

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION

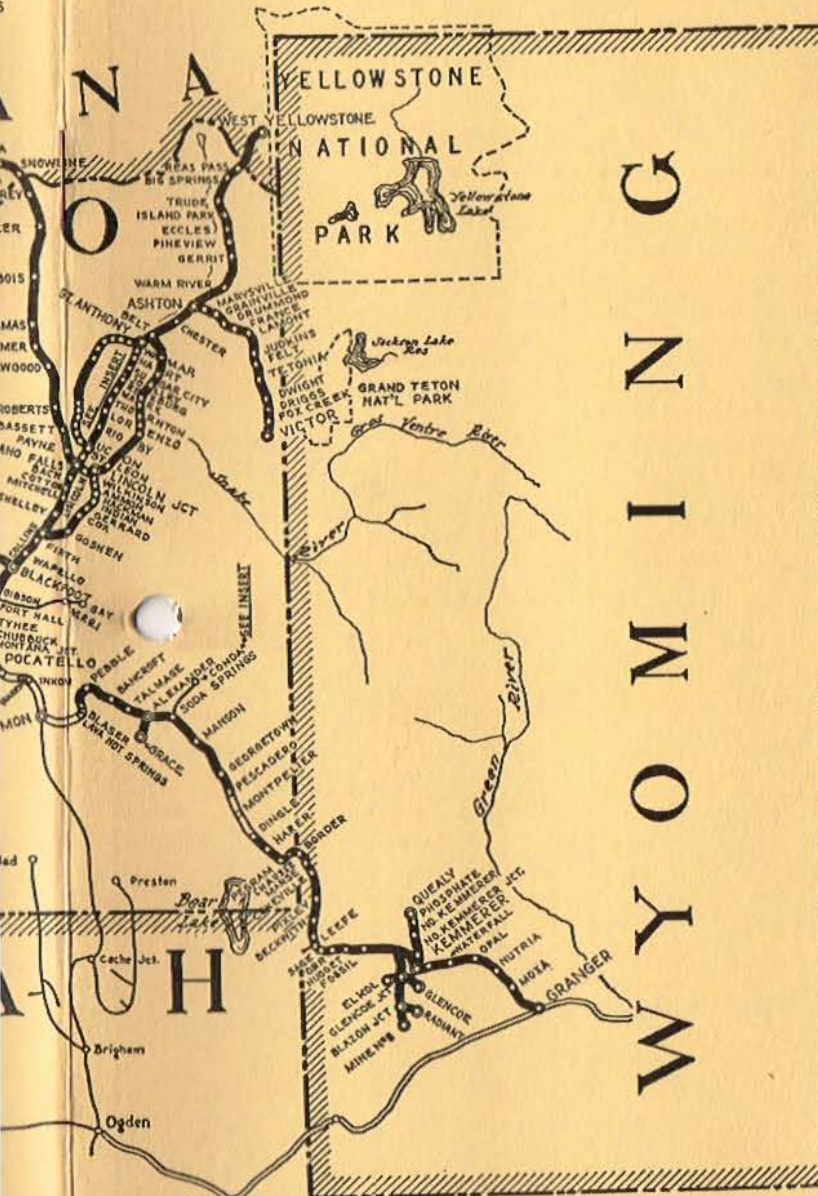
TIME-TABLE
No. 35

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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



NORTH WESTERN DISTRICT
IDAHO DIVISION

CORRECTED TO SEPTEMBER 25, 1960

SCALE OF MILES



D. F. WENGERT
General Manager

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

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

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

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 35		FIRST CLASS				
106 Streamliner Passenger	19 Passenger	457 Passenger	17 Passenger	11 Mail and Express		October 1, 1961		20 Passenger	12 Mail and Express	106 Streamliner Passenger	458 Passenger	18 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		P.T.		P.T.	5.20	9.05		8.50
2.40			9.05	11.45	649.7	LA GRANDE			2.40	6.45		6.05
4.45			11.30	2.25	723.9	PENDLETON			12.25	4.31		3.20
	11.10				941.3	SPOKANE		A 9.45				
5.31	A 3.15		12.45	4.25	755.3	HINKLE		5.40	11.40	3.56		2.20
7.05			3.10	6.35	855.4	THE DALLES			9.30	2.15		11.55
A 9.00		9.30	A 5.30	A 9.00	939.5	PORTLAND			7.10	12.30	A 9.15	9.45
		A 1.30			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(18.15) 31.5	(4.05) 45.6	(4.00) 45.8	(25.25) 37.0	(21.15) 34.1		..... Thru Time.....		(4.05) 45.6	(18.10) 39.9	(18.25) 51.0	(4.15) 45.4	(24.10) 38.9
						..... Average speed per hour.....						

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

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

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

MILEAGE

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

FIRST DIVISION

EASTWARD

Time-Table No. 35 October 1, 1961		Mile Post	FIRST CLASS				SECOND CLASS				
			36 Passenger	106 Streamliner Passenger	18 Passenger		280 Time Freight	278 Stock Special			
STATIONS											
DN-R	GRANGER YL GN	0.0		A 7.55AM	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	KEMMERER YL AV	39.7		f 7.05	s 10.10						
	8.3 FOSSIL	48.0									
	5.0 NUGGET	53.0									
	6.6 ORR	59.6									
	6.2 LEEFE	64.8									
	6.5 BECKWITH	71.3									
	6.1 PIXLEY	77.4									
D	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	MX MONTPELIER YL	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									
DN	9.9 SODA SPRINGS SD	146.0		s 7.43							
	5.6 ALEXANDER	151.6									
	4.6 TALMAGE	156.2									
	5.6										
D	BANCROFT BN	161.8		f 7.20							
	8.5 PEBBLE	170.3									
	7.1 BLASER	177.4									
	2.6 LAVA HOT SPRINGS	180.0		f 7.00							
	11.2										
DN	McCAMMON MC	191.2	As 4.15AM	f 6.45		A 12.40AM	A 2.00PM				
	10.7 INKOM	201.9									
	12.0										
DN-R	H-CA POCATELLO YL PO	213.9	3.45AM	3.55AM	6.15PM	12.01AM	1.15PM				
	(213.9)		Daily	Daily	Daily	Daily	Daily				
..... Thru Time.....			(0.30)	(4.00)	(4.40)	(0.30)	(0.45)				
..... Average speed per hour.....			45.4	53.4	45.8	34.9	30.3				

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 35

October 1, 1961

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

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

STATIONS

DPTWYZ	105	17	49	11	35
P	7.35PM	10.50AM	4.00AM	12.45AM	12.25AM
CS 153 P			f 4.15		12.30AM
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 P				f 3.37	
CS 170 P					
DPTWYZ	As 10.05PM	A 2.15PM		A 3.50AM	

BLOCK SIGNALS	CENTRALIZED TRAFFIC CONTROL	TWO MAIN TRACKS	DNR	H-CA
			POCATELLO YL PO	2.4
			POCATELLO JCT. YL	8.0
			MICHAUD	5.8
			BANNOCK	8.4
			DN AMERICAN FALLS	3.8
			BORAH	7.8
			QUIGLEY	5.9
			WAPI	3.8
			DEWOFF	7.5
			HAWLEY	5.1
			DN MINIDOKA	3.8
			MAX	8.1
			ADELAIDE	4.7
			KIMAMA	6.7
SENER	7.8			
OWINZA	5.8			
BESSEN	4.6			
DIETRICH	7.9			
DN SHOSHONE X	9.0			
TUNUPA	6.7			
DN GOODING	6.7			
FULLER	6.3			
BLISS	6.8			
TICESKA	9.8			
KING HILL	6.7			
DN-R GLENN'S FERRY YL	GF			
DOUBLE TRACK				

(159.9)

(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. 35

October 1, 1961

BLOCK SIGNALS	Mile Post	FIRST CLASS					SECOND CLASS				
		36	106	18	50	12	126				
		Passenger	Streamliner Passenger	Passenger	Mixed	Mail and Express	Time Freight				
STATIONS											
DN-R	POCATELLO YL	H-CA PO	213.9	A 2.30AM	A 3.40AM	A 5.35PM	A 10.30PM	A 2.20AM			A 3.30PM
			POCATELLO JCT. YL	216.3	2.20AM						
	MICHAUD		224.3			f 9.47					
	BANNOCK		230.1								
DN	AMERICAN FALLS	AF	238.5			s 4.55	s 9.30	f 1.30			
	BORAH		242.3								
	QUIGLEY		250.1								
	WAPI		256.0				f 9.10				
	DEWOFF		259.8								
	HAWLEY		267.3								
DN	MINIDOKA	RT	272.4		2.40	s 4.20	8.50PM	f 12.55			
	MAX		276.2								
	ADELAIDE		284.3								
	KIMAMA		289.0					f 12.35			
	SENER		295.7								
	OWINZA		303.5								
	BESSLEN		309.3								
	DIETRICH		313.9								
DN	SHOSHONE	X	321.8		s 1.57	s 3.30		s 12.05AM			
	TUNUPA		330.8								
DN	GOODING	GD	337.5			s 3.04		s 11.40PM			
	FULLER		344.2								
	BLISS		350.5					s 11.23			
	TICESKA		357.3								
	KING HILL		367.1					f 11.04			
DN-R	GLENN'S FERRY YL	GF	373.8		1.05AM	2.15PM		10.55PM			11.15AM
	(159.9)				Daily	Daily	Daily	Daily			Daily Except Sunday and Monday

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

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

WESTWARD

THIRD SUBDIVISION

EASTWARD

Car Capacity of Seating, etc. See Rule 6(A), Page 23.	FIRST CLASS			Time-Table No. 35 October 1, 1961	Mile Post	FIRST CLASS			SECOND CLASS	
	105	17	11			18	12	106	126	
	Streamliner Passenger	Passenger	Mail and Express			Passenger	Mail and Express	Streamliner Passenger	Time Freight	
	Daily	Daily	Daily							
				STATIONS						
DPTWY	10:05PM	2:25PM	4:00AM	DN-R GLENNS FERRY YL GF	373.8	A 2:05PM	A 10:45PM	As 1:05AM	A 1:00AM	
CS 164 P			f 4:10	8.9 HAMMETT	382.7					
CS 170 P				10.6 REVERSE	393.3					
163 PY	10:36	3:00	4:33	DN MOUNTAIN HOME MZ	401.6	3:30	10:00	12:33AM		
163 P				5.9 SEBREE	407.6					
163 P				5.2 CLEFT	412.7					
185 P			f 4:51	10.3 ORCHARD	423.0		9:38			
163 P	VIA BOISE	VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE		
163 P				12.0 KUNA	446.7					
60 P				9.9 BLACK'S CREEK	B-435.9					
69 PY	11:20	3:55	5:30	12.5 DN BOISE YL BG	B-448.4	12:35	9:10	11:50PM	VIA KUNA	
P		4:05	5:55	2.3 BOISE JCT.	B-450.7	12:30	8:55			
117 P		f 4:16	6:10	6.6 D MERIDIAN MD	B-457.3	12:17	8:41			
DPTWYZ	11:43	4:35	6:25	10.6 DN-R NAMPA YL AU-Q	456.6	12:05PM	8:30	11:25	9:00	
55 P		4:45	6:40	4.2 MOSS	460.8	11:55AM	8:16		8:30	
163 P	11:55PM	5:05	7:00	4.8 DN CALDWELL YL CW	465.6	11:40	8:04	11:13		
122 P				3.6 ENROSE	469.2					
163 P		5:13	7:09	3.3 NOTUS	472.5	11:28	7:50			
163 P		5:24	7:20	8.3 DN PARMA MA	480.8	11:20				
173 PY	12:17AM	5:36	7:30	7.6 DN NYSSA SY	488.4	11:10	7:35	10:53		
167 PWY	12:28	5:51	7:50	10.3 DN ONTARIO ON	498.7	10:55	7:24	10:45		
155 PY		6:02	8:01	3.8 DN PAYETTE AY	502.5	10:43	7:13			
163 P				6.8 CRYSTAL	509.3					
163 PWY	12:48	6:20	8:20	6.6 DN WEISER SR	515.9	10:30	6:58	10:29		
155 P				9.8 COBB	525.7					
163 P				7.1 ROCK ISLAND	532.8					
DPTWYZ	A 1:15AM	A 7:00PM	A 9:05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10:00AM	6:30PM	10:06PM	6:25AM	
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	
				VIA BOISE (176.3)						

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

(3.10)	(4.35)	(5.05)	..... Thru Time	(4.05)	(4.15)	(2.59)	(4.35)
55.7	39.5	34.6	..... Average speed per hour	43.2	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 CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35		
	October 1, 1961				October 1, 1961		
	STATIONS				STATIONS		
152 159	PTWZ	DN-R KEMMERER YL AV	0.0	53		GLENCOE JCT. YL	0.0
		4.8 GLENCOE JCT. YL	4.8			3.9 ELKOL	3.9
		4.5 BLAZON JCT.	9.3			(3.9)	
		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. 35			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35		
	October 1, 1961				October 1, 1961		
	STATIONS				STATIONS		
150	PY	DN SODA SPRINGS YL SD	0.0	150	P	ALEXANDER YL	0.0
		1.8 MONSANTO YL (Spur)	1.8			6.0 GRACE GA	6.0
		1.0 FORMATION (Spur)	2.8			(6.0)	
		2.8 PANTING	5.6				
		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. 35			Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35		
	October 1, 1961				October 1, 1961		
	STATIONS				STATIONS		
150	P	D FORT HALL FH	0.0	123	P	D FIRTH FR	0.0
		9.1 M.P. 9.1	9.1			5.2 GOSHEN	5.2
		11.7 GAY	20.8			5.8 GERRARD	11.0
		(20.8)				1.8 INDIAN	12.8
						2.8 HACKMAN	15.6
						6.4 LINCOLN JCT.	22.0
						(22.0)	

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

WESTWARD			YELLOWSTONE BRANCH				EASTWARD			
Car Capac. of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS			Time-Table No. 35			SECOND CLASS			
				491	477	October 1, 1961	Mile Post	492	478	
				Local Freight	Mixed			Local Freight	Mixed	
			Daily Except Sunday	Daily Except Sunday						
DPTWYZ				STATIONS						
				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					6.23	4.6 UCON UN	7.8	1.40PM	4.15	
54 P					6.42	6.2 RIGBY RG	13.8	Via West Belt Branch	4.00	
36 P					6.50	4.3 LORENZO	18.1		3.45	
25					6.57	2.6 THORNTON	20.7		3.35	
67 P					7.10	5.3 D REXBURG RX	26.0		3.20	
51 P					7.20	3.8 D SUGAR CITY SC	29.8		3.10	
36 PY						1.1 HART	30.9			
110 PWY					7.35	5.9 D ST. ANTHONY YL SH	36.8	A 10.50AM	2.55	
P						1.5 BELT YL	38.3	10.40AM		
43 P					7.50	4.5 CHESTER	42.8		2.40	
46 PWY					8.10AM	3.2 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			
25 PY						5.3 BIG SPRINGS	90.7			
22 P						0.5 REAS PASS	97.2			
22 PWY						9.9 WEST YELLOWSTONE YL	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. 35			SECOND CLASS			
				477	October 1, 1961	Mile Post	478			
				Mixed			Mixed			
			Daily Except Sunday							
DPTWYZ				STATIONS						
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 11.05AM	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. 35 October 1, 1961	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 35 October 1, 1961	Mile Post	SECOND CLASS		Mile Post			
	421 Local Freight	409 Local Freight			410 Local Freight	422 Local Freight		491 Local Freight									
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday											
STATIONS			STATIONS			STATIONS											
77 PWY	12.30PM	8.00AM	DN-R BLACKFOOT YL BF	0.0	A 4.35PM	A 6.00PM	17 PY		8.05AM	ORVIN YL	0.0						
7		8.06	2.1 COLLINS YL	2.1	4.28		22		8.15	2.3 LINCOLN YL	2.3						
7	12.40	8.12	2.2 CLARKSON	4.3	4.22	5.40	P			0.8 LINCOLN JCT. YL	3.1						
31	12.45	8.17	1.4 MORELAND	5.7	4.17	5.35	46 P		8.27	2.6 IONA	5.7						
P	A 12.50PM	8.21	1.4 ABERDEEN JCT. YL	7.1	4.13	5.25PM	21 P		9.05	10.7 RIRIE RK	16.4						
33 P		8.54	13.0 TABER	20.1	3.40		11 P		9.18	5.0 BYRNE	21.4						
35 PY		9.45	19.5 SCOVILLE	39.7	2.50		11 P		9.30	4.2 JENSON	25.0						
37 PY		10.35	19.4 ARCO YL RO	59.1	2.00		23 P		9.40	2.6 WALKER	28.2						
21 P		10.57	7.6 MOORE	66.7	1.28		40 P		9.52	4.2 PARKINSON	32.4						
10		11.15	5.9 DARLINGTON	72.6	1.10		11 P		9.58	1.9 MOODY	34.3						
5		11.30	4.7 LESLIE	77.3	12.55		12 P		10.20	3.8 D NEWDALE NE	38.1						
68 PY		A 11.55AM	8.0 D-R MACKAY YL MY	85.3	12.30PM		P		A 10.40AM	6.3 BELT YL	44.4						
			(85.3)		Daily Except Sunday	Daily Except Sunday				(44.4)							
(0.20)	(3.55)	..... Thru Time		(4.05)	(0.85)		(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. 35 October 1, 1961	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	
	421 Local Freight				422 Local Freight				
	Daily Except Sunday				Daily Except Sunday				
STATIONS			STATIONS			STATIONS			
P	12.50PM		ABERDEEN JCT. YL	0.0	A 5.25PM				
32	1.03		4.3 ROCKFORD	4.3	5.10				
17	1.08		1.6 LIBERTY	5.9	5.00				
32 P	1.28		4.3 PINGREE	10.2	4.38				
31 P	1.48		6.3 SPRINGFIELD	16.5	4.20				
17 P	2.05		3.2 STERLING	19.7	4.05				
8			6.3 FINGAL	26.0					
37 PY	A 2.40PM	D	2.2 ABERDEEN YL BN	28.2	3.30PM				
			(28.2)		Daily Except Sunday				
(1.50)	..... Thru Time		(1.53)					
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. 35 October 1, 1961	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	
					492 Local Freight				
					Daily Except Sunday				
STATIONS			STATIONS			STATIONS			
60 P			D UCON UN	0.0	A 1.40PM				
22 P			8.8 LEWISVILLE	8.8	1.10				
50 P			1.7 MENAN MN	10.5	1.00				
51 P			14.5 PLANO	25.0	12.12				
18			1.7 EDMONDS	26.7	12.05PM				
11 P			2.6 EGIN	29.3	11.56AM				
32			2.3 HEMAN	31.6	11.46				
19 P			1.9 PARKER	33.5	11.40				
110 PWY			5.2 D-R 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. 35 October 1, 1961	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
125 269	PWY	11.45PM	12.01PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM		A1 1.00AM	A10.30PM
73	P	12.01AM	12.16		f 5.43		ACEQUIA		8.2	f 8.28		10.35	10.05
196	DPWY	12.16	12.30		s 6.10	DN	RUPERT YL	MS	13.5	s 8.20		10.20	9.50
15							SCHOW		16.4				
32	P	12.27	12.40		f 6.18		HEYBURN		19.6	f 8.08		10.05	9.35
59 63	PWY	12.40	12.55		s 6.35	DN	BURLEY YL	BU	21.7	s 8.04		10.00	9.30
76	P	1.02	1.17		f 6.42		STARRH'S FERRY		25.8	f 7.53		9.45	9.15
58	P	1.15	1.30		f 6.54		MILNER		33.5	f 7.41		9.30	9.00
16	P				f 6.57		PARSONS		35.5	f 7.38			
71	P	1.30	1.45		s 7.07	D	MURTAUGH	MU	41.4	s 7.29		9.15	8.45
53	P	1.40	1.55		7.13		BICKEL		45.1	7.23		9.05	8.35
23							BILLS		49.0				
41	P	1.55	2.10		s 7.20	D	HANSEN	NS	49.7	s 7.16		8.55	8.25
60	P	2.08	2.23		s 7.27	D	KIMBERLY	KY	53.3	s 7.10		8.45	8.15
31	P				7.35		McMILLAN YL		56.4				
	DPWYZ	A 3.00AM	A 3.40PM		8.10 8.20	DN-R	TWIN FALLS YL	NA	58.9	7.00 6.45		8.30AM	8.00PM
42					f 8.27		CURRY		63.3	f 6.35			
60	P				s 8.32	D	FILER	FR	65.9	s 6.30			
					f 8.36		PEAVEY		68.5	f 6.25			
					f 8.40		CEDAR		71.3	f 6.20			
	PY				A 8.45AM	DN-R	BUHL YL	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	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35 October 1, 1961				Mile Post
	STATIONS				
	59 63	PWY	DN-R	BURLEY YL		BU	0.0
28			BEEVILLE		4.3
23			PELLA		5.2
30			NORTH KENYON		8.3
9			KENYON		9.6
11			CHURCHILL		13.5
23			TROUT		16.3
60			MARION		17.8
25			WARR		19.4
20		D	OAKLEY	OA	21.8
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 35 October 1, 1961				Mile Post
	STATIONS				
	59 63	PWY	DN-R	BURLEY YL		BU	0.0
34			UNITY		3.1
28			ELCOCK		4.0
15			EVANS (Spur)		4.7
22			SPRINGDALE		6.0
25			HATCH		7.5
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. 35			Mile Post	SECOND CLASS	Time-Table No. 35		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	October 1, 1961			Mile Post
	439 Mixed	October 1, 1961				440 Mixed	October 1, 1961						
	Daily	STATIONS				Daily	STATIONS						
DPWYZ	7.00 ^{PM}	DN-R	TWIN FALLS YL	NA	0.0	A 6.15 ^{AM}	196 DPWY	DN-R	RUPERT YL	MS	0.0		
31	7.22		10.9 BERGER		10.9	4.53	34 P		4.4 MYERS YL		4.4		
26	7.40		8.5 HOLLISTER		10.4	4.36	36 P	D	1.5 PAUL YL	DJ	5.9		
9	7.48		3.8 AMSTERDAM	(Spur)	23.2	4.27	20		2.0 BUDGE		7.9		
21 PY	8.00		5.6 ROGERSON		28.8	4.15	54		8.0 SCHODDE		15.9		
38	8.25		9.9 METEOR		38.7	3.50	21		3.9 McHENRY		19.8		
34	8.55		11.4 IDAYADA		50.1	3.23	22 P	D	4.2 HAZELTON	AZ	24.0		
34 P	9.09		6.0 DELAPLAIN		56.1	3.08	28		2.9 BLACK		26.9		
34	9.19		4.6 SAN JACINTO		60.7	2.57	63 P	D	1.2 EDEN	DX	28.1		
34 P	9.37		8.1 CONTACT		68.8	2.40	54		6.7 PERRINE		34.8		
33 P	10.00		0.3 HENRY		75.1	2.22	12		3.5 SUGAR LOAF		38.3		
33	10.25		11.6 SHORES		86.7	1.52	25		2.3 FALLS CITY		40.6		
48 PY	10.41		6.9 WILKINS		93.6	1.36	10		2.0 BARRYMORE		42.6		
37	10.49		3.7 HERRELL		97.3	1.28	54 PY	DN	5.3 JEROME YL	JO	47.9		
44 PY	11.10		5.2 SUMMER CAMP		102.5	1.11	54 P	D	8.8 WENDELL	ND	56.7		
44	11.30		6.4 MELANDCO		108.9	12.48	17		1.4 KING		58.1		
35	11.45 ^{PM}		7.2 TOWN CREEK		116.1	12.33	54		8.1 TUTTLE		66.2		
PY	12.01 ^{AM}	DN-R	7.3 WELLS YL	HU	123.4	12.15 ^{AM}	118 120 PY		7.4 BLISS YL		73.6		
			(123.4)			Daily			(73.6)				
	(5.01) 24.6 Thru Time			(5.00) 24.7 Average speed per hour							

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35			Mile Post	SECOND CLASS	Time-Table No. 35		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	October 1, 1961			Mile Post
	441 Local Freight	October 1, 1961				442 Local Freight	October 1, 1961						
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday	STATIONS						
WS 104-99 ES 95-112 DPWY	6.00 ^{AM}	DN-R	SHOSHONE YL	X	0.0	A 12.45 ^{PM}	39 PY	D	4.5 RICHFIELD YL	FK	0.0		
39 PY	6.35	D	15.3 RICHFIELD YL	FK	15.3	12.05 ^{PM}	10		4.9 RAWSON		4.5		
29	6.50		6.4 PAGARI		21.7	11.45 ^{AM}	12		4.9 BURMAH		9.4		
27	7.10		8.0 TKURA		29.7	11.25	42 P		12.1 MAGIC		21.5		
59 P	7.30		7.6 PICABO		37.3	11.05	32		9.7 MACON		31.2		
6	7.40		4.5 HAY		41.8	10.50	7		5.6 RANDS		36.8		
10	7.45		2.5 GANNETT		44.3	10.45	17		2.9 SELBY		39.7		
30	8.05		7.8 BELLEVUE		52.1	10.25	42 P	D	4.1 FAIRFIELD	FD	43.8		
17 P	8.16	D	5.1 HAILEY	RI	57.2	10.05	32		7.9 CORRAL		51.7		
22	8.22		2.8 BARITE		60.0	9.52	60 Y		6.1 HILL CITY YL		57.3		
30 PW Loop	A 8.45 ^{AM}	D-R	9.4 KETCHUM YL	KU	69.4	9.30 ^{AM}							
			(69.4)			Monday Wednesday Friday			(57.8)				
	(2.45) 25.2 Thru Time			(3.15) 21.4 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		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
134 P		D-R	VALE YL VA	0.0	
20			11.4 LANCASTER (Spur)	11.4	
29			5.9 JAMIESON	17.3	
31 P			6.0 BROGAN YL	23.3	
			(23.3)		

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

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 35			SECOND CLASS
	483	October 1, 1961		Mile Post	484
	Local Freight Daily Except Sunday	STATIONS			Local Freight
155 PY	6.00AM	DN-R	PAYETTE YL AY	0.0	A 2.45PM
18	6.20		3.9 EFFIE	3.9	2.30
P	6.30	D	1.2 FRUITLAND FU	5.1	2.25
	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 PWYZ	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. 35			
		October 1, 1961		Mile Post	
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43		D	1.8 WILDER YL WR	11.5	
			(11.5)		

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

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 35			
		October 1, 1961		Mile Post	
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
		D-R	2.1 BOISE FREIGHT YL BE	3.2	
10			1.8 PENITENTIARY SPUR YL	5.0	
10			1.3 VERNON YL (Spur)	6.3	
			2.1 BARBER YL	8.4	
			(8.4)		

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

Westward IDAHO NORTHERN BRANCH Eastward

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

(8.00) Thru Time (7.00)
16.8 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. 35 October 1, 1961	Mile Post	SECOND CL			
	459 Local Freight Daily Except Sunday			460 Local Freight			
	STATIONS						
	167 DPWY	10.45AM	DN-R	ONTARIO YL ON	0.0	A	4.00PM
	14	11.00		CAIRO	3.7		3.35
	38	11.10		LUSE	3.2		3.25
	24	11.20		MALLETT	3.1		3.15
	134 P	11.55AM	D-R	VALE YL VA	5.5		3.00
	46	12.20PM		HOPE	8.0		2.20
	52	12.50		LITTLE VALLEY	11.3		1.50
	53 P	1.20 ⁴⁶⁰		HARPER	7.2		1.20 ⁴⁵⁹
	50	1.45		NAMORF	9.2		12.51
	27	2.12		JONESBORO	11.0		12.24PM
	53 PY	2.45	D	JUNTURA JN	11.4		11.55AM
	50	3.30		LONG	13.0		11.15
	49 P	3.55		RIVERSIDE	6.1		10.55
	31	4.20		DUNNEAN	10.1		10.30
	30 P	4.45		VENATOR	7.4		10.10
	30	5.05		CIRCLE BAR	7.7		9.50
	31 P	5.35		CRANE	8.7		9.20
	31	6.25		REDESS	16.9		8.37
	23 P WYZ	A 7.00PM	D-R	BURNS YL BR	13.3		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.	Time-Table No. 35 October 1, 1961		Mile Post
	STATIONS		
	163 DPWY	DN-R		WEISER YL SR	0.0
12		REBECCA	6.0
48 P		CONCRETE	13.1
23 P		MIDVALE	12.7
35 P	D	CAMBRIDGE RA	8.7
3 P		GOODRICH	9.3
28 P		MESA	6.8
12			56.6
59 PY	D	COUNCIL YL CN	3.6
7		HOOVER YL	1.4
6 P		GLENDALE	10.4
43 P		RUBICON YL	12.1
45 PWY	D-R	NEW MEADOWS YL ^{DS}	5.6
		(89.7)	89.7

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....	18.9	9	Both
Don.....	219.6	{43 PX	Both	Stoddard Branch			
Schiller.....	226.5	72 P	Both	Westma.....	11.6	9	East
Sand Bank.....	370.9	57 P	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	13	East
Hillcrest.....	B-445.1	14 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	31 P	Both	Maddens.....	6.1	6	Both
Beatty.....	B-454.6	29 P	Both	Josephson.....	12.6	12	Both
Sonna.....	B-460.7	22 P	Both	Amseo.....	13.6	12	Both
Mangum.....	476.3	24 P	Both	Bramwell.....	22.2	5	East
Apple Valley.....	485.9	26 P	Both	Black Canyon.....	33.0	5	East
Arcadia.....	491.7	45 P	Both	Archabal.....	127.4	9	Both
Washoe Spur.....	500.9	32 P	West	Oregon Eastern Branch			
Wood.....	506.2	10 P	Both	Lawen.....	138.4	3	East
Feltham.....	512.7	23 P	Both	New Meadows Branch			
Wix.....	514.3	14 P	West	Presley.....	11.7	9	Both
Fourth Subdivision				Diamond.....	26.7	4 P	West
Chubbuck.....	138.2	36	Both	Tamarack.....	81.9	29 P	Both
Mitchell.....	176.9	17	Both	(1) Flag stop for No. 17. (4) Regular stop for No. 36. (2) Flag stop for No. 35. (5) Flag stop for Nos. 477-478. (3) Flag stop for No. 36.			
Fibre.....	180.4	8	East				
Red Rock.....(2)(3).....	302.8	25	Both	CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Rock.....	314.6	62 P	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Dalys.....(2)(3).....	316.4	14 P	Both	17	Any station First Sub-	Green River or beyond.	Pocatello or beyond.
Glen.....(2)(4).....	347.8	8	West	17	Any station Second and Third Subdivi-	Ogden, Pocatello or beyond.	Huntington or beyond.
Maiden Rock.....(2)(3).....	366.0	{12	Both	18	Any station First Sub-	Pocatello or beyond.	Green River or beyond.
Shen Branch				18	Any station Second and Third Subdivi-	Huntington or beyond.	Pocatello, Odgen or beyond.
Cox.....	9.2	11	West	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Ammon.....	18.1	30	West	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Wilkinson.....	21.0	3	West	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Yellowstone Branch				106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
Teton Valley Branch							
Judkins.....(5).....	22.3	{6	East				
Dwight.....(5).....	32.7	6	Both				
Fox Creek.....(5).....	42.3	None	None				
Mackay Branch							
Aiken.....	3.8	{10	Both				
Rouse.....	7.6	10	East				
Havens.....	14.1	4	East				
Olsen.....	16.0	1	East				
Fullmer.....	18.8	13	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	{31	Both				
Pyke.....	35.3	19	West				
East Belt Branch							
Gale Spur.....	27.5	5	West				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Opelton.....	52.9	12	Both				

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

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

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

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

GENERAL

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

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
Pal 23.7 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.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Pocatello Within platform limits of passenger depot.	6	6	6	Between Mile Posts— Dietrich 316.3 and 315.8 (Eastward).	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	321.5 and 321.7.	20	20	20	360.2 and 360.8.	60	50	40
Between Mile Posts— 218.8 and 220.0.	70	60	50	Shoshone Over Greenwood Street.	20	20	20	360.8 and 365.9.	70	60	50
Bannock 237.9 and 241.3.	70	60	50	Between Mile Posts— 323.2 and 323.9.	70	60	50	King Hill 367.4 and 368.3.	70	60	50
Borah 244.5 and 244.8.	70	60	50	325.0 and 326.6.	70	60	50	369.1 and 371.0.	60	50	40
Wapi 258.9 and 259.2.	70	60	50	Gooding Over streets and alleys.	30	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Minidoka 272.4 and 273.0.	20	20	20	Between Mile Posts— 340.7 and 341.2.	60	50	40	Between Mile Posts— 371.1 and 373.2.	45	40	25
Adelaide 285.8 and 286.2.	70	60	50	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	25
Between Mile Posts— 373.8 and 374.5.	20	20	20	B-433.9 and B-434.3.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
376.5 and 377.6.	60	50	40	Black's Creek B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		50	
378.6 and 379.3.	45	40	25	B-438.5 and B-438.8.	70	60	50	Between Mile Posts— 482.8 and 483.0.	70	60	50
384.0 and Reverse.	65	60	40	B-439.4 and B-440.4.	50	40	25	484.5 and 485.0.	70	60	50
385.6 and 387.0.	60	50	40	B-440.4 and B-446.1.	60	50	40				
389.8 and 390.6.	60	50	40	Boise B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Mountain Home Over street crossings.	50	50	50	B-450.5 and B-451.0.	70	60	50	Crystal Trains using turn-out east switch Crystal.	15	15	15
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		Between Mile Posts— 515.8 and 516.2.	50	40	30
Kuna 447.5 and 450.8.	60	50	40	Between Mile Posts— Sonna B-467.0 and B-467.8.	40	25	25	523.1 and 524.9.	70	60	50
Nampa 450.6 and 457.2.	20	20	20					524.9 and 528.1.	60	50	40
Orchard B-423.5 and B-424.0.	60	50	40					529.7 and 531.8.	70	60	50
B-429.1 and B-430.0.	60	50	40	Nampa 456.6 and 457.2.	20	20	20	Rock Island 533.1 and 535.1.	70	60	50
								535.9 and 536.9.	60	50	40
								536.9 and 539.0.	40	30	25
								Huntington			

FOURTH SUBDIVISION

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

BRANCHES

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

BRANCHES (Continued)

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

BRANCHES (Continued)

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

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of schedule indicate:

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

Rule 6(A)

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

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

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

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

Standard clocks are located as shown below:

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

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

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

