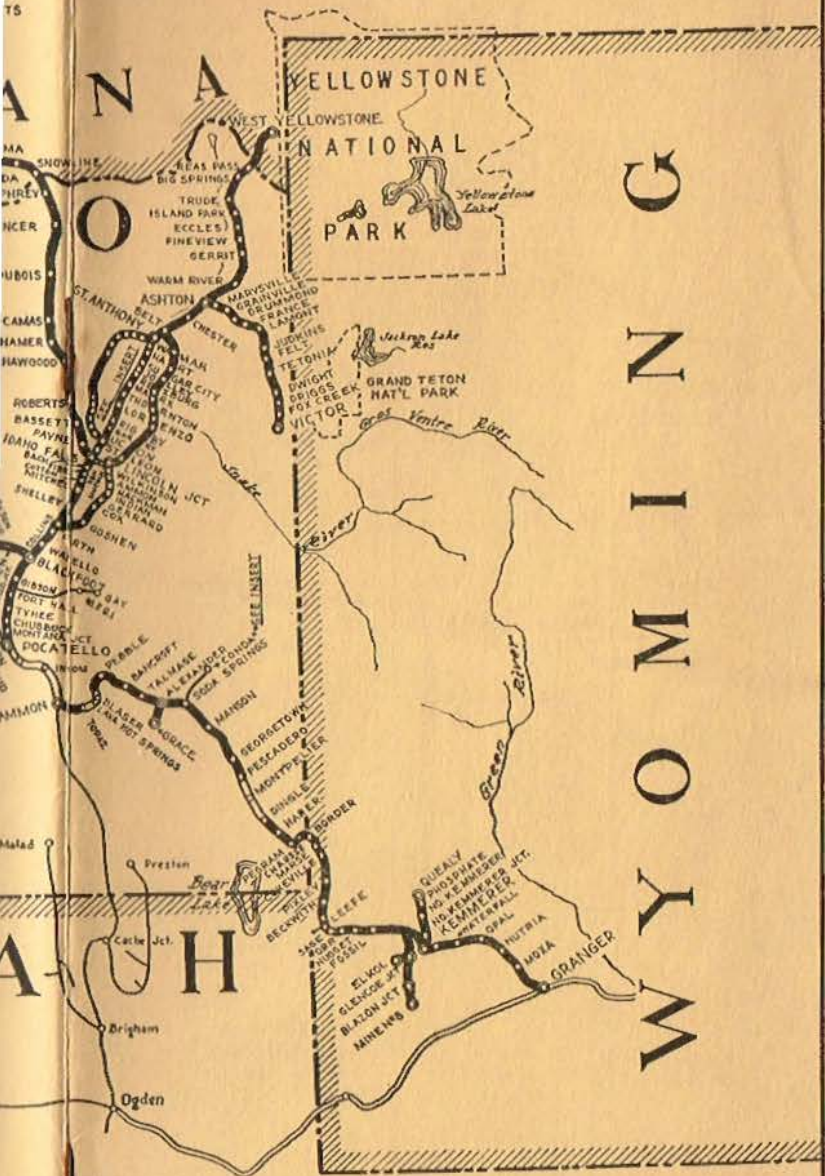


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HAMER  
HAWOOD  
ROBERTS  
BASSETT  
PAYNE  
IDAHO FALLS  
BACON  
SCITCHEL  
SHELLEY  
MAMMON  
Malad  
A  
H  
Brigham  
Ogden



**NORTH WESTERN DISTRICT**  
**IDAHO DIVISION**  
CORRECTED TO **APR. 1, 1963**  
SCALE OF MILES  
0 10 20 30 40 50

**UNION PACIFIC RAILROAD COMPANY**  
**NORTHWESTERN DISTRICT**



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 37**

**Effective Sunday**  
**April 28, 1963**  
**At 12:01 A.M. Mountain Time**

**Safety Always**  
**Makes a Suggestion**

**FOR EMPLOYEES ONLY**

Press of ABBOTT, KERN & 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.  
**K. J. Hennessy, Trainmaster**.....Pocatello, Ida.  
**R. D. Wright, Trainmaster**.....Pocatello, Ida.  
**R. F. Kelly, 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. Randa, Road Foreman of Engines**.....Pocatello, Ida.  
**D. L. Freeman, 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. Shumate, 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.  
**L. V. Leger, Assistant Chief Train Dispatcher**.....Pocatello, Ida.  
**L. L. Meek, Assistant Chief Train Dispatcher**.....Pocatello, Ida.  
**I. G. Perkins, Assistant Chief Train Dispatcher**.....Pocatello, Ida.

**Third Subdivision and Branches**

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

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

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

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 37		FIRST CLASS				
105	19	457	17	11		April 28, 1963		20	12	106	458	18
Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily			STATIONS					
3.45			5.05		0.0	GRANGER				A 7.55		A 10.55
<del>7.25</del> 7.35			<del>10.10</del> 10.50	12.45	213.9	POCATELLO			A 2.20	<del>3.55</del> 3.40		<del>6.15</del> 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			6.50	9.05	550.1	M.T.	HUNTINGTON	M.T.	6.30	10.06		10.00
12.16			6.00	8.15		P.T.		P.T.	5.20	9.05		8.50
2.40			8.40	11.45	649.7	LA GRANDE			2.40	6.45		6.05
4.45			11.00	2.25	723.9	PENDLETON			12.25	4.31		3.20
	11.10				941.3	SPOKANE		A 9.45				
5.31	A 3.15		12.15	4.25	755.3	HINKLE		5.40	11.40	3.56		2.20
7.05			2.40	6.35	855.4	THE DALLES			9.30	2.15		11.55
A 9.00		9.30	A 5.00	A 9.00	939.5	PORTLAND			7.10	12.30	A 9.15	9.45
		A 1.30			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(18.15) 51.5	(4.05) 45.6	(4.00) 45.8	(24.55) 37.7	(21.15) 34.1	..... Thru Time.....		(4.05)	(18.10)	(18.25)	(4.15)	(24.10)	
						..... Average speed per hour.....		45.6	39.9	51.0	45.4	39.9

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 37		FIRST CLASS			
		35	47		April 28, 1963		36	48		
		Passenger	Passenger				Passenger	Passenger		
		Daily	Daily			STATIONS				
				0.0	McCAMMON		A 4.15			
				22.7	POCATELLO		<del>3.45</del> 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)	(5.50)	
				..... Average speed per hour.....				32.7	25.2	

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

## MILEAGE

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



FIRST SUBDIVISION

EASTWARD

Time-Table No. 37

April 28, 1963

Mile Post

FIRST CLASS

SECOND CLASS

36  
Passenger

106  
Passenger

18  
Passenger

280  
Time  
Freight

278  
Stock  
Special

STATIONS

STATIONS	Mile Post	36 Passenger	106 Passenger	18 Passenger	280 Time Freight	278 Stock Special
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 3.3 KEMMERER YL AV	39.7		f 7.05	s 10.10		
5.0 FOSSIL	48.0					
5.0 NUGGET	53.0					
6.6 ORR	59.6					
6.2 LEEFE	64.8					
6.6 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					
6.1 DINGLE	108.0					
7.0						
DN-R 6.3 MONTPELIER YL MX	115.0		s 5.40	8.30 8.20		
5.5 PESCADERO	121.3					
9.3 GEORGETOWN	126.8					
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 8.5 BANCROFT BN	161.8			f 7.20		
7.1 PEBBLE	170.3					
2.6 BLASER	177.4					
6.0 LAVA HOT SPRINGS	180.0			f 7.00		
5.2 TOPAZ	186.0					
DN 10.7 McCAMMON MC	191.2	As 4.15AM		f 6.45	At 12.40AM	A 2.00PM
12.0 INKOM	201.9					
DN-R 12.0 POCATELLO YL PO H-CA	213.9	3.45AM	3.55AM	6.15PM	12.01AM	1.15PM
(213.9)		Daily	Daily	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

Main Tracks  
Two  
Main Tracks

..... 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

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. 37**  
April 28, 1963

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

	<b>105</b>	<b>17</b>	<b>49</b>	<b>47</b>	<b>11</b>	<b>35</b>
	Passenger	Passenger	Mixed	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily

**STATIONS**

DPTYZ					7.35PM	10.50AM	4.00AM	12.55AM	12.45AM	12.25AM
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 PY					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 PY					s 9.11	s 1.00			s 2.45	
170 P										
170 80 P						s 1.25			s 3.05	
170 P										
118 120 PY						s 1.38			s 3.18	
CS 120 WS 99 P										
CS 170 P									f 3.37	
DPTY					As 10.05PM	A 2.15PM			A 3.50AM	

CENTRALIZED TRAFFIC CONTROL	BLOCK SIGNALS	DNR	H-CA	TWO MAIN TRACKS
		POCATELLO YL PO	POCATELLO JCT. YL	
		2.4		
		8.0		
		5.8		
		8.4		
	DN	AMERICAN FALLS	AF	
		3.8		
		7.8		
		5.9		
		3.8		
		7.5		
		5.1		
	DN	MINIDOKA	RT	
		3.8		
	8.1			
	4.7			
	6.7			
	7.8			
	5.8			
	4.6			
	7.9			
DN	SHOSHONE X		DOUBLE TRACK	
	9.0			
	6.7			
DN	GOODING	GD		
	6.7			
	6.3			
	6.8			
	9.8			
	6.7			
DN-R	GLENN'S FERRY YL	GF	DOUBLE TRACK	

(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. 37**

April 28, 1963

Mile Post

**FIRST CLASS**

**SECOND CLASS**

<b>48</b>	<b>36</b>	<b>106</b>	<b>18</b>	<b>50</b>	<b>12</b>
Passenger	Passenger	Passenger	Passenger	Mixed	Passenger

**126**  
Time Freight

**STATIONS**

BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

DN-R	<b>POCATELLO YL</b>	H-CA PO	
	2.4		
	<b>POCATELLO JCT. YL</b>		
	3.0		
	MICHAUD		
	5.8		
	BANNOCK		
	8.4		
DN	<b>AMERICAN FALLS</b>	AF	
	3.8		
	BORAH		
	7.8		
	QUIGLEY		
	5.9		
	WAPI		
	3.8		
	DEWOFF		
	7.5		
	HAWLEY		
	5.1		
DN	<b>MINIDOKA</b>	RT	
	3.8		
	MAX		
	8.1		
	ADELAIDE		
	4.7		
	KIMAMA		
	6.7		
	SENER		
	7.8		
	OWINZA		
	5.8		
	BESSEN		
	4.6		
	DIETRICH		
	7.9		
DN	<b>SHOSHONE</b>	X	
	9.0		
	TUNUPA		
	6.7		
DN	<b>GOODING</b>	GD	
	6.7		
	FULLER		
	6.3		
	<b>BLISS</b>		
	6.8		
	TICESKA		
	9.8		
	KING HILL		
	6.7		
DN-R	<b>GLENNS FERRY YL</b>	GF	

TWO MAIN TRACKS

DOUBLE TRACK

DOUBLE TRACK

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
(159.9)	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday and Monday

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

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

**WESTWARD**

**THIRD SUBDIVISION**

**EASTWARD**

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

**FIRST CLASS**

**Time-Table No. 37**

**FIRST CLASS**

**SECOND CLASS**

April 28, 1963

Mile Post

<b>105</b>	<b>17</b>	<b>11</b>
Passenger	Passenger	Passenger
Daily	Daily	Daily

<b>18</b>	<b>12</b>	<b>106</b>	<b>126</b>
Passenger	Passenger	Passenger	Time Freight

**STATIONS**

DPTY	105	17	11	STATIONS	Mile Post	18	12	106	126
	10-05PM	2-25PM	4-00AM	DN-R GLENN'S FERRY YL GF	373.8	A 2-05PM	A 10-45PM	As 1-05AM	A 11-00AM
CS 164 P			f 4-10	8.9 HAMMETT	382.7				
CS 170 P				10.6 REVERSE	393.3				
163 PY	10-36	s 3-00	s 4-33	DN MOUNTAIN HOME MZ	401.6	s 1-30	s 10-00	12-33AM	
163 P				5.9 SEBREE	407.5				
163 P				5.2 CLEFT	412.7				
185 P			f 4-51	10.3 ORCHARD	423.0		s 9-38		
163 P		VIA BOISE	VIA BOISE	11.7 OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	
163 P		VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	
60 P				12.9 BLACK'S CREEK	B-436.9				
69 PY	s 11-20	3-55	5-30	DN BOISE YL BG	B-448.4	12-35	9-10	s 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	s 6-10	D MERIDIAN MD	B-457.3	12-17	s 8-41		
DPTYZ	s 11-43	4-30	6-25	DN-R NAMPA YL AU-Q	466.6	12-05PM	8-30	s 11-25	9-00
55 P		4-40	6-40	4.2 MOSS	460.8	11-55AM	8-15		8-30
163 P		11-55PM	s 4-57	4.8 DN CALDWELL YL CW	465.6	s 11-40	s 8-04	11-13	
122 P				3.0 ENROSE	469.2				
163 P		s 5-05	s 7-09	3.3 NOTUS	472.5	f 11-28	f 7-50		
163 P		s 5-16	s 7-20	8.3 DN PARMA MA	480.8	s 11-20			
173 PY	12-17AM	s 5-28	s 7-30	7.6 DN NYSSA SY	488.4	s 11-10	s 7-35	10-53	
167 PY				10.3 DN ONTARIO ON	498.7	s 10-55	s 7-24	10-45	
155 PY		s 5-53	s 8-01	3.8 DN PAYETTE AY	502.5	s 10-43	s 7-13		
163 P				6.8 CRYSTAL	509.3				
163 PY		12-48	s 6-11	6.6 DN WEISER SR	515.9	s 10-30	s 6-58	10-29	
155 P				9.8 COBB	525.7				
163 P				7.1 ROCK ISLAND	532.8				
DPTYZ	A 1-15AM	A 6-50PM	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

(3.10) (4.25) (5.05) ..... Thru Time .....  
55.7 39.9 34.6 ..... Average speed per hour.....

(4.05) (4.15) (2.59) (4.35)  
43.2 41.5 39.1 38.0

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



**WESTWARD**

**FOURTH SUBDIVISION**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 37 April 28, 1963	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			1.00 <sup>AM</sup>	12.30 <sup>AM</sup>	POCATELLO JCT. YL	135.1	A 1.40 <sup>AM</sup>	A 2.20 <sup>AM</sup>		A 7.30 <sup>AM</sup>
P	1.30 <sup>PM</sup>		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 <sup>48</sup>	12.45	D FORT HALL FH	145.7	1.18 <sup>47</sup>	f 2.04		6.57
71 P	1.51		1.23	12.50	GIBSON	151.0	1.09	1.58		6.49
77 PY	2.01		f 1.31	s 1.00 <sup>48</sup>	DN BLACKFOOT YL BF	158.1	f 1.00 <sup>35</sup>	s 1.50		6.34
72 P	2.10		1.42 <sup>35</sup>	1.07	WAPELLO	164.0	12.46	1.42 <sup>47</sup>		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 <sup>36</sup>	COTTON	179.3	12.24	1.24 <sup>35</sup>		5.52
97 P	2.40		2.18	1.29	BACH YL	183.1	12.18	1.17		5.45
DPTYZ	3.00		A 2.30 <sup>AM</sup>	1.33 1.43	DN-R IDAHO FALLS YL AK	184.5	12.10 <sup>AM</sup>	1.13 1.03		5.40
51 P	3.20			f 1.52	PAYNE	191.2		f 12.51		5.13
54 P	3.28			f 1.58	BASSETT	196.5		f 12.45		5.03
54 P	3.37			s 2.06	D ROBERTS AR	202.0		s 12.39		4.53
49 P	3.55			2.19	HAWGOOD	212.1		12.26		4.33
51 P	4.04			f 2.27	HAMER	217.5		f 12.19		4.23
50 P	4.14			f 2.36	CAMAS	223.1		f 12.11 <sup>AM</sup>		4.13
51 106 PY	4.50			s 2.50	DN DUBOIS YL BO	234.9		s 11.58 <sup>PM</sup>		3.48
57 P	5.20			s 3.12 <sup>278</sup>	SPENCER	248.5		s 11.37		3.12 <sup>35</sup>
150 P	5.46			f 3.29	HUMPHREY	258.0		f 11.19		2.20
61 PY	6.05			s 3.41	D MONIDA YL MO	264.7		s 11.09		2.00
50 P	6.22			f 3.55	SNOWLINE	273.7		f 10.54		1.40
DPY	6.50 7.30			4.05 4.10	DN-R LIMA YL RD	279.9		10.45 10.40		1.20 12.30
47 P	7.50			s 4.27	D DELL DE	288.0		s 10.29		12.08 <sup>AM</sup>
48 P	8.05			f 4.34	KIDD	294.0		f 10.18		11.55 <sup>PM</sup>
156 P	8.25			s 4.45	D RED ROCK AD	301.8		s 10.09		11.33
160 P	9.00			f 5.10	BARRETTS	320.4		f 9.40		11.00
150 P	9.30 <sup>30</sup>			s 5.27	DN DILLON YL DN	328.0		s 9.30 <sup>277</sup>		10.45
45 P	10.16 <sup>278</sup>			f 5.43	APEX	340.3		f 9.06		10.16 <sup>277</sup>
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	11.45 <sup>PM</sup>			s 6.35	D DIVIDE J	370.1		s 8.17		8.53
17 P	12.15 <sup>AM</sup>			f 6.53	FEELY	380.7		f 8.00		8.27
PY	A 1.00 <sup>AM</sup>			As 7.15 <sup>AM</sup>	DN-R SILVER BOW YL SB	390.0		s 7.45 <sup>PM</sup>		8.00 <sup>PM</sup>

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
				(261.9)		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. 37		Mile Post
	April 28, 1963		
	STATIONS		
152 159 PTZ	DN-R	KEMMERER YL AV	0.0
		4.8 GLENCOE JCT. YL	4.8
53		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. 37		Mile Post
	April 28, 1963		
	STATIONS		
53		GLENCOE JCT. YL	0.0
		3.9 ELKOL	3.9
		(3.9)	

**WESTWARD CONDA BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37		Mile Post
	April 28, 1963		
	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. 37		Mile Post
	April 28, 1963		
	STATIONS		
150 P		ALEXANDER YL	0.0
16 P	D	6.0 GRACE GA	6.0
		(6.0)	

**WESTWARD GAY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37		Mile Post
	April 28, 1963		
	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. 37		Mile Post
	April 28, 1963		
	STATIONS		
123 P	D	FIRTH FR	0.0
19		5.2 GOSHEN	5.2
22		5.8 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 Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 37 April 28, 1963	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								
					STATIONS							
	DPTYZ	7.55AM	6.00AM		3.00AM	DN-R IDAHO FALLS YL AK	0.8	A 1.45PM		A 2.00PM	A 4.40PM	
17	PY	A 8.05AM	6.10		3.08	ORVIN YL	3.0	11.34		1.50	4.25	
60	P		6.23		3.18	D UCON UN	7.6	11.28		1.40PM	4.15	
54	P		6.42		3.34	D RIGBY RG	13.8	11.18	Via West Belt Branch		4.00	
38	P		6.50		3.44	LORENZO	18.1	11.12			3.45	
25			6.57		3.51	THORNTON	20.7	11.08			3.35	
67	P		7.10		4.12	D REXBURG RX	26.0	11.01			3.20	
51	P		7.20		4.23	D SUGAR CITY SC	29.8	10.55			3.10	
38	PY					HART	30.9					
110	PY		7.35		4.46	D ST. ANTHONY YL SH	36.8	10.45			A 10.50AM	2.55
	P					BELT YL	38.3				10.40AM	
43	P		7.50		5.30	CHESTER	42.8	10.32				2.40
46	PY		A 8.10AM		A 5.45AM	DN-R ASHTON YL HN	51.0	10.20PM				2.20PM
28	P					WARM RIVER	58.2					
22	P					GERRIT	66.9					
28	P					PINEVIEW	72.5					
22						ECCLES	75.7					
15	P					ISLAND PARK	80.6					
26	P					TRUDE	85.4					
25	PY					BIG SPRINGS	90.7					
22	P					REAS PASS	97.2					
29	PY					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) 30.0		(3.20) 14.3	(2.20) 21.1	
						..... Average speed per hour....						

WESTWARD				TETON VALLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 37 April 28, 1963	Mile Post	FIRST CLASS		SECOND CLASS		
		477		47			48		478		
		Mixed		Passenger			Passenger		Mixed		
	Daily Except Sunday	Daily Except Sunday		Daily							
					STATIONS						
46	PY		8.30AM		5.55AM	DN-R ASHTON YL HN	0.0	A 9.55PM		A 1.55PM	
19			8.40		5.59	MARYSVILLE YL	1.8	9.46		1.47	
33			8.55		6.08	GRAINVILLE	6.0	9.37		1.33	
22	P		9.10		6.13	DRUMMOND	8.6	9.32		1.22	
12			9.25		6.21	FRANCE	12.8	9.24		1.08	
33	P		9.35		6.27	LAMONT	15.8	9.18		12.58	
21			10.08		6.50	FELT	20.3	8.55		12.25	
22	PY		10.23		6.59	D TETONIA NA	30.3	8.47		12.09PM	
31	P		10.42		7.13	D DRIGGS DI	37.2	8.33		11.50AM	
19	PY		A 1.05AM		A 7.30AM	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. 37 April 28, 1963	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS		Time-Table No. 37 April 28, 1963	Mile Post	SECOND CLASS		Time-Table No. 37 April 28, 1963	Mile Post	SECOND CLASS		Time-Table No. 37 April 28, 1963	Mile Post				
	421 Local Freight	409 Local Freight			410 Local Freight	422 Local Freight		491 Local Freight	491 Local Freight														
	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday														
77 PY	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	A12.50PM	8.21	1.4 ABERDEEN JCT. YL	7.1	4.13	5.25PM	21 P		9.05	10.7 RIRIE RK	10.4												
33 P		8.54	13.0 TABER	20.1	3.40		11 P		9.18	5.0 BYRNE	21.4												
35 PY		9.45	19.6 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		A1 1.55AM	8.0 D-R MACKAY YL MY	85.3	12.30PM		P		A10.40AM	6.3 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			(2.35) 17.2	..... Thru Time .....		..... Average speed per hour.....											

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 37 April 28, 1963	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS			
	421 Local Freight				422 Local Freight						
	Daily Except Sunday				Daily Except Sunday						
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) 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. 37 April 28, 1963	Mile Post	SECOND CLASS		Mile Post	SECOND CLASS			
					492 Local Freight						
					Daily Except Sunday						
60 P		D	UCON	UN	0.0	A 1.40PM					
22 P			8.8 LEWISVILLE		8.8	1.10					
50 P		D	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			4.2 HEMAN		31.6	11.46					
19 P			2.3 PARKER		33.5	11.40					
110 PY		D-R	5.2 ST. ANTHONY YL	SH	38.7	11.15AM					
			(38.7)								
			..... Thru Time .....		(2.25) 15.0						

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. 37 April 28, 1963	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 PY	11.45PM	12.01PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A 8.40PM	A 11.00AM	A 10.30PM
73 P	12.01AM	12.16	f	5.43		ACEQUIA		8.2	f 8.28	10.35	10.05
196 DPY	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 PY	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
34						HOBSON		28.3			
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		36.5	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		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			
DPYZ	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		
45			f	8.36		PEAVEY		68.5	f 6.25		
41			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. 37 April 28, 1963							Mile Post	Time-Table No. 37 April 28, 1963						
	STATIONS								STATIONS						
	59 63 PY	DN-R	BURLEY YL	BU	0.0	59 63 PY	DN-R		BURLEY YL	BU	0.0				
28		4.3 BEETVILLE		4.3	34		3.1 UNITY		3.1						
23		0.9 PELLA		5.2	28		0.9 ELCOCK		4.0						
66		3.1 NORTH KENYON		8.3	15		0.7 EVANS (Spur)		4.7						
9		1.3 KENYON		9.6	22		1.3 SPRINGDALE		6.0						
11		3.9 CHURCHILL		13.5	25		1.5 HATCH		7.5						
23		2.8 TROUT		16.3	16		1.6 DECLO		9.1						
60		1.5 MARION		17.8			(9.1)								
25		1.6 WARR		19.4											
20	D	2.4 OAKLEY	OA	21.8											
		(21.8)													

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.	<b>SECOND CLASS</b>	Time-Table No. 37			Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37			Mile Post		
	<b>439</b>	April 28, 1963				<b>440</b>		April 28, 1963					
	Mixed	STATIONS				Mixed		STATIONS					
	Daily												
DPYZ	7:00PM	DN-R	TWIN FALLS YL	NA	0.0	A 5:15AM	196 DPY	DN-R	RUPERT YL	MS	0.0		
31	7:22		10.9 BERGER		10.9	f 4:53	34 P		4.4 MYERS YL		4.4		
26	7:40		8.5 HOLLISTER		19.4	f 4:35	36 P	D	1.5 PAUL YL	DJ	5.9		
9	7:48		3.8 AMSTERDAM (Spur)		23.2	f 4:27	20		2.0 BUDGE		7.9		
21 PY	8:00		5.6 ROGERSON		28.9	s 4:15	54		8.0 SCHODDE		15.9		
38	8:25		9.9 METEOR		38.7	f 3:50	21		3.9 McHENRY		19.8		
34	8:55		11.4 IDAVADA		50.1	f 3:23	22 P	D	4.2 HAZELTON	AZ	24.0		
34 P	9:09		6.0 DELAPLAIN		56.1	s 3:08	28		2.9 BLACK		26.9		
34	9:19		4.6 SAN JACINTO		60.7	f 2:57	63 P		1.2 EDEN		28.1		
34 P	9:37		8.1 CONTACT		68.8	f 2:40	54		6.7 PERRINE		34.8		
33 P	10:00		6.3 HENRY		75.1	s 2:22	12		3.5 SUGAR LOAF		38.3		
33	10:25		11.6 SHORES		86.7	f 1:52	25		2.3 FALLS CITY		40.6		
48 PY	10:41		6.9 WILKINS		93.6	f 1:36	10		2.0 BARRYMORE		42.6		
37	10:49		3.7 HERRELL		97.3	f 1:28	54 PY	DN	5.3 JEROME YL	JO	47.9		
44 PY	11:10		5.2 SUMMER CAMP		102.5	s 1:11	54 P	D	8.8 WENDELL	ND	56.7		
44	11:30		6.4 MELANDCO		108.9	f 12:48	17		1.4 KING		58.1		
35	11:45PM		7.2 TOWN CREEK		116.1	f 12:33	118 PY		15.5 BLISS YL		73.6		
PY	12:01AM	DN-R	7.3 WELLS YL	HU	123.4	12:15AM	120						
			(123.4)			Daily			(73.6)				
	(5.01)	..... Thru Time.....			(5.00)								
	24.6	..... Average speed per hour.....			24.7								

WESTWARD		KETCHUM BRANCH			EASTWARD		WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>	Time-Table No. 37			Mile Post	<b>SECOND CLASS</b>	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37			Mile Post		
	<b>441</b>	April 28, 1963				<b>442</b>		April 28, 1963					
	Local Freight	STATIONS				Local Freight		STATIONS					
	Monday Wednesday Friday												
WS 121-115 ES 111-130 DPY	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		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	50 Y		6.1 HILL CITY YL		57.8		
30 P Loop	A 8:45AM	D-R	9.4 KETCHUM YL	KU	69.4	9:30AM							
			(69.4)			Monday Wednesday Friday			(67.8)				
	(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. 37		Mile Post	
		April 28, 1963			
		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. 37		Mile Post	
		April 28, 1963			
		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. 37		Mile Post	
		April 28, 1963			
		STATIONS			
155 PY		DN-R	PAYETTE YL AY	0.0	
18			3.9 EIFFIE	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 PYZ		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. 37		Mile Post	
		April 28, 1963			
		STATIONS			
103 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. 37		Mile Post	
		April 28, 1963			
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q <sup>D</sup>	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. 37		Mile Post	
		April 28, 1963			
		STATIONS			
P			BOISE JCT. YL	0.0	
22			1.1 FAIR GROUNDS YL	1.1	
PTZ		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)			

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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. 37 April 28, 1963	Mile Post	SECOND CLASS
	485			486
	Local Freight Daily Except Sunday			Local Freight Daily Except Sunday
STATIONS				
DPYZ	8.30 <sup>AM</sup>	DN-R NAMPA YL AU-Q	0.0	A 2.00 <sup>PM</sup>
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 PYZ	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	12.01 <sup>PM</sup>
32 P	11.35 <sup>485</sup>	D HORSESHOE BEND HB	49.7	11.35 <sup>AM</sup>
32	11.49 <sup>AM</sup>	GARDENA	55.1	11.17
35 P	12.24 <sup>PM</sup>	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 PY	A 4.30 <sup>PM</sup>	D-R McCALL YL NE	132.8	7.00 <sup>AM</sup>
			(132.8)	Daily Except Sunday
(8.00)		..... Thru Time .....		(7.00)
16.6		.... Average speed per hour....		19.0

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37 April 28, 1963		Mile Post
	STATIONS		
	163 DPY	DN-R	
12		REBECCA	6.0
48 P		CONCRETE	19.1
23 P		MIDVALE	31.8
35 P	D	CAMBRIDGE RA	40.5
3 P		GOODRICH	49.8
26 P		MESA	56.6
59 PY	D	COUNCIL YL CN	60.2
7		HOOVER YL	61.6
6 P		GLENDALE	72.0
43 P		RUBICON YL	84.1
45 PY	D-R	NEW MEADOWS YL DS	89.7
			(89.7)

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 37 April 28, 1963	Mile Post	SECOND CLASS
	459			460
	Local Freight Daily Except Sunday			Local Freight Daily Except Sunday
STATIONS				
167 DPY	10.45 <sup>AM</sup>	DN-R ONTARIO YL ON	0.0	A 4.00 <sup>PM</sup>
14	11.00	CAIRO	3.7	3.35
38	11.10	LUSE	6.9	3.25
24	11.20	MALLETT	10.0	3.15
134 P	11.55 <sup>AM</sup>	D-R VALE YL VA	15.5	3.00
46	12.20 <sup>PM</sup>	HOPE	23.5	2.20
52	12.50	LITTLE VALLEY	34.8	1.50
53 P	1.20 <sup>460</sup>	HARPER	42.0	1.20 <sup>459</sup>
50	1.45	NAMORF	51.2	12.51
27	2.12	JONESBORO	62.2	12.24 <sup>PM</sup>
53 PY	2.45	D JUNTURA JN	73.6	11.55 <sup>AM</sup>
50	3.30	LONG	86.6	11.15
49 P	3.55	RIVERSIDE	92.7	10.55
31	4.20	DUNNEAN	102.8	10.30
30 P	4.45	VENATOR	110.2	10.10
30	5.05	CIRCLE BAR	117.9	9.50
31 P	5.35	CRANE	126.6	9.20
31	6.25	REDESS	143.5	8.37
23 PYZ	A 7.00 <sup>PM</sup>	D-R BURNS YL BR	156.8	8.00 <sup>AM</sup>
			(156.8)	Daily Except Sunday
(8.15)		..... Thru Time .....		(8.00)
19.0		.... Average speed per hour....		19.6

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																																				
<b>First Subdivision</b>				<b>Oakley Branch</b>																																							
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West																																				
Border.....(1).....	92.1	30 P	Both	<b>Ketchum Branch</b>																																							
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East																																				
<b>Second Subdivision</b>				<b>Payette Branch</b>																																							
Don.....	219.6	{43 PX	Both	Little Rock.....	18.9	9	Both																																				
Schiller.....	226.5	72 P	Both	<b>Wilder Branch</b>																																							
Sand Bank.....	370.9	57 P	Both	Hop.....	4.4	13	East																																				
<b>Third Subdivision</b>				<b>Idaho Northern Branch</b>																																							
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-451.6	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	<b>Oregon Eastern Branch</b>																																							
Washoe Spur.....	500.9	32 P	West	Lawen.....	133.4	3	East																																				
Wood.....	506.2	10 P	Both	<b>New Meadows Branch</b>																																							
Feltham.....	512.7	23 P	Both	Presley.....	11.7	9	Both																																				
Wix.....	514.3	14 P	West	Diamond.....	26.7	4 P	West																																				
<b>Fourth Subdivision</b>				Tamarack.....				81.9	29 P	Both																																	
Chubbuck.....	138.2	36	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.																																							
Mitchell.....	176.9	17	Both																																								
Fibre.....	180.4	8	East																																								
Dalys.....(2)(3).....	316.4	14 P	Both																																								
Ford.....	322.2	27 P	Both																																								
Glen.....(2)(4).....	347.8	8	West	<b>CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>																																							
Maiden Rock... (2)(3).....	366.0	{12	Both																																								
<b>Goshen Branch</b>				<table border="1"> <thead> <tr> <th>Train</th> <th>At</th> <th>Discharge Passengers From</th> <th>Pick up Passengers Destined To</th> </tr> </thead> <tbody> <tr> <td>17</td> <td>Any station First Sub-division.</td> <td>Green River or beyond.</td> <td>Pocatello or beyond.</td> </tr> <tr> <td>17</td> <td>Any station Second and Third Subdivisions.</td> <td>Ogden, Pocatello or beyond.</td> <td>Huntington or beyond.</td> </tr> <tr> <td>18</td> <td>Any station First Sub-division.</td> <td>Pocatello or beyond.</td> <td>Green River or beyond.</td> </tr> <tr> <td>18</td> <td>Any station Second and Third Subdivisions.</td> <td>Huntington or beyond.</td> <td>Pocatello, Ogden or beyond.</td> </tr> <tr> <td>35</td> <td>Inkom.</td> <td>McCammon or beyond.</td> <td>Pocatello or beyond.</td> </tr> <tr> <td>36</td> <td>Inkom.</td> <td>Pocatello or beyond.</td> <td>McCammon or beyond.</td> </tr> <tr> <td>105</td> <td>Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.</td> <td>Omaha, Denver or beyond.</td> <td>Portland, Spokane or beyond.</td> </tr> <tr> <td>106</td> <td>Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.</td> <td>Portland, Spokane or beyond.</td> <td>Denver, Omaha or beyond.</td> </tr> </tbody> </table>				Train	At	Discharge Passengers From	Pick up Passengers Destined To	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.	17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.	18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.	18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.	35	Inkom.	McCammon or beyond.	Pocatello or beyond.	36	Inkom.	Pocatello or beyond.	McCammon or beyond.	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
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Jolley.....	27.6	10	Both																																								
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Tuttle.....	66.2	30	Both																																								

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

**Designation "Psgr."**—Train with Diesel locomotive and all passenger train equipment.

**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars; other than train movement.

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

Where two speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

**GENERAL**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	60	Freight trains handling grain.		45
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.	60		Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40 35 20
Battery motor car 903005.	50				
When caboose is handled in train consisting of passenger train equipment.	60				
When using No. 20 turn-outs.	40	40			
When using No. 14 turn-outs.	25	20	Trains handling scale test cars, wedge plows or company roadway machines on own wheels (except wrecking derricks): On Main lines; On Branch lines.		30 20
When using other cross-overs or turn-outs.	15	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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits: Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 40 30	35 25 15	Jordan spreaders and other machines of spreader type, when in operation.		15
No. 126, within yard limits.		40	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65 65		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		35 45 45
When leading unit at front of train is gas turbine or car body type unit backing up.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30			
Freight trains handling tonnage in excess of 65 tons per operative brake.		30	On wye tracks.	6	6
			Through tunnels, branch lines.	10	10

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Maximum speed.	79	60	<b>Cokeville</b> Over streets and alleys.	30	30	Between Mile Posts— <b>Alexander</b> 152.1 and 152.4.	60	45
Between Mile Posts— <b>Granger</b> 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	<b>Bancroft</b> 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
<b>Moxa</b> 12.1 and 12.3.	70	55	<b>Chausse</b> 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55	98.3 and 99.2.	60	45	<b>Pebble</b> 171.2 and 171.7.	60	45
<b>Nutria</b> 16.1 and 16.4.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
18.1 and 18.3.	60	45	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
21.1 and 21.5.	70	55	104.8 and 105.4.	70	55	<b>Blaser</b> 177.4 and 178.5.	60	45
23.6 and 23.8.	70	55	<b>Montpelier</b> 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
<b>Opal</b> 28.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	50	35
31.3 and 32.3.	45	30	125.2 and 125.3.	70	55	<b>Lava Hot Springs</b> 180.0 and 181.7.	70	55
33.0 and 33.1.	70	55	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
<b>Waterfall</b> 34.6 and 34.8.	60	45	<b>Georgetown</b> Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
35.5 and 35.9.	45	30	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
36.5 and 40.8.	40	25	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
43.1 and 44.5.	60	45	131.6 and 132.2.	70	55	<b>McCammon</b> 192.1 and 192.7.	60	45
<b>Nugget</b> 54.5 and 57.8.	40	25	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
58.0 and 61.2.	70	55	<b>Manson</b> 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
63.6 and 65.4.	60	45	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
66.5 and 68.2.	70	55	142.4 and 143.4.	70	55	<b>Inkom</b> 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	207.2 and 208.4.	70	55
			<b>Soda Springs</b> Over streets and alleys.	30	30	Over switch M.P. 213.3 (No. 1 Track).	20	20
			Between Mile Posts— 148.0 and 148.3.	70	55	<b>Pocatello</b> Within platform limits of pas- senger depot.	6	6
						On Eastward and Westward running tracks	10	10

**SECOND SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	Between Mile Posts— <b>Adelaide</b> 285.9 and 286.2.	70	55	Between Mile Posts— <b>Ticeska</b> 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	<b>Dietrich</b> 316.3 and 314.7 (Eastward).	60	45	360.2 and 360.8.	60	45
On enginehouse lead and tracks.		5	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jet.	15	15	<b>Shoshone</b> 323.3 and 323.9.	70	55	<b>King Hill</b> 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0.	65	50	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
<b>Bannock</b> 237.9 and 241.2.	65	50	<b>Gooding</b> Over streets and alleys.	30	30	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.		5
<b>Borah</b> 244.6 and 244.8.	70	55	Between Mile Posts— 340.7 and 341.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
<b>Wapi</b> 258.9 and 259.2.	70	55	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
<b>Minidoka</b> 272.4 and 273.0.	20	20	<b>Bliss</b> No. 18, to dispatch mail.	40		<b>Glenns Ferry</b>		

**THIRD SUBDIVISION**

<b>Glenns Ferry</b>			Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 465.0 and 466.0.	20	20
Between Mile Posts— 373.2 and 374.5.	20	20	B-433.9 and B-434.3.	60	45	<b>Parma</b> No. 12, to dispatch mail.	50	
376.5 and 377.6.	60	45	B-435.8 and B-436.1.	70	55	Between Mile Posts— 482.8 and 483.0.	70	55
378.7 and 379.3.	40	25	B-438.5 and B-438.8.	70	55	484.5 and 485.0.	70	55
<b>Hammett</b> 384.0 and 393.4.	60	40	B-439.5 and B-440.4.	50	25	<b>Payette</b> Between Payette and Weiser, trains handling logs.		30
<b>Mountain Home</b> Over street crossings.	50	50	B-440.4 and B-446.1.	60	45	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Boise Jet.</b> B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	50	30
<b>Kuna</b> 447.3 and 450.8.	60	45	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.	20 40		523.1 and 524.9.	70	55
<b>Nampa</b> 456.6 and 457.2.	20	20	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
<b>Orchard</b> B-423.7 and B-424.0.	60	45	<b>Nampa</b> 456.6 and 457.2.	20	20	529.4 and 535.5.	70	55
B-429.2 and B-430.0.	60	45	<b>Caldwell</b> Over streets and alleys.	25	25	535.5 and 536.9.	60	45
						536.9 and 539.0.	40	25
						<b>Huntington</b>		

**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— <b>Dubois</b> 236.0 and 236.6.	35	25	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	237.8 and 238.0.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	<b>Spencer</b> 248.5 and 248.9.	45	35	342.7 and 342.9.	50	40
<b>Tyhee</b> 142.3 and 142.5.	50	40	249.5 and 249.7.	40	30	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	251.0 and 251.4.	40	30	343.5 and 345.8.	35	25
<b>Gibson</b> 152.6 and 152.9.	50	40	252.7 and 257.5.	25	20	346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	<b>Humphrey</b> 258.3 and 258.5.	35	25	347.9 and 348.2.	40	30
Between Mile Posts— <b>Wapello</b> 166.8 and 167.0.	60	50	258.6 and 259.2.	45	35	<b>Navy</b> 351.0 and 354.4.	35	25
<b>Firth</b> 169.7 and 169.9.	60	50	262.9 and 267.6.	35	25	357.2 and 357.7.	50	40
<b>Shelley</b> Over street and alleys.	30	30	269.7 and 269.9.	40	30	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	271.0 and 271.7.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	<b>Snowline</b> 277.4 and 278.3.	35	25	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	<b>Lima</b> Over Center Street east of depot.	20	15	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Westward, within yard limits.	25	15	<b>Divide</b> 373.6 and 374.6.	40	30
<b>Roberts</b> 205.4 and 206.0.	50	40	Between Mile Posts— <b>Red Rock</b> 309.2 and 310.2.	35	25	375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	312.9 and 313.5.	55	45	379.0 and 381.1.	35	25
<b>Hawgood</b> 213.7 and 214.0.	50	40	316.0 and 316.5, watch for rocks.	25	20	382.3 and 383.7.	25	20
<b>Hamer</b> 218.3 and 218.5.	50	40	316.5 and 318.7.	35	25	384.3 and 385.1.	35	25
						386.6 and 388.1.	35	25
						389.8 and 390.1.	20	20
						<b>Silver Bow</b>		

**BRANCHES**

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

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0.		30	<b>Twin Falls Branch</b> Maximum speed.	50	40	<b>Hill City Branch</b> Maximum speed.		25
Spur at Collins.		10	First-class trains, within yard limits.	30	30	Over trestles 21.6 and 23.40 with snow plows.		15
Between M.P. 60.0 and Mackay.		20	Rupert, over streets and alleys.	12	12	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.		25
<b>Aberdeen Branch</b> Maximum speed.		25	Bridge 20.10.	25	25	Between Boise Freight and Barber.		15
<b>Goshen Branch</b> Maximum speed.		25	Burley, within city limits.	20	20	<b>Stoddard Branch</b> Maximum speed.		20
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Burley, over street crossings.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Burley, Salt Lake yard tracks.	5	5	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Gerrit and Big Springs.	50	35	Kimberly, within city limits.	40	40	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	<b>North Side Branch</b> Maximum speed.		30	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts—30.0 and 30.5.		20	Emmett, over street crossings.		12
St. Anthony over highway crossing, just west of depot.	8	8	<b>Raft River Branch</b> Maximum speed.		20	M.P. 31.4.		20
Between Mile Posts—55.4 and 55.7.	20	15	Burley, within city limits.		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	<b>Oakley Branch</b> 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	<b>Wells Branch</b> Maximum speed.		30	111.4 and 111.6.		20
<b>East Belt Branch</b> 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	<b>Wilder Branch</b> Maximum speed.		25
23.1 and 24.0.	15	15	Between Herrell and Melandco.		20	<b>Homedale Branch</b> Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		15	<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25
<b>West Belt Branch</b> Maximum speed.		25	<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Hope</b> Between Mile Posts—29.5 and 33.5, watch for rocks.		20
Truss bridges.		15	Bellevue, over streets and alleys.	12	12			
Highway Crossing M.P. 37.44.	5	5	Between Hailey and Ketchum, over truss bridges.	15	15			
<b>Teton Valley Branch</b> Maximum speed.	35	25	Between Mile Posts—63.1 and 64.6.	30	20			
Bridges 4.48, 6.96 and 19.97.	12	12	68.4 and 68.5.	10	10			
Between Mile Posts—19.1 and 19.4.	15	15	<b>Ketchum</b> On balloon track.	15	15			
25.0 and 25.4.	15	15						

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Between Mile Posts— <b>Little Valley</b> 36.5 and 37.6, watch for rocks.		20	Between Mile Posts— <b>Circle Bar</b> 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	<b>Crane</b> 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	<b>Brogan Branch</b> Maximum speed.		20	Between Mile Posts— 30.0 and 55.0. Straight track. On curves.		25 15
<b>Juntura</b> 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> 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
<b>Long</b> 86.6 and 89.0, watch for rocks.		20	Emmett, over street crossings.		12			
<b>Dunnean</b> 103.5 and 106.5.		20	<b>New Meadows Branch</b> Maximum speed.		25			
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;
- 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		New Yard
Idaho Falls . . . . .	Switchmen's Register Room,	Pocatello . . . . .	Switchmen's Locker Room
	North End Yard Office		Hump
Kemmerer . . . . .	Telegraph Office	Pocatello . . . . .	Switchmen's Locker Room
Lima . . . . .	Telegraph Office		Sherman St.
Marsing . . . . .	Telegraph Office	Pocatello . . . . .	Engine Crew Dispatcher's Office
McCall . . . . .	Telegraph Office	Pocatello . . . . .	Passenger Conductors'
Montpelier . . . . .	Telegraph Office		Register Room, Passenger Station
Montpelier . . . . .	Yard Office	Rupert . . . . .	Telegraph Office
Nampa . . . . .	Telegraph Office	Shoshone . . . . .	Telegraph Office
Nampa . . . . .	Central Yard Switchmen's	Twin Falls . . . . .	Telegraph Office
	Locker Room	Victor . . . . .	Telegraph Office
Nampa . . . . .	Crew Dispatcher's Office	Weiser . . . . .	Telegraph 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"	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.		

