 9.0 TUNUPA 6.7	272.4			2:40	s 4:20	8:50PM	f 12:55		
276.2									
284.3									
289.0							f 12:35		
295.7									
303.5									
309.3									
DN GOODING GD 6.7 FULLER 6.3	313.9								
321.8				s 1:57	s 3:30		s 12:05AM		
330.8									
DN BLISS 6.3	337.5				s 3:04		s 11:40PM		
344.2									
350.5							s 11:23		
DN-R GLENN'S FERRY YL GF 9.8 KING HILL 6.7	357.3								
367.1							f 11:04		
373.8				1:05AM	2:15PM		10:55PM		11:15AM
(159.9)		Daily	Daily	Daily	Daily	Daily	Daily		Daily Except Sunday and Monday

..... Thru Time	(0.25)	(0.10)	(2.35)	(3.20)	(1.40)	(3.25)	(4.15)
..... Average speed per hour	5.8	14.4	61.9	47.9	35.1	46.8	37.6

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 34
April 30, 1961

FIRST CLASS

SECOND CLASS

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

105 Streamliner Passenger	17 Passenger	11 Mail and Express
Daily	Daily	Daily

Mile Post

18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
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STATIONS

DPTWY	105 Streamliner Passenger Daily	17 Passenger Daily	11 Mail and Express Daily	STATIONS	Mile Post	18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight
	10:05PM	2:25PM	4:00AM	DN-R GLENNS FERRY YL GF 8.9	373.8	A 2:05PM	A 10:45PM	A 1:05AM	A 11:00AM
CS 164 P			f 4:10	HAMMETT 10.6	382.7				
CS 170 P				REVERSE 8.3	393.3				
163 PY	10:36	3:00	4:33	DN MOUNTAIN HOME MZ 5.9	401.6	1:30	10:00	12:33AM	
163 P				SEBREE 5.2	407.5				
163 P			f 4:51	CLEFT 10.3	412.7				
185 P				ORCHARD 11.7	423.0	9:38			
163 P	VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE 12.0	434.7	VIA BOISE	VIA BOISE	VIA BOISE	
163 P				KUNA 9.9	446.7				
60 P				BLACK'S CREEK 12.9	B-435.9				
69 PY	11:20	3:55 4:05	5:30 5:55	DN BOISE YL BG 2.3	B-448.4	12:35 12:30	9:10 8:55	11:50PM	VIA KUNA
P				BOISE JCT. 0.7	B-450.7				
31 P				PERKINS 3.2	B-451.4				
29 P				BEATTY 2.7	B-454.6				
117 P		f 4:16	6:10	D MERIDIAN MD 3.4	B-457.3	12:17	8:41		
22 P				SONNA 7.2	B-460.7				
DPTWYZ	11:43	4:35 4:45	6:25 6:40	DN-R NAMPA YL AU-Q 4.2	456.6	12:05PM 11:55AM	8:30 8:15	11:25	9:00 8:30
55 P				MOSS 4.8	460.8				
163 P	11:55PM	5:05	7:00	DN CALDWELL YL CW 3.6	465.6	11:40	8:04	11:13	
122 P				ENROSE 3.3	469.2				
163 P		5:13	7:09	NOTUS 8.3	472.5	11:28	7:50		
163 P		5:24	7:20	DN PARMA MA 7.6	480.8	11:20			
173 PY	12:17AM	5:36	7:30	DN NYSSA SY 10.3	488.4	11:10	7:35	10:53	
167 PWY	12:28	5:51	7:50	DN ONTARIO ON 3.8	498.7	10:55	7:24	10:45	
155 PY		6:02	8:01	DN PAYETTE AY 6.8	502.5	10:43	7:13		
163 P				CRYSTAL 6.6	509.3				
163 PWY	12:48	6:20	8:20	DN WEISER SR 9.8	515.9	10:30	6:58	10:29	
155 P				COBB 7.1	525.7				
163 P				ROCK ISLAND 6.0	532.8				
DPTWYZ	A 1:15AM	A 7:00PM	A 9:05AM	DN-R HUNTINGTON YL HU	538.8	10:00AM	6:30PM	10:06PM	6:25AM
				VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday

CENTRALIZED TRAFFIC CONTROL

(3.10)	(4.35)	(5.05)	..... Thru Time.....	(4.05)	(4.15)	(2.50)	(4.35)
55.7	38.5	34.6	..... Average speed per hour.....	43.2	41.5	50.1	38.0

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

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

SECOND CLASS	FIRST CLASS		Time-Table No. 34 April 30, 1961	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	47 Passenger Daily			35 Passenger Daily	48 Passenger	36 Passenger	278 Stock Special
	STATIONS							

STATIONS	Mile Post	WESTWARD	EASTWARD
P			
P		1.30 ^{PM}	
124 P		1.36	
150 P		1.44	
71 P		1.51	
77 PWY		2.01	
72 P		2.10	
123 P		2.18	
105 P		2.28	
71 P		2.34	
97 P		2.40	
DPTWYZ		3.00	
51 P		3.20	
54 P		3.28	
54 P		3.37	
49 P		3.55	
51 P		4.04	
50 P		4.14	
51 PWY		4.50	
57 P		5.20	
150 P		5.46	
PY		6.05	
50 P		6.22	
DPWY		6.50 7.30	
47 P		7.50	
48 P		8.05	
78 P		8.30	
48 P		8.45	
64 P		9.00	
150 P		9.30 ³⁶	
36 P		9.55	
45 P		10.16 ²⁷⁸	
47 PY		10.40	
61 P		11.10	
37 P		11.30	
39 P		11.45	
65 P		11.55 ^{PM}	
17 P		12.15 ^{AM}	
50 P		12.26	
PY		A 1.00 ^{AM}	
POCATELLO JCT. YL	135.1	1.00 ^{AM}	12.30 ^{AM}
MONTANA JCT. YL	136.7	1.05	12.35
TYHEE	140.4	1.10	12.39
D FORT HALL FH	145.7	1.18 ⁴⁸	12.45
GIBSON	151.0	1.23	12.50
DN BLACKFOOT YL BF	158.1	1.31	1.00 ⁴⁸
WAPELLO	164.0	1.42 ³⁰	1.07
D FIRTH FR	169.4	1.53	1.13
DN SHELLEY SY	175.5	2.02	1.20
COTTON	179.3	2.10	1.24 ³⁶
BACH YL	183.1	2.18	1.29
DN-R IDAHO FALLS YL AK	184.5	A 2.30 ^{AM}	1.33 1.43
PAYNE	191.2	1.52	1.52
BASSETT	196.5	1.58	1.58
D ROBERTS AR	202.0	2.05	2.05
HAWGOOD	212.1	2.17	2.17
HAMER	217.5	2.24	2.24
CAMAS	223.1	2.31	2.31
DN DUBOIS YL BO	234.9	2.45	2.45
D SPENCER RC	248.5	3.07 ²⁷⁸	3.07
HUMPHREY	258.0	3.24	3.24
D MONIDA YL MO	264.7	3.36	3.36
SNOWLINE	273.7	3.50	3.50
DN-R LIMA YL RD	279.9	4.00 4.10	4.00 4.10
D DELL DE	288.0	4.24	4.24
KIDD	294.0	4.32	4.32
D ARMSTEAD AD	307.0	4.54	4.54
GRAYLING	312.9	5.03	5.03
BARRATTS	320.4	5.13	5.13
DN DILLON YL DN	328.0	5.27	5.27
BOND	334.4	5.36	5.36
APEX	340.3	5.43	5.43
NAVY	348.7	5.59	5.59
MELROSE	358.9	6.13	6.13
QUINN	364.9	6.24	6.24
D DIVIDE J	370.1	6.35	6.35
WOODIN	374.3	6.42	6.42
FEELY	380.7	6.53	6.53
BUXTON	384.6	7.01	7.01
DN-R SILVER BOW YL SB	390.0	A 7.15 ^{AM}	7.15 ^{AM}

BLOCK SIGNALS

Block Signal

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.

WESTWARD	MILE POST	EASTWARD
A 5.00 AM	397.0	7.30 PM
	(261.9)	7.35 PM
(15.30) 18.7	(1.30) 32.9	(7.00) 38.3
(7.00) 37.4	..... Thru Time	(11.55) 22.0
..... Average speed per hour.....		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher.
 For stations not shown on schedule pages.—See page 17.

WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961		
	STATIONS					STATIONS		
	152 159	PTWZ	DN-R			KEMMERER YL AV	0.0	53	GLENCOE JCT. YL	0.0
			4.8 GLENCOE JCT. YL	4.8		3.0 ELKOL	3.0	
53			4.5 BLAZON JCT.	9.3		(3.0)		
16			3.7 MINE NO. 8 YL	13.0				
			(13.0)					

WESTWARD CONDA BRANCH EASTWARD				WESTWARD GRACE BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961		
	STATIONS					STATIONS		
	150	PY	DN			SODA SPRINGS YL SD	0.0	150	P	ALEXANDER YL	0.0
80			1.8 MONSANTO YL (Spur)	1.8	16	P	6.0 D GRACE GA	6.0
6			1.0 FORMATION (Spur)	2.8			(6.0)	
6			2.8 PANTING	5.6				
19	Y		1.4 CONDA	7.0				
			(7.0)					

WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961			Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 34 April 30, 1961		
	STATIONS					STATIONS		
	150	P	D			FORT HALL FH	0.0	123	P	D FIRTH FR	0.0
32			9.1 M.P. 9.1	9.1	19		5.2 GOSHEN	5.2
132	YZ		11.7 GAY	20.8	22		5.8 GERRARD	11.0
			(20.8)		11		1.8 INDIAN	12.8
					14		2.8 HACKMAN	15.6
					P		6.4 LINCOLN JCT.	22.0
							(22.0)	

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

WESTWARD				YELLOWSTONE BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 34 April 30, 1961	Mile Post	FIRST CLASS		SECOND CLASS		
	491	477	47				48	492	478		
	Local Freight	Mixed	Passenger	Passenger			Passenger	Local Freight	Mixed		
	Daily Except Sunday	Daily Except Sunday	Daily								
DPTWYZ	7.55AM	6.00AM	3.00AM		DN-R IDAHO FALLS YL AR	0.0	A 11.45PM	A 2.00PM A 4.40PM			
17 PY	A 8.05AM	6.10	3.08		ORVIN YL	3.0	11.34	1.50	4.25		
60 P		s 6.23	f 3.18		D UCUN UN	7.6	f 11.28	1.40PM	s 4.15		
54 P		s 6.42	s 3.34		D RIGBY RG	13.8	s 11.18	Via West Belt Branch	s 4.00		
36 P		f 6.50	f 3.44		LORENZO	18.1	f 11.12		f 3.45		
25		f 6.57	f 3.51		THORNTON	20.7	f 11.08		f 3.35		
67 P		s 7.10	s 4.12		D REXBURG RX	26.0	s 11.01		s 3.20		
51 P		s 7.20	f 4.23		D SUGAR CITY SC	29.8	f 10.55		s 3.10		
36 PY					HART	30.9					
110 PWY		s 7.35	s 4.46		D ST. ANTHONY YL SH	36.8	s 10.45	A 10.50AM	s 2.55		
P					BELT YL	38.3		10.40AM			
43 P		f 7.50	f 5.00		CHESTER	42.8	f 10.32		f 2.40		
46 PWY		A 8.10AM	A 5.45AM		DN-R ASHTON YL HN	51.0	10.20PM		2.20PM		
28 P					WARM RIVER	58.2					
22 P					GERRIT	66.9					
28 P					PINEVIEW	72.5					
22					ECCLES	75.7					
15 P					ISLAND PARK	80.6					
26 P					TRUDE	85.4					
PY					BIG SPRINGS	90.7					
P					REAS PASS	97.2					
29 PWY					D-R WEST YELLOWSTONE YL WS	107.1					
					(107.1)		Daily	Daily Except Sunday	Daily Except Sunday		
	(0.10) 18.0	(2.10) 23.1	(2.45) 18.5		..... Thru Time		(1.25) 36.0	(3.20) 14.3	(2.20) 21.1	
					.... Average speed per hour....					

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 34 April 30, 1961	Mile Post	FIRST CLASS		SECOND CLASS		
		477	47				48	478			
		Mixed	Passenger	Passenger			Passenger	Mixed			
	Daily Except Sunday	Daily Except Sunday	Daily								
DPTWYZ		8.30AM	5.55AM		DN-R ASHTON YL HN	0.0	A 9.55PM	A 1.55PM			
46 PWY		f 8.40	5.59		MARYSVILLE YL	1.8	9.46	f 1.47			
19		f 8.55	6.08		GRAINVILLE	6.0	9.37	f 1.33			
33		s 9.10	f 6.13		DRUMMOND	8.6	f 9.32	s 1.22			
22 P		f 9.25	6.21		FRANCE	12.8	9.24	f 1.08			
12		f 9.35	6.27		LAMONT	15.8	9.18	f 12.58			
33 P		f 10.08	6.50		FELT	26.3	8.55	f 12.25			
21		s 10.23	f 6.59		D TETONIA NA	30.3	f 8.47	s 12.09PM			
22 PWY		s 10.42	f 7.13		D DRIGGS DI	37.2	f 8.33	s 11.50AM			
31 P		A 11.05AM	A 7.30AM		D-R VICTOR YL VR	45.6	8.15PM	11.20AM			
19 PWY					(45.6)		Daily	Daily Except Sunday			
	(2.35) 17.7	(1.35) 28.8	..... Thru Time			(1.40) 27.4	(2.35) 17.7			
					.... Average speed per hour....					

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				MACKAY BRANCH		EASTWARD		WESTWARD				EAST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 34 April 30, 1961	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 34 April 30, 1961	Mile Post	SECOND CLASS			
	421 Mixed	409 Mixed			410 Mixed	422 Mixed		491 Local Freight	STATIONS						
	Daily Except Sunday	Daily Except Sunday			STATIONS			Daily Except Sunday	STATIONS						
77 PWY	12.30PM	8.00AM	DN-R	BLACKFOOT YL BF	0.0	A	4.35PM	A	6.00PM	17 PY		8.05AM	ORVIN YL	0.0	
7		f 8.06		2.1	2.1	f	4.28			22		8.15	2.3	LINCOLN YL	2.3
7	f 12.40	f 8.12		2.2	4.3	f	4.22	f	5.40	P			0.8	LINCOLN JCT. YL	3.1
31	f 12.45	f 8.17		1.4	5.7	f	4.17	f	5.35	46 P		8.27	3.5	IONA	5.7
P	A 12.50PM	f 8.21		1.4	7.1	f	4.13	f	5.25PM	21 P		9.05	10.7	RIRIE RK	16.4
33 P		f 8.54		13.0	20.1	f	3.40			11 P		9.18	5.0	BYRNE	21.4
35 PY		f 9.45		19.6	39.7	f	2.50			11 P		9.30	4.2	JENSON	25.6
37 PY		s 10.35	D	19.4	59.1	a	2.00			23 P		9.40	2.6	WALKER	28.2
21 P		f 10.57		7.6	66.7	f	1.28			40 P		9.52	4.2	PARKINSON	32.4
10		f 11.15		5.9	72.6	f	1.10			11 P		9.58	1.9	MOODY	34.3
5		f 11.30		4.7	77.3	f	12.55			12 P		10.20	3.8	D NEWDALE NE	38.1
68 PY		A 1.55AM	D-R	8.0	85.3		12.30PM			P		A 10.40AM	6.3	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			
	21.0	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. 34 April 30, 1961	Mile Post	SECOND CLASS		
	421 Mixed	422 Mixed					
	Daily Except Sunday	STATIONS					
P	12.50PM	ABERDEEN JCT. YL	0.0	A	5.25PM		
32	f 1.03	4.3	4.3	f	5.10		
17	f 1.08	1.6	5.9	f	5.00		
32 P	f 1.28	4.3	10.2	f	4.38		
31 P	f 1.48	8.3	16.5	f	4.20		
17 P	f 2.05	3.2	19.7	f	4.05		
8		6.3	26.0				
37 PY	A 2.40PM	2.2	28.2		3.30PM		
		(23.2)			Daily Except Sunday		
	(1.50)	..... Thru Time			(1.55)	
	15.4	..... Average speed per hour			14.7	

WESTWARD				WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 34 April 30, 1961	Mile Post	SECOND CLASS		
	421 Mixed	492 Local Freight					
	Daily Except Sunday	STATIONS					
60 P		D-R	UCON	UN	0.0	A	1.40PM
22 P			8.8		8.8		1.10
50 P		D	1.7	MENAN	MN	10.5	1.00
51 P			14.5		25.0		12.12
18			1.7	EDMONDS	26.7		12.05PM
11 P			2.6	EGIN	29.3		11.56AM
32			2.3	HEMAN	31.6		11.46
19 P			1.9	PARKER	33.5		11.40
110 PWY		D-R	5.2	ST. ANTHONY YL	SH	38.7	11.15AM
			(38.7)				Daily Except Sunday
	..... Thru Time			(2.25)	..... 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. 34 April 30, 1961	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
125 269	PWY	11.45PM	12.01PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM		A 11.00AM	A 10.30PM
					8.2		ACEQUIA		8.2	f 8.28		10.35	10.05
73	P	12.01AM	12.16		f 5.43		5.3						
196	DPWY	12.16	12.30		s 6.10	DN	RUPERT YL	MS	13.5	s 8.20		10.20	9.50
					2.9		SCHOW		16.4				
15							3.2						
32	P	12.27	12.40		f 6.18		HEYBURN		19.6	f 8.08		10.05	9.35
							2.1						
59 63	PWY	12.40	12.55		s 6.35	DN	BURLEY YL	BU	21.7	s 8.04		10.00	9.30
					4.1		STARRH'S FERRY		25.8	f 7.53		9.45	9.15
76	P	1.02	1.17		f 6.42		7.7						
58	P	1.15	1.30		f 6.54		MILNER		33.5	f 7.41		9.30	9.00
							2.0						
16	P				f 6.57		PARSONS		35.5	f 7.38			
							5.9						
71	P	1.30	1.45		s 7.07	D	MURTAUGH	MU	41.4	s 7.29		9.15	8.45
							3.7						
53	P	1.40	1.55		7.13		BICKEL		45.1	7.23		9.05	8.35
							3.9						
23							BILLS		49.0				
							0.7						
41	P	1.55	2.10		s 7.20	D	HANSEN	NS	49.7	s 7.16		8.55	8.25
							3.6						
60	P	2.08	2.23		s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45	8.15
							3.1						
31	P				7.35		McMILLAN YL		56.4				
							2.5						
	DPWYZ	A 3.00AM	A 3.40PM		8.10 8.20	DN-R	TWIN FALLS YL	NA	58.9	7.00 6.45		8.30AM	8.00PM
							4.4						
42					f 8.27		CURRY		63.3	f 6.35			
							2.6						
	P				s 8.32	D	FILER	FR	65.9	s 6.30			
							2.6						
					f 8.36		PEAVEY		68.5	f 6.25			
							2.8						
41					f 8.40		CEDAR		71.3	f 6.20			
							2.5						
	PY				A 8.45AM	DN-R	BUHL YL	BO	73.8	6.15PM			
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 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. 34 April 30, 1961					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS			
		59 63	PWY	DN-R	BURLEY YL	BU	0.0
			4.3		
28			BEETVILLE		4.8
			0.9		
23			PELLA		5.2
			3.1		
30			NORTH KENYON		8.3
			1.3		
9			KENYON		9.6
			3.9		
11			CHURCHILL		13.5
			2.8		
23			TROUT		16.3
			1.5		
60			MARION		17.8
			1.5		
25			WARR		19.4
			2.4		
20		D	OAKLEY	OA	21.8
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Time-Table No. 34 April 30, 1961					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Mile Post	STATIONS			
		59 63	PWY	DN-R	BURLEY YL	BU	0.0
			3.1		
34			UNITY		3.1
			0.9		
28			ELCOCK		4.0
			0.7		
15			EVANS (Spur)		4.7
			1.2		
22			SPRINGDALE		6.0
			1.5		
25			HATCH		7.5
			1.6		
16			DECLO		9.1
			(9.1)		

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

WESTWARD		WELLS BRANCH			EASTWARD		WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 34			Mile Post	SECOND CLASS	Time-Table No. 34		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	April 30, 1961			Mile Post
	439 Mixed	April 30, 1961				440 Mixed	April 30, 1961						
	Daily	STATIONS				STATIONS							
DPWYZ	7:00PM	DN-R	TWIN FALLS YL	NA	0.0	A 5:15AM	196 DPWY	DN-R	RUPERT YL	MS	0.0		
31	f 7:22		10.9 BERGER		10.0	f 4:53	34 P		4.4 MYERS YL		4.4		
26	f 7:40		8.5 HOLLISTER		19.4	f 4:35	36 P	D	1.5 PAUL YL	DJ	5.9		
9	f 7:48		3.8 AMSTERDAM (Spur)		23.2	f 4:27	20		2.0 BUDGE		7.9		
21 PY	f 8:00		5.6 ROGERSON		28.8	s 4:15	54		8.0 SCHODDE		16.9		
38	f 8:25		9.9 METEOR		38.7	f 3:50	21		3.9 McHENRY		19.8		
34	f 8:55		11.4 IDAVADA		60.1	f 3:23	22 P	D	4.2 HAZELTON	AZ	24.0		
34 P	f 9:09		6.0 DELAPLAIN		66.1	s 3:08	28		2.9 BLACK		26.9		
34	f 9:19		4.6 SAN JACINTO		60.7	f 2:57	63 P	D	1.2 EDEN	DX	28.1		
34 P	f 9:37		8.1 CONTACT		68.8	f 2:40	54		6.7 PERRINE		34.8		
33 P	f 10:00		6.3 HENRY		75.1	s 2:22	12		3.5 SUGAR LOAF		38.3		
33	f 10:25		11.6 SHORES		86.7	f 1:52	25		2.3 FALLS CITY		40.6		
48 PY	f 10:41		6.9 WILKINS		93.6	f 1:36	10		2.0 BARRYMORE		42.6		
37	f 10:49		3.7 HERRELL		97.3	f 1:28	54 PY	DN	5.3 JEROME YL	JO	47.9		
44 PY	f 11:10		5.2 SUMMER CAMP		102.5	s 1:11	54 P	D	8.8 WENDELL	ND	56.7		
44	f 11:30		6.4 MELANDCO		108.9	f 12:48	17		1.4 KING		58.1		
35	f 11:45PM		7.2 TOWN CREEK		116.1	f 12:33	54		8.1 TUTTLE		66.2		
PY	A 12:01AM	DN-R	7.3 WELLS YL	HU	123.4	12:15AM	118 PY		7.4 BLISS YL		73.6		
			(123.4)			Daily	120		(73.6)				
	(5.01) Thru Time.....				(5.00)								
	24.6 Average speed per hour.....				24.7								

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 34			Mile Post	SECOND CLASS	Time-Table No. 34		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	April 30, 1961			Mile Post
	441 Mixed	April 30, 1961				442 Mixed	April 30, 1961						
	Monday Wednesday Friday	STATIONS				STATIONS							
WS 121-115 ES 111-130 DPWY	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		6.4 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		0.7 MACON		31.2		
6	f 7:40		4.5 HAY		41.8	f 10:50	7		5.6 RANDS		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	80 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. 34		Mile Post	
		April 30, 1961			
		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. 34		Mile Post	
		April 30, 1961			
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
40			8.1 OVERTREET	8.1	
20			2.5 ADRIAN	10.6	
32			6.3 NAPTON	16.9	
62 P		D	7.5 HOMEDALE YL HR	24.4	
19			6.6 CLAYTONIA	31.0	
19 PY		D-R	2.1 MARSING YL MR	33.1	
(33.1)					

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 34		Mile Post	
		April 30, 1961			
		STATIONS			
SECOND CLASS				SECOND CLASS	
483				484	
Local Freight				Local Freight	
Daily Except Sunday					
155 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
	6.20		3.9 EFFIE	3.9	2.30
P	6.30	D	1.2 FRUITLAND FU	5.1	2.25
19	6.40		1.7 BUCKINGHAM	6.8	2.06
30 P	7.00	D	4.3 NEW PLYMOUTH NP	11.1	1.55
11	7.27		10.5 LETHA	21.6	1.23
96 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. 34		Mile Post	
		April 30, 1961			
		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. 34		Mile Post	
		April 30, 1961			
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
		2.9 END OF TRACK		20.0	
(20.0)					

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 34		Mile Post	
		April 30, 1961			
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
PTWZ		D-R	2.1 BOISE FREIGHT YL BE	3.2	
10			1.5 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. 34 April 30, 1961	Mile Post	SECOND CLASS	
	485				486	
	Local Freight				Local Freight	
STATIONS						
DPWYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A	2.00PM
			2.4			
49	8.40		FISCHER YL	2.4		1.50
			6.9			
14	9.00		MIDDLETON	9.3		1.35
			9.6			
15	9.20		JENNESS	18.9		1.15
			8.1			
96 PWY	10.20	D-R	EMMETT YL MF	27.0		12.50
			4.8			
42	10.33		PLAZA	31.8		12.32
			9.3			
43 P	11.04		MONTOUR	41.1		12.01PM
			8.6			
32 P	11.35	D	HORSESHOE BEND HB	49.7		11.35AM
			5.4			
32	11.49AM		GARDENA	55.1		11.17
			9.0			
35 P	12.24PM		BANKS YL	64.1		10.53
			11.3			
25 P	1.10		BIG EDDY	75.4		10.07
			7.6			
31 PY	1.43		SMITHS FERRY YL	83.0		9.35
			9.7			
15 P	2.14		CABARTON	92.7		9.01
			2.8			
32	2.22		BELVIDERE	95.6		8.54
			3.7			
32 PY	2.55	D	CASCADE YL CD	99.2		8.45
			11.8			
31	3.32		ARLING	111.0		7.51
			8.4			
33	3.53	D	DONNELLY FY	119.4		7.32
			6.3			
14	4.06		NORWOOD	124.7		7.20
			8.1			
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)
	16.6		.... 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. 34 April 30, 1961	Mile Post	SECOND CLASS	
	459				460	
	Local Freight				Local Freight	
STATIONS						
167	10.45AM	DN-R	ONTARIO YL ON	0.0	A	4.00PM
167 DPWY			3.7			
14	11.00		CAIRO	3.7		3.35
			3.2			
38	11.10		LUSE	6.9		3.25
			3.1			
24	11.20		MALLETT	10.0		3.15
			5.5			
134 P	11.55AM	D-R	VALE YL VA	15.5		3.00
			8.0			
46	12.20PM		HOPE	23.5		2.20
			11.3			
52	12.50		LITTLE VALLEY	34.8		1.50
			7.2			
53 P	1.20		HARPER	42.0		1.20
			9.2			
50	1.45		NAMORF	51.2		12.51
			11.0			
27	2.12		JONESBORO	62.2		12.24PM
			11.4			
53 PY	2.45	D	JUNTURA JN	73.6		11.55AM
			13.0			
50	3.30		LONG	86.6		11.15
			6.1			
49 P	3.55		RIVERSIDE	92.7		10.55
			10.1			
31	4.20		DUNNEAN	102.8		10.30
			7.4			
30 P	4.45		VENATOR	110.2		10.10
			7.7			
30	5.05		CIRCLE BAR	117.9		9.50
			8.7			
31 P	5.35		CRANE	126.6		9.20
			16.9			
31	6.25		REDESS	143.5		8.37
			13.3			
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. 34 April 30, 1961	Mile Post	SECOND CLASS	
	485				486	
	Local Freight				Local Freight	
STATIONS						
163 DPWY		DN-R	WEISER YL SR	0.0		
			8.0			
12			REBECCA	6.0		
			13.1			
48 P			CONCRETE	19.1		
			12.7			
23 P			MIDVALE	31.8		
			8.7			
35 P		D	CAMBRIDGE RA	40.5		
			9.3			
3 P			GOODRICH	49.8		
			6.8			
26 P			MESA	56.6		
			3.6			
59 PY		D	COUNCIL YL CN	60.2		
			1.4			
7			HOOVER YL	61.6		
			10.4			
6 P			GLENDALE	72.0		
			12.1			
43 P			RUBICON YL	84.1		
			5.6			
45 PWY		D-R	NEW MEADOWS YL	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
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.....(7).....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....			
Don.....	219.6	{43 PX	Both	18.9	9	Both	
Schiller.....	226.5	{72	Both	Stoddard Branch			
Sand Bank.....	370.9	57 P	Both	Westma.....	11.6	9	East
Third Subdivision				Wilder Branch			
Hillcrest.....	B-445.1	14 P	Both	Hop.....	4.4	13	East
Mangum.....	476.3	24 P	Both	Idaho Northern Branch			
Apple Valley.....	485.9	26 P	Both	Maddens.....	6.1	6	Both
Arcadia.....	491.7	45 P	Both	Josephson.....	12.6	12	Both
Washoe Spur.....	500.9	32 P	West	Amsco.....	13.6	12	Both
Wood.....	506.2	10 P	Both	Bramwell.....	22.2	5	East
Feltham.....	512.7	23 P	Both	Black Canyon.....	33.0	5	East
Wix.....	514.3	14 P	West	Archabal.....	127.4	9	Both
Fourth Subdivision				Oregon Eastern Branch			
Chubbuck.....	138.2	36	Both	Lawen.....	138.4	3	East
Mitchell.....	176.9	17	Both	New Meadows Branch			
Fibre.....	180.4	8	East	Presley.....	11.7	9	Both
Red Rock.....(2)(3).....	302.8	25	Both	Diamond.....	26.7	4 P	West
Rock.....	314.6	62 P	Both	Tamarack.....	81.9	29 P	Both
Dalys.....(2)(3).....	316.4	14 P	Both	(1) Flag stop for No. 17. (5) Flag stop for Nos. 477-478.			
Glen.....(2)(4).....	347.8	8	West	(2) Flag stop for No. 35. (6) Flag stop for Nos. 409-410.			
Maiden Rock.....(2)(3).....	366.0	{12	Both	(3) Flag stop for No. 36. (7) Flag stop for Nos. 441-442.			
Don Branch				(4) Regular stop for No. 36.			
Donox.....	9.2	11	West	CONDITIONAL STOPS TO DISCHARGE OR PICK UP			
Ammon.....	18.1	30	West	REVENUE PASSENGERS			
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
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 beyond.	Pocatello or beyond.
Jolley.....	27.6	10	Both	17	Any station Second and Third Subdivi-	Ogden, Pocatello or beyond.	Huntington or beyond.
Wamar.....	31.5	12	East	18	Any station First Sub-	Pocatello or beyond.	Green River or beyond.
Teton Valley Branch				18	Any station Second and Third Subdivi-	Huntington or beyond.	Pocatello, Odgen or beyond.
Judkins.....(5).....	22.3	{6	East	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Dwight.....(5).....	32.7	None	None	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Fox Creek.....(5).....	42.3	12	Both	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Mackay Branch				106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Aiken.....(6).....	3.8	{10	Both				
Rouse.....(6).....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....(6).....	16.0	13	East				
Fullmer.....(8).....	18.8	10	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	{31	Both				
Pyke.....	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				
Wadra.....	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	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 28.7 and 29.6.	70	60	50	Montpelier 115.4 and 115.6.	20	20	20	179.0 and 180.0 (No. 1 Track).	45	35	20
31.3 and 32.3.	50	40	30	115.9 and 116.2.	50	40	25	180.0 and 179.0 (No. 2 Track).	50	40	35
33.0 and 33.1.	70	60	50	120.6 and 123.4.	60	50	40	Lava Hot Springs 180.1 and 181.7.	70	60	50
Waterfall 34.6 and 34.8.	60	50	40	125.1 and 125.3.	70	60	50	181.8 and 183.1.	60	50	40
35.5 and 36.5.	50	40	25	125.8 and 126.7.	60	50	40	183.2 and 184.8.	70	60	50
36.5 and 38.9.	40	35	25	Georgetown Central Farmers Industry spur.			15	185.5 and 185.7.	70	60	50
39.6 and 39.8.	40	35	25	Between Mile Posts— 127.6 and 127.9.	70	60	50	186.1 and 187.3.	50	40	30
43.1 and 44.5.	60	50	40	128.2 and 128.7.	60	50	40	187.4 and 187.9.	60	50	40
Nugget 54.5 and 57.8.	40	35	25	129.5 and 130.0.	60	50	40	188.1 and 190.3.	70	60	50
58.0 and 59.5.	70	60	50	131.6 and 132.2.	70	60	50	McCammion 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— Dietrich 316.3 and 315.8 (Eastward).	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	321.5 and 321.7.	20	20	20	360.2 and 360.8.	60	50	40
Between Mile Posts— Bannock 237.9 and 241.3.	70	60	50	Shoshone Over Greenwood Street.	20	20	20	360.8 and 365.9.	70	60	50
Borah 244.5 and 244.8.	70	60	50	Between Mile Posts— 323.2 and 323.9.	70	60	50	King Hill 367.4 and 368.3.	70	60	50
Wapi 258.9 and 259.2.	70	60	50	325.0 and 326.6.	70	60	50	369.1 and 371.0.	60	50	40
Minidoka 272.4 and 273.0.	20	20	20	Gooding Over streets and alleys.	30	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Adelaide 285.8 and 286.2.	70	60	50	Between Mile Posts— 340.7 and 341.2.	60	50	40	Between Mile Posts— 371.1 and 373.2.	45	40	25
				342.3 and 343.4.	60	50	40	373.2 and 373.8.	20	20	20
				Bliss No. 18, to dispatch mail.		40		Glenns Ferry			

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between Mile Posts— B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	
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 524.9.	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	524.9 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.	79	50	Between Mile Posts— Dubois 236.0 and 236.6.	35	25	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	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 351.4.	35	25
Ch 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

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Pagr.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		30	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Spur at Collins.		10	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jct. and Boise Freight.		25
Aberdeen Branch Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Burley, within city limits.	20	20	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, over street crossings.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, Salt Lake yard tracks.	5	5	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs.	50	35	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
St. Anthony over highway crossing, just west of depot.	8	8	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		20
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
74.0 and 74.2.	30	25	Oakley Branch Maximum speed.		25	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
85.2 and 85.5.	35	25	Burley, within city limits.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between Smiths Ferry and Cabarton, watch for rocks.		20
92.1 and 95.0.	20	15	Wells Branch Maximum speed.		30	Between Mile Posts— 99.6 and 108.3.		20
99.9 and 100.8.	20	15	Between Mile Posts— 31.1 and 36.1.		25	111.4 and 111.6.		20
East Belt Branch Maximum speed.		25	45.9 and 53.3.		25	113.0 and 113.3.		20
Truss bridges.		15	69.6 and 71.6.		25	128.2 and 128.5.		15
Between Mile Posts— 4.7 and 4.9.	15	15	91.1 and 91.4.		25	McCall, over street crossings.		10
20.25 and 22.0.	15	15	Between Herrell and Melandeo.		20	Wilder Branch Maximum speed.		25
23.1 and 24.0.	15	15	Wells yard.		15	Homedale Branch Maximum speed.		25
36.5 and 37.0.	15	15	Ketchum Branch Maximum speed.	40	30	Oregon Eastern Branch Maximum speed, except be- tween M.P. 140.0 and 145.0.		25
West Belt Branch Maximum speed.		25	Bellevue, over streets and alleys.	12	12	Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	Between Hailey and Ketchum, over truss bridges.	15	15			
Highway Crossing M.P. 37.44.	5	5	Between Mile Posts— 63.1 and 64.6.	30	20			
Teton Valley Branch Maximum speed.	35	25	68.4 and 68.5.	10	10			
Bridges 4.48, 6.96 and 19.97.	12	12	Ketchum On balloon track.	15	15			
Between Mile Posts— 19.1 and 19.4.	15	15						
25.0 and 25.4.	15	15						

BRANCHES (Continued)

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

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of schedule indicate:

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

Rule 6(A)

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

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

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

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

Standard clocks are located as shown below:

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	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.		

