



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 36

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

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

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

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

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

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 36		FIRST CLASS				
105 Streamliner Passenger	19 Passenger	457 Passenger	17 Passenger	11 Mail and Express		June 19, 1962		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	213.0	POCATELLO		A 2.20	3.55 3.40			6.15 5.35
10.05			2.25	4.00	373.8	GLENN'S FERRY		10.55	1.05			2.15
11.20			4.05	5.55	448.4	BOISE		9.10	11.50			12.35
1.15			7.00	9.05	550.1	M.T. HUNTINGTON M.T.		6.30	10.06			10.00
12.16			6.10	8.15		P.T. P.T.		6.20	9.05			8.50
2.40			9.05	11.45	649.7	LA GRANDE		2.40	6.45			6.05
4.45			11.30	2.25	723.9	PENDLETON		12.25	4.31			3.20
	11.10				841.3	SPOKANE	A 9.45					
5.31	A 3.15		12.45	4.25	755.3	HINKLE	5.40	11.40	3.56			2.20
7.05			3.10	6.35	855.4	THE DALLES		9.30	2.15			11.55
A 9.00		9.30	A 5.30	A 9.00	939.5	PORTLAND		7.10	12.30	A 9.15		9.45
		A 1.30			1122.7	SEATTLE					5.00	
							Daily	Daily	Daily	Daily	Daily	Daily
(18.15) 51.5	(4.05) 45.8	(4.00) 45.8	(25.25) 37.0	(21.15) 34.1		..... Thru Time	(4.05) 45.8	(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 McCammion	Time-Table No. 36		FIRST CLASS			
		35 Passenger	47 Passenger		June 19, 1962		36 Passenger	48 Passenger		
		Daily	Daily		STATIONS					
			11.25		0.0	McCAMMON	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		285.8	BUTTE	7.30			
							Daily	Daily		
			(8.05) 35.4	(6.35) 22.4		..... Thru Time	(8.45) 32.7	(5.50) 25.2		
						..... Average speed per hour				

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

MILEAGE

Main Line 848.07
Branches 1339.18
Grand Total 2187.25

WESTWARD

FIRST SUBDIVISION

Time-Table No. 36

June 19, 1962

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

SECOND CLASS

FIRST CLASS

STATIONS

No.	Symbol	SECOND CLASS		FIRST CLASS			Time	Type	Station
		279	277	35	105	17			
		Time Freight	Time Freight	Passenger	Streamliner Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily			
144	IPWY						3.45 PM	5.05 AM	DN-R GRANGER YL GN
150	P								7.7 MOXA
150	P								7.7 NUTRIA
150	P							s 5.31	9.1 OPAL OW
150	P								9.1 WATERFALL
152	PTWZ						f 4.27	s 6.01	6.1 DN KEMMERER YL AV
150	P								8.3 FOSSIL
150	P								5.0 NUGGET
150	P								5.6 ORR
150	PY								5.2 LEEFE
150	P								6.5 BECKWITH
150	P								6.1 PIXLEY
176	P							s 7.05	6.1 D COKEVILLE CK
150	P								4.7 MARSE
150	P								6.3 CHAUSSE
150	P								8.4 HARER
27	P								5.1 DINGLE
	DPTWYZ						s 5.45	7.45 7.55	7.0 DN-R MONTPELIER YL MX
	P								6.3 PESCADERO
196	P								5.5 GEORGETOWN
150	P								9.3 MANSON
150	PY							s 8.32	9.9 DN SODA SPRINGS SD
150	P								5.6 ALEXANDER
150	P								4.6 TALMAGE
150	P								5.6 D BANCROFT BN
191	P						f 8.55		8.5 PEBBLE
150	P								7.1 BLASER
27	P							f 9.19	2.6 LAVA HOT SPRINGS
	P								6.0 TOPAZ
CS 154	PY						11.50 PM	3.50 AM	5.2 DN McCAMMON MC
115	P							f 9.47	10.7 INKOM
	DPTWYZ						A 12.30 AM	A 4.50 AM	12.0 DN-R FOCATELLO YL PO H-CA

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

(0.40) (1.00) (0.30) (3.40) (5.05) Thru Time
 34.0 22.7 45.4 58.3 42.1 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. 36

June 19, 1962

Mile Post	FIRST CLASS					SECOND CLASS			
	36 Passenger	106 Streamliner Passenger	18 Passenger			280 Time Freight	278 Stock Special		

STATIONS

CENTRALIZED TRAFFIC CONTROL

DN-R	GRANGER YL GN	0.0		A 7.55AM	As 10.55PM				
	7.7 MOXA	7.7							
	7.7 NUTRIA	15.4							
D	9.1 OPAL OW	24.5			f 10.30				
	9.1 WATERFALL	33.8							
	6.1								
DN	KEMMERER YL AV	39.7		f 7.05	s 10.10				
	3.3 FOSSIL	48.0							
	6.0 NUGGET	53.0							
	6.0 ORR	59.8							
	5.2 LEEFE	64.8							
	6.5 BECKWITH	71.3							
	6.1 PIXLEY	77.4							
D	8.1 COKEVILLE CK	83.5			s 9.10				
	4.7 MARSE	88.2							
	6.3 CHAUSSE	94.5							
	8.4 HARER	102.9							
	6.1 DINGLE	108.0							
	7.0								
DN-R	MX MONTPELIER YL	115.0		s 5.40	8.30 8.20				
	6.3								
	5.5 PESCADERO	121.3							
	9.3 GEORGETOWN	126.8							
	9.9 MANSON	136.1							
DN	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				
	6.0 TOPAZ	186.0							
DN	McCAMMON MC	191.2		As 4.15AM	f 6.45		As 12.40AM	As 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)	(0.39)	(0.46)
..... 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

Time-Table No. 36
June 19, 1962

FIRST CLASS

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS						STATIONS	
		105	17	49	47	11		35
		Streamliner Passenger	Passenger	Mixed	Passenger	Mail and Express		Passenger
	Daily	Daily	Daily	Daily	Daily	Daily		
DPTWYZ		7.35PM	10.50AM	4.00AM	12.55AM	12.45AM	12.25AM	BLOCK SIGNALS DNR H-CA POCATELLO YL PO 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 DN AMERICAN FALLS AF 3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1 DN MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 6.7 SENTER 7.8 OWINZA 5.8 BESSLER 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 FERRY YL GF 6.7 (159.9)
P					A 1.00AM		A 12.30AM	
CS 153 P				f 4.15				
170 P								
145 P			s 11.18AM	s 4.35		f 1.13		
120 P								
170 P								
119 P				f 4.55				
170 P								
119 P								
125 269 PWY		8.25	s 12.01PM	A 5.20AM		f 1.47		
119 P								
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		
DPTWY		As 10.05PM	A 2.15PM			A 3.50AM		

(2.30) (3.25) (1.20) (0.05) (3.05) (0.05) Thru Time
 64.0 46.8 43.9 28.8 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. 36

June 19, 1962

Mile Post

FIRST CLASS

SECOND CLASS

48

36

106

18

50

12

126

Passenger

Passenger

Streamliner
Passenger

Passenger

Mixed

Mail and
Express

Time
Freight

STATIONS

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

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

Mile Post	48 Passenger	36 Passenger	106 Streamliner Passenger	18 Passenger	50 Mixed	12 Mail and Express	126 Time Freight
213.9	A 2:05AM	A 2:30AM	A 3:40AM	A 5:35PM	A 10:30PM	A 2:20AM	A 3:30PM
216.3	1:40AM	2:20AM					
224.3					f 9:47		
230.1							
238.5				s 4:55	s 9:30	f 1:30	
242.3							
250.1							
256.0					f 9:10		
259.8							
267.3							
272.4			2:40	s 4:20	8:50PM	f 12:55	
276.2							
284.3							
289.0						f 12:35	
295.7							
303.5							
309.3							
313.9							
321.8			s 1:57	s 3:30		s 12:05AM	
330.8							
337.5				s 3:04		s 11:40PM	
344.2							
350.5						s 11:23	
357.3							
367.1						f 11:04	
373.8			1:05AM	2:15PM		10:55PM	11:15AM
(169.9)	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

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS					Time-Table No. 36 June 19, 1962	Mile Post	FIRST CLASS			SECOND CLASS	
		105 Streamliner Passenger	17 Passenger	11 Mail and Express				18 Passenger	12 Mail and Express	106 Streamliner Passenger	126 Time Freight	
		Daily	Daily	Daily								
	STATIONS											
DPTWY		10.05PM	2.25PM	4.00AM		373.8	A 2.05PM	A 10.45PM	As 1.05AM	A 11.00AM		
CS 164 P				f 4.10	DN-R GLENN'S FERRY YL GF	382.7						
CS 170 P					8.9 HAMMETT	393.3						
163 PY		10.36	s 3.00	s 4.33	10.6 REVERSE							
163 P					8.3 MOUNTAIN HOME MZ	401.6	s 1.30	s 10.00	12.33AM			
163 P					5.9 SEBREE	407.5						
185 P				f 4.51	5.2 CLEFT	412.7						
163 P					10.3 ORCHARD	423.0		s 9.38				
163 P		VIA BOISE	VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE			
60 P					12.0 KUNA	446.7						
69 PY		s 11.20	3.55 4.05	5.30 5.55	12.9 BLACK'S CREEK	B-435.9						
P					12.5 DN BOISE YL BG	B-448.4	12.35 12.30	9.10 8.55	s 11.50PM	VIA KUNA		
117 P			f 4.16	s 6.10	2.3 BOISE JCT.	B-450.7						
DPTWYZ		s 11.43	4.35 4.45	6.25 6.40	6.0 D MERIDIAN MD	B-457.3	12.17	s 8.41				
55 P					10.6 DN-R NAMPA YL AU-Q	456.6	12.05PM 11.55AM	8.30 8.15	s 11.25	9.00 8.30		
163 P		11.55PM	s 5.05	s 7.00	4.2 MOSS	460.8						
122 P					4.8 DN CALDWELL YL CW	466.6	s 11.40	s 8.04	11.13			
163 P			s 5.13	s 7.09	3.6 ENROSE	469.2						
163 P			s 5.24	s 7.20	3.3 NOTUS	472.5	f 11.28	f 7.50				
173 PY		12.17AM	s 5.36	s 7.30	8.3 DN PARMA MA	480.8	s 11.20					
167 PWY		12.28	s 5.51	s 7.50	7.6 DN NYSSA SY	488.4	s 11.10	s 7.35	10.53			
155 PY			s 6.02	s 8.01	10.3 DN ONTARIO ON	498.7	s 10.55	s 7.24	10.45			
163 P					3.8 DN PAYETTE AY	502.5	s 10.43	s 7.13				
163 PWY		12.48	s 6.20	s 8.20	6.8 CRYSTAL	509.3						
155 P					6.6 DN WEISER SR	515.9	s 10.30	s 6.58	10.29			
163 P					9.8 COBB	525.7						
					7.1 ROCK ISLAND	532.8						
DPTWYZ		A 1.15AM	A 7.00PM	A 9.05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.30PM	10.06PM	6.25AM		
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday		

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

(3.10)	(4.35)	(5.05)	..... Thru Time	(4.05)	(4.15)	(2.59)	(4.35)
55.7	38.6	34.6	..... Average speed per hour	43.2	41.6	59.1	36.0

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight Daily	47 Passenger Daily	35 Passenger Daily	48 Passenger			36 Passenger	278 Stock Special		
									STATIONS	
P			1.00AM	12.30AM	POCATELLO JCT. YL	135.1	A 1.40AM	A 2.20AM	A 7.30AM	
P	1.30PM		1.05	12.35	MONTANA JCT. YL	136.7	1.35	2.15	7.12	
124 P	1.36		1.10	12.39	TYHEE	140.4	1.28	2.10	7.05	
150 P	1.44		1.18 ⁴⁸	12.45	D FORT HALL FH	145.7	1.18 ⁴⁷	f 2.04	6.57	
71 P	1.51		1.23	12.50	GIBSON	151.0	1.09	1.58	6.49	
77 PWY	2.01		f 1.31	s 1.00 ⁴⁸	DN BLACKFOOT YL BF	158.1	f 1.00 ³⁵	s 1.50	6.34	
72 P	2.10		1.42 ³⁶	1.07	WAPELLO	164.0	12.46	1.42 ⁴⁷	6.19	
123 P	2.18		1.53	f 1.13	D FIRTH FR	169.4	12.39	f 1.36	6.09	
105 P	2.28		2.02	f 1.20	DN SHELLEY SY	175.5	12.31	s 1.29	5.59	
71 P	2.34		2.10	1.24 ³⁶	COTTON	179.3	12.24	1.24 ³⁵	5.52	
97 P	2.40		2.18	1.29	BACH YL	183.1	12.18	1.17	5.45	
DPTWYZ	3.00		A 2.30AM	1.33 1.43	DN-R IDAHO FALLS YL AK	184.5	12.10AM	1.13 1.03	5.40	
51 P	3.20			f 1.62	PAYNE	191.2		f 12.52	5.08	
54 P	3.28			f 1.58	BASSETT	196.5		f 12.46	4.58	
54 P	3.37			s 2.05	D ROBERTS AR	202.0		s 12.40	4.48	
49 P	3.55			2.17	HAWGOOD	212.1		12.28	4.28	
51 P	4.04			s 2.24	HAMER	217.5		s 12.22	4.18	
50 P	4.14			f 2.31	CAMAS	223.1		f 12.16	4.08	
51 106 PWY	4.50			s 2.45	DN DUBOIS YL BO	234.9		s 12.03AM	3.43	
57 P	5.20			s 3.07 ²⁷⁸	SPENCER	248.5		s 11.42PM	3.07 ³⁵	
150 P	5.46			s 3.24	HUMPHREY	258.0		s 11.24	2.20	
61 PY	6.05			s 3.36	D MONIDA YL MO	264.7		s 11.14	2.00	
50 P	6.22			f 3.50	SNOWLINE	273.7		f 10.59	1.40	
DPWY	6.50 7.30			4.00 4.10	DN-R LIMA YL RD	279.9		10.50 10.40	1.20 12.30	
47 P	7.50			s 4.24	D DELL DE	288.0		s 10.28	12.08AM	
48 P	8.05			f 4.32	KIDD	294.0		f 10.19	11.55PM	
78 P	8.30			s 4.54	D ARMSTEAD AD	307.0		s 10.03	11.28	
180 P	9.00			f 5.13	BARRETTTS	320.4		f 9.40	11.00	
150 P	9.30 ³⁶			s 5.27	DN DILLON YL DN	328.0		s 9.30 ²⁷⁷	10.45	
45 P	10.16 ²⁷⁸			f 5.43	APEX	340.3		f 9.09	10.16 ²⁷⁷	
47 PY	10.40			f 5.59	NAVY	348.7		f 8.53	9.45	
61 P	11.10			s 6.13	MELROSE	358.9		s 8.38	9.23	
37 P	11.30			f 6.24	QUINN	364.9		f 8.27	9.06	
39 P	11.45PM			s 6.35	D DIVIDE J	370.1		s 8.17	8.53	
17 P	12.15AM			f 6.53	FEELY	380.7		f 8.00	8.27	
PY	A 1.00AM			As 7.15AM	DN-R SILVER BOW YL SB	390.0		s 7.45PM	8.00PM	

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

	A 5.00 AM		A 7.30 AM	DN BUTTE YL BY 397.0		7.30 PM	7.35 PM
				(281.0)	Daily	Daily	Daily
	(15.30) 18.7	(1.30) 32.9	(7.00) 37.4	..... Thru Time.....	(1.30) 32.9	(6.50) 38.3	(11.55) 22.0
				.... Average speed per hour....			

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

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

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

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

WESTWARD CUMBERLAND BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36		Mile Post
	June 19, 1962		
	STATIONS		
152 159	PTWZ	DN-R KEMMERER YL AV	0.0
		4.8 GLENCOE JCT. YL	4.8
63		8.2 MINE NO. 8 YL	13.0
16		(13.0)	

WESTWARD ELKOL BRANCH EASTWARD

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

WESTWARD CONDA BRANCH EASTWARD

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

WESTWARD GRACE BRANCH EASTWARD

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

WESTWARD GAY BRANCH EASTWARD

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

WESTWARD GOSHEN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36		Mile Post
	June 19, 1962		
	STATIONS		
123	P	D FIRTH FR	0.0
19		5.2 GOSHEN	5.2
22		6.8 GERRARD	11.0
11		1.8 INDIAN	12.8
14		2.8 HACKMAN	15.6
	P	6.4 LINCOLN JCT.	22.0
		(22.0)	

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

WESTWARD		YELLOWSTONE BRANCH						EASTWARD		
Car Capacity of Seating, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS	
		491	477	47			48	492	478	
		Local Freight	Mixed	Passenger			Passenger	Local Freight	Mixed	
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS					
DPTWYZ	7.55AM	6.00AM	3.00AM	DN-R IDAHO FALLS YL AK	0.0	A 11.45PM	A 2.00PM	A 4.40PM		
17 PY	A 8.05AM	6.10	3.08	3.0 ORVIN YL	3.0	11.34	1.50	4.25		
60 P		s 6.23	f 3.18	4.6 D UCON UN	7.6	f 11.28	1.40PM	s 4.15		
54 P		s 6.42	s 3.34	6.2 D RIGBY RG	13.8	s 11.18	Via West Belt Branch	s 4.00		
38 P		f 6.50	f 3.44	4.3 LORENZO	18.1	f 11.12		f 3.45		
25		f 6.57	f 3.51	2.6 THORNTON	20.7	f 11.08		f 3.35		
67 P		s 7.10	s 4.12	5.3 D REXBURG RX	26.0	s 11.01		s 3.20		
51 P		s 7.20	f 4.23	3.8 D SUGAR CITY SC	29.8	f 10.55		s 3.10		
38 PY				1.1 HART	30.9					
110 PWY		s 7.35	s 4.46	5.9 D ST. ANTHONY YL SH	36.8	s 10.45		A 10.50AM	s 2.55	
P				1.5 BELT YL	38.3			10.40AM		
43 P		f 7.50	f 5.30	4.5 CHESTER	42.8	f 10.32			f 2.40	
46 PWY		A 8.10AM	A 5.45AM	8.2 DN-R ASHTON YL HN	51.0	10.20PM			2.20PM	
28 P				7.2 WARM RIVER	58.2					
22 P				8.7 GERRIT	66.9					
28 P				5.6 PINEVIEW	72.5					
22				3.2 ECCLES	75.7					
15 P				4.9 ISLAND PARK	80.6					
26 P				4.8 TRUDE	85.4					
25 PY				5.3 BIG SPRINGS	90.7					
22 P				6.5 REAS PASS	97.2					
20 PWY				9.0 WEST YELLOWSTONE YL	107.1					
				(107.1)		Daily	Daily Except Sunday	Daily Except Sunday		
	(0.10) 18.0	(2.10) 23.1	(2.45) 18.5	..... Thru Time		(1.25) 36.0	(3.20) 14.3	(2.20) 21.1	
				.... Average speed per hour....					

WESTWARD		TETON VALLEY BRANCH						EASTWARD		
Car Capacity of Seating, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 36 June 19, 1962	Mile Post	FIRST CLASS		SECOND CLASS	
		477	47	48			478			
		Mixed	Passenger	Passenger			Mixed			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily	STATIONS					
46 PWY		8.30AM	5.55AM	DN-R ASHTON YL HN	0.0	A 9.55PM	A 1.55PM			
19		f 8.40	5.59	1.8 MARYSVILLE YL	1.8	9.46	f 1.47			
33		f 8.55	6.08	4.2 GRAINVILLE	6.0	9.37	f 1.33			
22 P		s 9.10	f 6.13	2.6 DRUMMOND	8.6	f 9.32	s 1.22			
12		f 9.25	6.21	4.2 FRANCE	12.8	9.24	f 1.08			
33 P		f 9.35	6.27	3.0 LAMONT	15.8	9.18	f 12.58			
21		f 10.08	6.50	10.5 FELT	26.3	8.55	f 12.25			
22 PWY		s 10.23	f 6.59	4.0 D TETONIA NA	30.3	f 8.47	s 12.09PM			
31 P		s 10.42	f 7.13	6.9 D DRIGGS DI	37.2	f 8.33	s 11.50AM			
19 PWY		A 11.05AM	A 7.30AM	8.4 D-R VICTOR YL VR	45.6	8.15PM	11.20AM			
				(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. 36 June 19, 1962	Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 36 June 19, 1962	Mile Post	SECOND CLASS		Mile Post	
	421 Local Freight	409 Local Freight			410 Local Freight	422 Local Freight		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		8.06	2.1 COLLINS YL	2.1	4.28		23		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	40 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 D 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	25.6				
37 PY		10.35	19.4 D ARCO YL RO	59.1	2.00		23 P		9.40	3.6 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 1.55AM		8.0 D-R MACKAY YL MY	85.3	12.30PM		P		A 10.40AM	5.3 BELT YL	44.4				
			(85.3)		Daily Except Sunday	Daily Except Sunday				(44.4)					
	(0.20) 21.0	(3.55) 21.7	..... Thru Time		(4.05) 20.9	(0.35) 12.2			(3.35) 17.2	..... Thru Time .....			..... Average speed per hour	

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 36 June 19, 1962	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	421 Local Freight			422 Local Freight	
	Daily Except Sunday			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	2.2 D ABERDEEN YL BN	28.2	3.30PM	
		(28.2)		Daily Except Sunday	
	(1.50) 15.4	..... Thru Time		(1.55) 14.7	

WESTWARD		WEST BELT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 36 June 19, 1962	Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.
	492 Local Freight			492 Local Freight	
	Daily Except Sunday			STATIONS	
60 P		D UCON UN	0.0	A 1.40PM	
22 P		8.8 LEWISVILLE	8.8	1.10	
60 P		1.7 D MENAN MN	10.8	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) 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. 36 June 19, 1962	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	11.45 PM	12.01 PM		5.30 AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40 PM		A 11.00 AM	A 10.30 PM
73	P	12.01 AM	12.16		f 5.43		8.2 ACEQUIA		8.2	f 8.28		10.35	10.05
196	DPWY	12.16	12.30		s 6.10	DN	5.3 RUPERT YL	MS	13.5	s 8.20		10.20	9.60
15							2.9 SCHOW		16.4				
32	P	12.27	12.40		f 6.18		3.2 HEYBURN		19.6	f 8.08		10.05	9.35
59 63	PWY	12.40	12.55		s 6.35	DN	2.1 BURLEY YL	BU	21.7	s 8.04		10.00	9.30
76	P	1.02	1.17		f 6.42		4.1 STARRH'S FERRY		25.8	f 7.53		9.45	9.15
58	P	1.15	1.30		f 6.54		7.7 MILNER		33.5	f 7.41		9.30	9.00
16	P				f 6.57		2.0 PARSONS		35.5	f 7.38			
71	P	1.30	1.45		s 7.07	D	5.9 MURTAUGH	MU	41.4	s 7.29		9.15	8.45
53	P	1.40	1.55		7.13		3.7 BICKEL		45.1	7.23		9.05	8.35
23							3.9 BILLS		49.0				
41	P	1.55	2.10		s 7.20	D	0.7 HANSEN	NS	49.7	s 7.16		8.55	8.25
60	P	2.08	2.23		s 7.27	D	3.6 KIMBERLY	KY	53.3	s 7.10		8.45	8.15
31	P				7.35		3.1 McMILLAN YL		56.4				
	DPWYZ	A 3.00 AM	A 3.40 PM		8.10 8.20	DN-R	2.5 TWIN FALLS YL	NA	58.9	7.00 6.45		8.30 AM	8.00 PM
42					f 8.27		4.4 CURRY		63.8	f 6.35			
60	P				s 8.32	D	2.6 FILER	FR	65.9	s 6.30			
45					f 8.36		2.6 PEAVEY		68.5	f 6.25			
41					f 8.40		2.8 CEDAR		71.3	f 6.20			
	PY				A 8.45 AM	DN-R	2.5 BUHL YL	BO	73.8	6.15 PM			
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(8.15) 18.1	(3.39) 10.1		(3.15) 22.7		..... Thru Time			(2.25) 30.5		(2.30) 23.6	(2.30) 23.6
							..... Average speed per hour						

WESTWARD		OAKLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36 June 19, 1962				Mile Post
	STATIONS				
	59 63	PWY	DN-R	BURLEY YL		BU	0.0
28			4.3 BEETVILLE		4.3
23			0.9 PELLA		5.2
30			3.1 NORTH KENYON		8.3
9			1.3 KENYON		9.6
11			3.9 CHURCHILL		13.5
23			2.9 TROUT		16.3
60			1.5 MARION		17.8
25			1.6 WARR		19.4
20		D	2.4 OAKLEY	OA	21.8
			(21.8)		

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 36 June 19, 1962				Mile Post
	STATIONS				
	59 63	PWY	DN-R	BURLEY YL		BU	0.0
34			3.1 UNITY		3.1
28			0.9 ELCOCK		4.0
15			0.7 EVANS (Spur)		4.7
22			1.3 SPRINGDALE		6.0
25			1.5 HATCH		7.5
16			1.6 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. 36			Mile Post	SECOND CLASS	Time-Table No. 36		Mile Post		
	439 Mixed	June 19, 1962				440 Mixed	June 19, 1962				
	Daily	STATIONS				Daily	STATIONS				
DPWYZ	7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 5.15AM	196 DPWY	DN-R	RUPERT YL	MS	0.0
31	7.22		10.9 BERGER		10.9	4.53	34 P		4.4 MYERS YL		4.4
28	7.40		8.6 HOLLISTER		19.4	4.35	36 P	D	1.5 PAUL YL	DJ	5.9
9	7.48		3.8 AMSTERDAM (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 IDAVADA		50.1	3.23	23 P	D	4.2 HAZELTON	AZ	24.0
34 P	9.09		6.0 DELAPLAIN		56.1	3.08	28		2.9 BLACK		26.9
34	9.19		4.6 SAN JACINTO		60.7	2.57	63 P	D	1.2 EDEN	DX	28.1
34 P	9.37		8.1 CONTACT		68.8	2.40	54		6.7 PERRINE		34.8
33 P	10.00		6.5 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	6.3 JEROME YL	JO	47.9
44 PY	11.10		5.2 SUMMER CAMP		102.5	1.11	54 P	D	8.8 WENDELL	ND	56.7
44	11.30		6.4 MELANDCO		108.9	12.48	17		1.4 KING		58.1
35	11.45PM		7.2 TOWN CREEK		116.1	12.33	118 PY		15.5 BLISS YL		78.6
PY	12.01AM	DN-R	7.3 WELLS YL	HU	123.4	12.15AM	120				
			(123.4)			Daily			(78.6)		
	(5.01)	..... Thru Time			(5.00)						
	24.6	..... Average speed per hour			24.7						

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD HILL CITY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 36			Mile Post	SECOND CLASS	Time-Table No. 36		Mile Post		
	441 Local Freight	June 19, 1962				442 Local Freight	June 19, 1962				
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday	STATIONS				
WS 104-99 ES 95-112 DPWY	6.00AM	DN-R	SHOSHONE YL	X	0.0	A 12.45PM	39 PY	D	RICHFIELD YL	FK	0.0
39 PY	6.35	D	15.3 RICHFIELD YL	FK	15.3	12.05PM	10		4.5 RAWSON		4.5
29	6.50		6.4 PAGARI		21.7	11.45AM	12		4.9 BURMAH		9.4
27	7.10		8.0 TIKURA		29.7	11.25	42 P		12.1 MAGIC		21.5
59 P	7.30		7.6 PICABO		37.3	11.05	32		0.7 MACON		31.2
6	7.40		4.5 HAY		41.8	10.50	7		5.6 RANDE		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	33		7.9 CORRAL		51.7
22	8.22		2.8 BARITE		60.0	9.52	50 Y		0.1 HILL CITY YL		57.8
30 PW Loop	A 8.45AM	D-R	9.4 KETCHUM YL	KU	69.4	9.30AM					
			(69.4)			Monday Wednesday Friday			(57.8)		
	(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. 36			
		June 19, 1962		Mile Post	
		STATIONS			
134 P		D-R	VALE YL VA	0.0	
20			11.4 LANCASTER (Spur)	11.4	
29			5.9 JAMIESON	17.3	
31 P			6.0 BROGAN YL	23.3	
			(23.3)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		Mile Post	
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
40			8.1 OVERSTREET	8.1	
20			2.5 ADRIAN	10.6	
32			6.3 NAPTON	16.9	
62 P		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. 36			
		June 19, 1962		Mile Post	
		STATIONS			
155 PY		DN-R	PAYETTE YL AY	0.0	
18			3.9 EFFIE	3.9	
27 P		D	1.2 FRUITLAND FU	5.1	
19			1.7 BUCKINGHAM	6.8	
30 P		D	4.3 NEW PLYMOUTH NP	11.1	
11			10.5 LETHA	21.6	
96 PWYZ		D-R	8.1 EMMETT YL MF	29.7	
			(29.7)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		Mile Post	
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLOT YL	2.5	
21			1.2 WEITZ YL	3.7	
26			1.4 DOLES YL	5.1	
9			1.9 GREENLEAF (Spur)	7.0	
13			2.7 ALLENDALE	9.7	
43			1.8 WILDER YL	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		Mile Post	
		STATIONS			
DPWYZ		DN-R	NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 END OF TRACK	20.0	
			(20.0)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 36			
		June 19, 1962		Mile Post	
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
PTWZ		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 22.	SECOND CLASS	Time-Table No. 36 June 19, 1962	Mile Post	SECOND CLASS
	485			486
	Local Freight			Local Freight
	Daily Except Sunday			Daily Except Sunday
STATIONS				
DPWYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
49	8.40	FISCHER YL	2.4	1.50
14	9.00	MIDDLETON	9.3	1.35
15	9.20	JENNESS	18.9	1.15
96 PWYZ	10.20	D-R EMMETT YL MF	27.0	12.50
42	10.33	PLAZA	31.8	12.32
43 P	11.04	MONTOUR	41.1	12.01PM
32 P	11.35 ⁴⁸⁶	D HORSESHOE BEND HB	49.7	11.35AM ⁴⁸⁵
32	11.49AM	GARDENA	55.1	11.17
35 P	12.24PM	BANKS YL	64.1	10.53
25 P	1.10	BIG EDDY	75.4	10.07
31 PY	1.43	SMITHS FERRY YL	83.0	9.35
15 P	2.14	CABARTON	92.7	9.01
32	2.22	BELVIDERE	95.5	8.54
32 PY	2.55	D CASCADE YL CD	99.2	8.45
31	3.32	ARLING	111.0	7.51
33	3.53	D DONNELLY FY	119.4	7.32
14	4.06	NORWOOD	124.7	7.20
32 PWY	A 4.30PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(8.00)	..... 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 22.	SECOND CLASS	Time-Table No. 36 June 19, 1962	Mile Post	SECOND CLASS
	459			460
	Local Freight			Local Freight
	Daily Except Sunday			Daily Except Sunday
STATIONS				
167	10.45AM	DN-R ONTARIO YL ON	0.0	A 4.00PM
167 DPWY	11.00	CAIRO	3.7	3.35
14	11.10	LUSE	6.9	3.25
38	11.20	MALLET	10.0	3.15
24	11.55AM	D-R VALE YL VA	15.5	3.00
134 P	12.20PM	HOPE	23.5	2.20
46	12.50	LITTLE VALLEY	34.8	1.50
52	1.20 ⁴⁶⁰	HARPER	42.0	1.20 ⁴⁵⁹
53 P	1.45	NAMORF	51.2	12.51
50	2.12	JONESBORO	62.2	12.24PM
27	2.45	D JUNTURA JN	73.6	11.55AM
53 PY	3.30	LONG	86.6	11.15
50	3.55	RIVERSIDE	92.7	10.55
49 P	4.20	DUNNEAN	102.8	10.30
31	4.45	VENATOR	110.2	10.10
30 P	5.05	CIRCLE BAR	117.9	9.50
30	5.35	CRANE	126.6	9.20
31 P	6.25	REDESS	143.5	8.37
23 P WYZ	A 7.00PM	D-R BURNS YL BR	156.8	8.00AM
		(156.8)		Daily Except Sunday
	(8.15)	..... Thru Time		(8.00)
	19.0	.... Average speed per hour....		19.6

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 22.	Time-Table No. 36		Mile Post
	June 19, 1962		
	STATIONS		
163 DPWY	DN-R	WEISER YL SR	0.0
12		REBECCA	6.0
48 P		CONCRETE	19.1
23 P		MIDVALE	31.8
35 P	D	CAMBRIDGE RA	40.6
3 P		GOODRICH	49.8
26 P		MESA	56.6
59 PY	D	COUNCIL YL CN	60.2
7		HOOVER YL	61.6
6 P		GLENDALE	72.0
43 P		RUBICON YL	84.1
45 PWY	D-R	NEW MEADOWS YL DS	89.7
		(89.7)	

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

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

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 23	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East
Inkom Ballast Quarry.....	202.9	140 P	East	Payette Branch			
Second Subdivision				Little Rock.....			
Don.....	219.6	{43 PX 72	Both	18.9	9	Both	
Schiller.....	226.5	57 P	Both	Wilder Branch			
Sand Bank.....	370.9	42 PX	Both	Hop.....	4.4	13	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....	6.1	6	Both
Perkins.....	B-451.4	31 P	Both	Josephson.....	12.6	12	Both
Beatty.....	B-454.6	29 P	Both	Amsco.....	13.6	12	Both
Sonna.....	B-460.7	22 P	Both	Bramwell.....	22.2	5	East
Mangum.....	476.3	24 P	Both	Black Canyon.....	33.0	5	East
Apple Valley.....	485.9	26 P	Both	Archabal.....	127.4	9	Both
Arcadia.....	491.7	45 P	Both	Oregon Eastern Branch			
Washoe Spur.....	500.9	32 P	West	Lawen.....	138.4	3	East
Wood.....	506.2	10 P	Both	New Meadows Branch			
Feltham.....	512.7	23 P	Both	Presley.....	11.7	9	Both
Wix.....	514.3	14 P	West	Diamond.....	26.7	4 P	West
Fourth Subdivision				Tamarack.....			
Chubbuck.....	138.2	36	Both	81.9	29 P	Both	
Mitchell.....	176.9	17	Both	CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Fibre.....	180.4	8	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Red Rock.....(2)(3).....	302.8	25	Both	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Rock.....	314.6	62 P	Both	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Dalys.....(2)(3).....	316.4	14 P	Both	18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
Ford.....	322.2	27 P	Both	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Odgen or beyond.
Glen.....(2)(4).....	347.8	8	West	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Maiden Rock... (2)(3)....	366.0	{12 12	Both	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Goshen Branch				105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Cox.....	9.2	11	West	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
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 6	East				
Dwight.....(5).....	32.7	None	None				
Fox Creek.....(5).....	42.3	12	Both				
Mackay Branch							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Frillmer.....	18.8	10	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	{31 19	Both				
Pyke.....	35.3	5	West				
East Belt Branch							
Ken.....	0.4	6	West				
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
Tuttle.....	66.2	30	Both				

- (1) Flag stop for No. 17.
 (2) Flag stop for No. 35.
 (3) Flag stop for No. 36.

- (4) Regular stop for No. 36.
 (5) Flag stop for Nos. 477-478.

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.			30
When caboose is handled in train consisting of passenger train equipment.		60					20
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 tross 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 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.	Pagr.	Fr.		Str.	Pagr.	Fr.		Str.	Pagr.	Fr.
Maximum speed.	79	79	50	Cokeville Over streets and alleys.	30	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	50	40
Between Mile Posts— Granger 0.0 and 0.8.	40	35	25	Between Mile Posts— 87.4 and 87.7.	60	50	40	Bancroft 163.6 and 163.9.	70	60	50
3.4 and 3.7.	70	60	50	92.9 and 93.1.	60	50	40	164.2 and 164.7.	70	60	50
Moxa 12.1 and 12.3.	70	60	50	Chausse 96.7 and 96.9.	70	60	50	167.5 and 168.1.	70	60	50
14.4 and 14.6.	70	60	50	98.3 and 99.2.	60	50	40	168.9 and 169.3.	60	50	40
Nutria 16.1 and 16.4.	70	60	50	99.5 and 99.7.	70	60	50	Pebble 171.2 and 171.7.	60	50	40
18.1 and 18.3.	60	50	40	102.6 and 104.9.	60	50	40	171.9 and 174.7.	70	60	50
21.1 and 21.5.	70	60	50	105.2 and 105.4.	70	60	50	176.3 and 176.7.	70	60	50
23.6 and 23.8.	70	60	50	114.9 and 115.2.	50	40	25	Blaser 177.4 and 178.5.	60	50	40
Opal 28.7 and 29.6.	70	60	50	Montpellier 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	McCannon 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.	Frt.		Str.	Pagr.	Frt.		Str.	Pagr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Between Mile Posts— Dietrich 316.3 and 315.8 (Eastward).	70	60	50	Between Mile Posts— Ticeska 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			5	321.5 and 321.7.	20	20	20	360.2 and 360.8.	60	50	40
Westward trains on No. 2 track over switches Pocatello Jet.	15	15	15	Shoshone Over Greenwood Street.	20	20	20	360.8 and 365.9.	70	60	50
Between Mile Posts— 218.8 and 220.0.	70	60	50	Between Mile Posts— 323.2 and 323.9.	70	60	50	King Hill 367.4 and 368.3.	70	60	50
Bannock 237.9 and 241.3.	70	60	50	325.0 and 326.6.	70	60	50	369.1 and 371.0.	60	50	40
Borah 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Wapi 258.9 and 259.2.	70	60	50	Between Mile Posts— 340.7 and 341.2.	60	50	40	Between Mile Posts— 371.1 and 373.2.	45	40	25
Minidoka 272.4 and 273.0.	20	20	20	342.3 and 343.4.	60	50	40	373.2 and 373.8.	20	20	20
Adelaide 285.8 and 286.2.	70	60	50	Bliss No. 18, to dispatch mail.		40		Glenns Ferry			

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between Mile Posts— B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25
Between Mile Posts— 373.8 and 374.5.	20	20	20	B-433.9 and B-434.3.	60	50	40	Between Mile Posts— 465.0 and 466.0.	20	20	20
376.5 and 377.6.	60	50	40	Black's Creek B-435.8 and B-436.1.	70	60	50	Parma No. 12, to dispatch mail.		50	
378.6 and 379.3.	45	40	25	B-438.5 and B-438.8.	70	60	50	Between Mile Posts— 482.8 and 483.0.	70	60	50
384.0 and Reverse.	65	60	40	B-439.4 and B-440.4.	50	40	25	484.5 and 485.0.	70	60	50
385.6 and 387.0.	60	50	40	B-440.4 and B-446.1.	60	50	40				
389.8 and 390.6.	60	50	40	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 456.6 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	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	244.4 and 246.7.	40	30	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	249.5 and 249.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	251.0 and 251.4.	40	30	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	252.7 and 257.5.	25	20	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	Humphrey 258.3 and 258.5.	35	25	Navy 351.0 and 354.4.	35	25
Firth 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Shelley Over street and alleys.	30	30	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide 373.6 and 374.6.	40	30
Roberts 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Armstead 307.7 and 308.0.	50	40	379.0 and 381.1.	35	25
Hawgood 213.7 and 214.0.	50	40	308.9 and 310.3.	35	25	382.3 and 383.7.	25	20
Hamer 218.3 and 218.5.	50	40	310.4 and 310.6.	25	20	384.3 and 385.1.	35	25
			311.0 and 311.8.	45	35	386.6 and 388.1.	35	25
			316.0 and 316.5, watch for rocks.	25	20	389.8 and 390.1.	20	20
			316.5 and 318.7.	35	25	Silver Bow		

BRANCHES

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

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Mackay Branch Between Blackfoot and M.P. 60.0.		30	Twin Falls Branch Maximum speed.	50	40	Hill City Branch Maximum speed.		25
Spur at Collins.		10	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, over streets and alleys.	12	12	Boise Branch Between Boise Jct. and Boise Freight.		25
Aberdeen Branch Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
Goshen Branch Maximum speed.		25	Burley, within city limits.	20	20	Stoddard Branch Maximum speed.		20
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Burley, over street crossings.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, Salt Lake yard tracks.	5	5	Idaho Northern Branch Maximum speed.		30
Between Gerrit and Big Springs.	50	35	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	North Side Branch Maximum speed.		30	Trains handling high cars be- tween Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 30.0 and 30.5.		20	Emmett, over street crossings.		12
St. Anthony over highway crossing, just west of depot.	8	8	Raft River Branch Maximum speed.		20	M.P. 31.4.		20
Between Mile Posts— 55.4 and 55.7.	20	15	Burley, within city limits.		20	Between Plaza and M.P. 63, watch for rocks.		25
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
74.0 and 74.2.	30	25	Oakley Branch Maximum speed.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
85.2 and 85.5.	35	25	Burley, within city limits.		20	Trains handling logs or high cars between Banks and M.P. 81.0.		12
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Between Smiths Ferry and Cabarton, watch for rocks.		20
92.1 and 95.0.	20	15	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 Melandco.		20	Homedale Branch Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		15	Oregon Eastern Branch Maximum speed, except be- tween 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.		20
Truss bridges.		15	Bellevue, over streets and alleys.	12	12			
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15			
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 37.0, watch for rocks.		20	Between Mile Posts— Circle Bar 119.0 and 124.0, watch for rocks.		20	Between Weiser and Concrete. Straight track. On curves.		25 20
37.6 and 37.7, soft spot.		10	Crane 140.0 and 145.0.		30	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
Juntura 78.6 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	Emmett, over street crossings.		12
Long 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
Dunnean 103.5 and 106.5.		20	Engines running backwards.		10			
Bridge 106.14.		15						

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

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

Rule 6(A)

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

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

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

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

Standard clocks are located as shown below:

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
30"	120.	41"	\$7.8	52"	69.2	1' 3"	57.1	1' 20"	45.	2' 45"	21.8
31"	116.1	42"	\$5.7	53"	67.9	1' 4"	56.2	1' 25"	42.3	3'	20.
32"	112.5	43"	\$3.7	54"	66.6	1' 5"	55.3	1' 30"	40.	3' 30"	17.1
33"	109.1	44"	\$1.8	55"	65.4	1' 6"	54.5	1' 35"	37.9	4'	15.
34"	105.9	45"	\$0.	56"	64.2	1' 7"	53.7	1' 40"	36.	5'	12.
35"	102.9	46"	78.3	57"	63.1	1' 8"	52.9	1' 45"	34.3	6'	10.
36"	100.	47"	76.6	58"	62.	1' 9"	52.1	1' 50"	32.7	7'	8.6
37"	97.3	48"	75.	59"	61.	1' 10"	51.4	1' 55"	31.3	8'	7.5
38"	94.7	49"	73.5	1'	60.	1' 11"	50.7	2'	30.	10'	6.
39"	92.3	50"	72.	1' 1"	59.	1' 12"	50.	2' 15"	26.6		
40"	90.	51"	70.6	1' 2"	58.	1' 15"	48.	2' 30"	24.		

