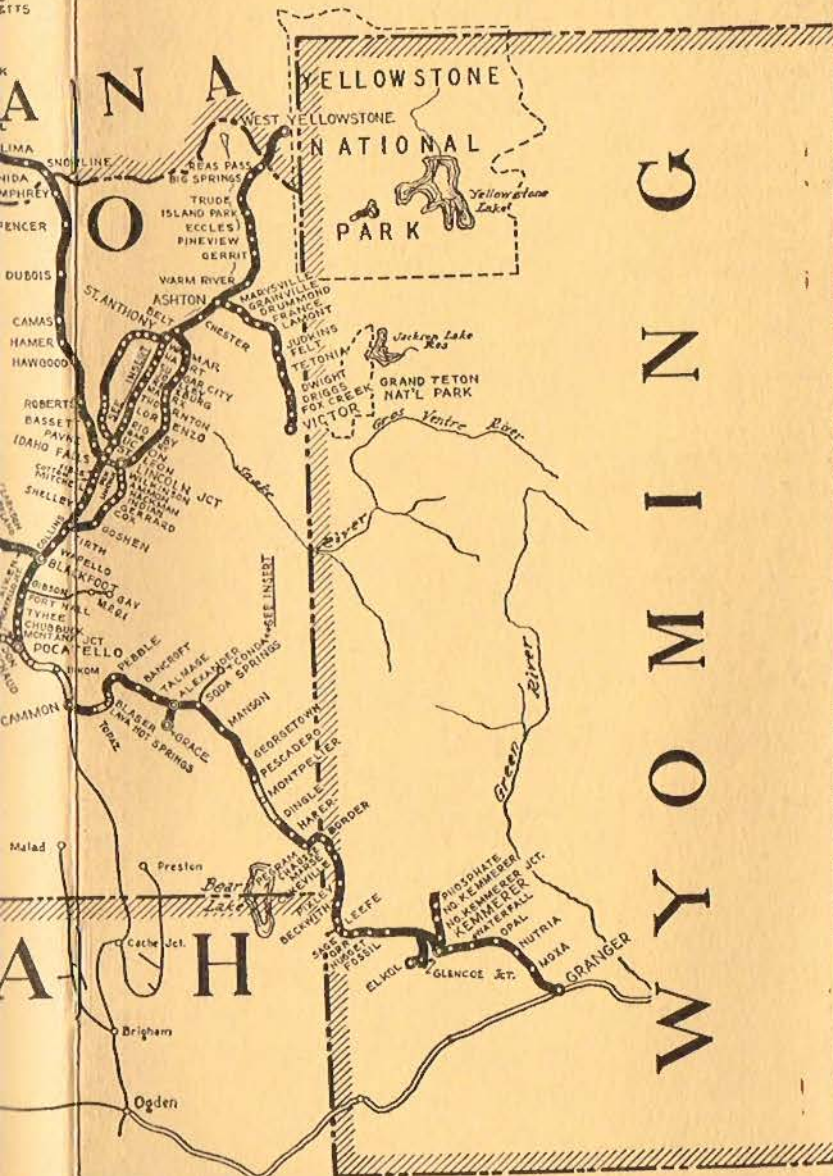
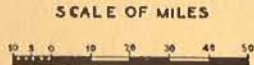


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NORTH WESTERN DISTRICT  
IDAHO DIVISION  
CORRECTED TO **MAY 30, 1965**



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



**IDAHO DIVISION**  
**TIME-TABLE**  
**No. 38**

**Effective Sunday**  
**September 12, 1965**  
**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.*

**G. H. BAKER**  
General Manager

H. J. Bailey, Superintendent.....Pocatello, Ida.  
 J. R. Johnson, 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. Rands, 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.  
 W. J. Barry, Asst. Supt. of Safety and Courtesy.....Pocatello, Ida.

**J. BOWEN**  
General Supt. Transportation

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

H. R. Humphrey, Chief Train Dispatcher.....Pocatello, Ida.  
 R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
 W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
 R. M. Farmer, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
 L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.  
 I. G. Perkins, Assistant Chief Train Dispatcher.....Pocatello, Ida.

**Third Subdivision and Branches**

G. C. Leger, 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.	A. C. Truxal.....	Surgeon.....	Dubois, Ida.
E. K. Gorton.....	Asst. to District Surgeon.....	Pocatello, Ida.	R. P. Rawlinson.....	Surgeon.....	Emmett, Ida.
R. D. Benedict.....	Surgeon.....	Pocatello, Ida.	Ward A. Rulien.....	Surgeon.....	Glenns Ferry, Ida.
J. E. Comstock.....	Physician.....	Pocatello, Ida.	Marlon V. Klingler.....	Surgeon.....	Gooding, Ida.
Richard G. Crandall.....	Surgeon.....	Pocatello, Ida.	Alden M. Packer.....	Surgeon.....	Hailey, Ida.
H. J. Hartvigsen.....	Physician.....	Pocatello, Ida.	Harvey E. Guyett.....	Surgeon.....	Idaho Falls, Ida.
H. K. Staheli.....	Surgeon.....	Pocatello, Ida.	Milton T. Rees.....	Surgeon.....	Idaho Falls, Ida.
Clark T. Parker.....	Surgeon.....	Pocatello, Ida.	Fred E. Wallbar.....	Oculist and Aurist.	Idaho Falls, Ida.
Calvin Buhler.....	Surgeon.....	Pocatello, Ida.	W. C. Smail.....	Surgeon.....	Jerome, Ida.
H. D. McGeo.....	Ear, Nose, Throat.	Pocatello, Ida.	G. W. Davis.....	Surgeon.....	Kemmerer, Wyo.
L. N. Diana.....	Eye Specialist.....	Pocatello, Ida.	F. F. Young.....	Surgeon.....	Kemmerer, Wyo.
Eugene V. Simison.....	Oculist and Aurist.	Pocatello, Ida.	J. H. Stewart.....	Surgeon.....	McCall, Ida.
R. E. Ostler.....	Surgeon.....	Pocatello, Ida.	J. T. Brunn.....	Surgeon.....	Meridian, Ida.
J. W. Wurster.....	Surgeon.....	Pocatello, Ida.	J. H. Daines.....	Surgeon.....	Montpelier, Ida.
Frank L. Harms.....	Surgeon.....	American Falls, Ida.	G. W. Schoper.....	Surgeon.....	Montpelier, Ida.
J. C. Reines.....	Physician.....	Arco, Ida.	T. C. Horton, Jr.....	Surgeon.....	Nampa, Ida.
Willis A. Melcher.....	Surgeon.....	Ashton, Ida.	Ernest D. Hunsaker.....	Oculist and Aurist.	Nampa, Ida.
Ralph G. Goates.....	Surgeon.....	Blackfoot, Ida.	Frederick D. Koehne.....	Surgeon.....	Nampa, Ida.
Norman G. Hedemark.....	Oculist.....	Boise, Ida.	John R. Mangum.....	Surgeon.....	Nampa, Ida.
A. Curtis Jones, Jr.....	Ear, Nose, Throat.	Boise, Ida.	G. O. Cross.....	Surgeon.....	Nampa, Ida.
J. Wayne Tyler.....	Oculist.....	Boise, Ida.	K. A. Danford.....	Surgeon.....	Nyssa, Ore.
Herbert L. Newcombe.....	Surgeon.....	Boise, Ida.	Wilfred N. Sanders.....	Surgeon.....	Ontario, Ore.
Roy L. Peterson.....	Eye, Ear, Nose, Throat.....	Boise, Ida.	L. W. Scott.....	Surgeon.....	Ontario, Ore.
W. D. Springer.....	Surgeon.....	Boise, Ida.	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.....	Buros, 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.
J. F. Moser.....	Surgeon.....	Cascade, Ida.	Russell Tigert, Jr.....	Surgeon.....	Soda Springs, Ida.
John A. Edwards.....	Surgeon.....	Council, Ida.	R. N. Smith.....	Surgeon.....	Twio Falls, Ida.
Clyde W. Johnson.....	Surgeon.....	Council, Ida.	Wallace Bond.....	Oculist and Aurist.	Twin Falls, Ida.
Michael Barton.....	Surgeon.....	Dillon, Mont.	W. M. Peterson.....	Surgeon.....	Twin Falls, Ida.
K. E. Head.....	Surgeon.....	Driggs, Ida.	C. J. Kopp.....	Surgeon.....	Vale, Ore.
La Grande C. Larsen.....	Surgeon.....	Driggs, 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. 38		FIRST CLASS				
105	19	457	17	11		September 12, 1965		20	12	106	458	18
Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily		<b>STATIONS</b>						
<b>3.45</b>			4.50		0.0	GRANGER				A 7.55		A 10.55
<del>7.25</del> <b>7.35</b>			<del>9.40</del> 10.30	12.45	213.9	POCATELLO			A 2.20	<del>3.55</del> 3.40		<del>8.15</del> <b>8.35</b>
<b>10.05</b>			<b>1.55</b>	4.00	373.8	GLENN'S FERRY			<b>10.55</b>	1.05		<b>2.15</b>
<b>11.20</b>			<b>3.35</b>	5.55	448.4	BOISE			<b>9.10</b>	<b>11.50</b>		<b>12.35</b>
1.15			<b>6.20</b>	9.05	560.1	M.T.	HUNTINGTON	M.T.	<b>6.20</b>	<b>10.06</b>		10.00
12.16			<b>5.30</b>	8.15		P.T.		P.T.	<b>5.10</b>	<b>9.05</b>		8.50
2.40			<b>8.20</b>	11.45	649.7	LA GRANDE			<b>2.30</b>	<b>6.45</b>		6.05
4.45			<b>11.00</b>	2.25	723.9	PENDLETON			<b>12.15</b>	<b>4.31</b>		3.20
	10.45				941.3	SPOKANE		A 5.30				
5.31	A 3.15		12.15	3.55	755.3	HINKLE		1.00	11.30	3.56		2.25
7.05			2.40	6.20	855.4	THE DALLES			9.30	2.15		12.03
A 9.00		9.30	A 5.00	A 8.45	939.5	PORTLAND			7.10	12.30	A 9.15	10.00
		A 1.30			1122.7	SEATTLE					5.00	
								Daily	Daily	Daily	Daily	Daily
(18.15) 51.5	(4.30) 40.7	(4.00) 45.8	(25.10) 37.3	(21.00) 34.6	..... Thru Time .....		(4.30)	(18.10)	(18.25)	(4.15)	(23.55)	39.4
						..... Average speed per hour .....		40.7	39.9	51.0	43.1	

WESTWARD

## CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 38		FIRST CLASS			
		35	47		September 12, 1965		36	48		
		Passenger	Passenger				Passenger	Passenger		
		Daily	Daily		<b>STATIONS</b>					
				0.0	McCAMMON		A 4.15			
			<b>11.25</b>	22.7	POCATELLO		<del>3.45</del> 2.30	A 2.05		
			12.25	73.3	IDAHO FALLS		1.15	12.10		
			1.40	124.3	ASHTON			<b>10.20</b>		
				169.9	VICTOR			<b>8.15</b>		
				285.8	BUTTE		<b>7.30</b>			
			A 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 ..... 844.9  
Branches ..... 1342.3  
Grand Total ..... 2187.2

**WESTWARD**

**FIRST SUBDIVISION**

**Time-Table No. 38**  
September 12, 1965

**SECOND CLASS**

**FIRST CLASS**

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

**279**  
Time Freight

**277**  
Time Freight

**35**  
Passenger

**105**  
Passenger

**17**  
Passenger

Daily

Daily

Daily

Daily

Daily

**STATIONS**

144	IPY							3.45PM	4.50AM
150	P								
150	P								f 5.15
150	P								
150	P								
152	PTZ							f 4.27	s 5.45
150	P								
150	P								
150	P								
150	PY								
150	P								
150	P								
150	P								s 6.45
150	P								
150	P								
150	P								
27	P								
	DPTYZ							s 5.45	7.25 7.36
	P								
106	P								
150	P								
150	PY								s 8.12
150	P								
150	P								
150	P								f 8.35
150	P								
150	P								
27	PX								f 8.57
	P								
CS 154	PY			11.50PM	3.50AM			11.25PM	f 9.12
115	P								f 9.23
	DPTYZ			A 12.30AM	A 4.50AM			A 11.55PM	A 7.25PM
								A 9.40AM	

CENTRALIZED TRAFFIC CONTROL

DN-R	<b>GRANGER YL</b>	GN
	7.7	
	MOXA	
	7.7	
	NUTRIA	
	9.1	
D	OPAL	OW
	9.1	
	WATERFALL	
	6.1	
DN	<b>KEMMERER YL</b>	AV
	8.3	
	FOSSIL	
	5.0	
	NUGGET	
	6.6	
	ORR	
	5.2	
	LEEFE	
	6.5	
	BECKWITH	
	6.1	
	PIXLEY	
	6.1	
D	COKEVILLE	CK
	4.7	
	MARSE	
	6.3	
	CHAUSSE	
	8.4	
	HARER	
	5.1	
	DINGLE	
	7.0	
DN-R	<b>MONTPELIER YL</b>	MX
	6.3	
	PESCADERO	
	5.5	
	GEORGETOWN	
	9.3	
	MANSON	
	9.9	
DN	<b>SODA SPRINGS</b>	SD
	5.6	
	ALEXANDER	
	4.0	
	TALMAGE	
	5.6	
D	BANCROFT	BN
	8.5	
	PEBBLE	
	7.1	
	BLASER	
	2.6	
	LAVA HOT SPRINGS	
	6.0	
	TOPAZ	
	5.2	
DN	<b>McCANNON MC</b>	
	10.7	
	INKOM	
	12.0	
DN-R	<b>POCATELLO YL</b>	H-CA
	PO	
	(213.9)	

TWO MAIN TRACKS

Main Tracks

(0.40) (1.00) (0.30) (3.40) (4.50) ..... Thru Time .....  
34.0 22.7 45.4 88.3 44.2 ..... 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. 38

September 12, 1965

Mile Post

FIRST CLASS

SECOND CLASS

36 Passenger 106 Passenger 18 Passenger

280 Time Freight 278 Stock Special

STATIONS

CENTRALIZED TRAFFIC CONTROL

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 OPAL OW	24.5			t 10.30		
9.1 WATERFALL	33.9					
6.1						
DN KEMMERER YL AV	39.7		t 7.05	* 10.05		
8.3 FOSSIL	48.0					
5.0 NUGGET	53.0					
6.6 ORR	59.8					
5.2 LEEFE	64.8					
6.5 BECKWITH	71.3					
6.1 PIXLEY	77.4					
D COKEVILLE CK	83.5			* 9.05		
4.7 MARSE	88.2					
6.3 CHAUSSE	94.5					
8.4 HARER	102.9					
5.1 DINGLE	108.0					
7.0						
DN-R MONTPELIER YL MX	115.0		* 5.40	8.30 8.20		
6.3						
PESCADERO	121.3					
5.5 GEORGETOWN	126.8					
9.3 MANSON	136.1					
9.9						
DN SODA SPRINGS SD	146.0			* 7.43		
5.6						
ALEXANDER	151.6					
4.6 TALMAGE	156.2					
5.6						
D BANCROFT BN	161.8			t 7.18		
8.5						
PEBBLE	170.3					
7.1 BLASER	177.4					
2.6 LAVA HOT SPRINGS	180.0			t 6.57		
6.0						
TOPAZ	186.0					
5.2						
DN McCAMMON MC	191.2	As 4.15AM		t 6.40	At 2.40AM	A 2.00PM
10.7						
INKOM	201.9					
12.0						
DN-R POCATELLO YL PO H-CA	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)	(0.45)
..... 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. 38**  
September 12, 1965

Car Capacity  
of Sidings, etc.  
See Rule 9(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	105	17	49	47	11	35
P	7.35PM	10.30AM	4.00AM	12.55AM	12.45AM	12.25AM
CS 153 P			f 4.15	A 1.00AM		A 12.30AM
170 P						
145 P		s 10.58	s 4.35		f 1.13	
120 P						
170 P						
110 P			f 4.55			
170 P						
119 P						
125 269 PY	8.25	s 11.40AM	A 6.20AM		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 12.35PM			s 2.45	
170 P						
170 60 P		s 1.00			s 3.05	
170 P						
118 120 PY		f 1.13			s 3.18	
CS 120 WS 99 P					f 3.37	
CS 170 P						
DPTY	As 10.05PM	A 1.45PM			A 3.50AM	

CENTRALIZED TRAFFIC CONTROL	BLOCK SIGNALS	TWO MAIN TRACKS	DNR	H-CA	
			POCATELLO YL PO	2.4	
			POCATELLO JCT. YL	8.0	
			MICHAUD	5.3	
			BANNOCK	5.8	
			DN AMERICAN FALLS	8.4	AF
			BORAH	3.8	
			QUIGLEY	7.8	
			WAPI	5.9	
			DEWOFF	3.8	
			HAWLEY	7.5	
			MINIDOKA	5.1	RT
			MAX	3.8	
			ADELAIDE	8.1	
			KIMAMA	4.7	
SENER	4.7				
OWINZA	7.8				
BESLEN	5.8				
DIETRICH	4.6				
SHOSHONE X	7.9	DOUBLE TRACK			
TUNUPA	9.0				
GOODING	0.7	GD			
FULLER	6.7				
BLISS	6.3				
TICESKA	6.8				
KING HILL	9.8	DOUBLE TRACK			
GLENN'S FERRY YL	6.7	GF			

(159.9)

(2.30)	(3.15)	(1.20)	(0.05)	(3.05)	(0.05)	..... Thru Time .....
64.0	49.2	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. 38**  
September 12, 1965

**FIRST CLASS**

**SECOND CLASS**

BLOCK SIGNALS	STATIONS	Mile Post	FIRST CLASS						SECOND CLASS	
			48 Passenger	36 Passenger	106 Passenger	18 Passenger	50 Mixed	12 Passenger	126 Time Freight	
CENTRALIZED TRAFFIC CONTROL	DN-R POCATELLO YL H-CA PO 2.4	213.9	A 2.05AM	A 2.30AM	A 3.40AM	A 5.35PM	A 10.30PM	A 2.20AM		A 3.30PM
	POCATELLO JCT. YL 3.0	210.3	1.40AM	2.20AM						
	MICHAUD 5.8	224.3					f 9.47			
	BANNOCK 8.4	230.1								
	DN AMERICAN FALLS AF 3.8	238.5				s 4.55	s 9.30	f 1.30		
	BORAH 7.8	242.3								
	QUIGLEY 5.9	250.1								
	WAPI 3.8	258.0					f 9.10			
	DEWOFF 7.5	259.8								
	HAWLEY 5.1	267.3								
	DN MINIDOKA RT 3.8	272.4			2.40	s 4.20	8.50PM	f 12.55		
	MAX 5.1	276.2								
	ADELAIDE 4.7	284.3								
	KIMAMA 4.7	289.0						f 12.35		
	SENER 7.8	295.7								
	OWINZA 5.8	303.5								
	BESSLEN 4.6	309.3								
	DIETRICH 7.9	313.9								
	DN SHOSHONE X 9.0	321.8			s 1.57	s 3.30		s 12.05AM		
	TUNUPA 6.7	330.8								
DN GOODING OD 8.7	337.5				s 3.04		s 11.40PM			
FULLER 6.3	344.2									
BLISS 6.8	350.5						s 11.23			
TICESKA 9.8	357.3									
KING HILL 6.7	367.1						f 11.04			
DN-R GLENN FERRY YL GF (159.9)	373.8			1.05AM	2.15PM		10.55PM		11.15AM	
			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	48.8	37.6	

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

**WESTWARD**

**THIRD SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

**Time-Table No. 38**  
**September 12, 1965**

**FIRST CLASS**

**SECOND CLASS**

Car Capacity of Stations etc. See Page 23.	FIRST CLASS			STATIONS	Mile Post	FIRST CLASS			SECOND CLASS	
	105	17	11			18	12	106	126	
	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	
	Daily	Daily	Daily							
DPTY	10.05PM	1.55PM	4.00AM	DN-R GLENNS FERRY YL GF	373.8	A 2.05PM	A 10.45PM	As 1.05AM	A 11.00AM	
CS 104 P			f 4.10	8.9 HAMMETT	382.7					
CS 170 P				10.6 REVERSE	393.3					
163 PY	10.36	s 2.30	s 4.33	8.3 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					
60 P				9.9 BLACK'S CREEK	B-435.9					
69 PY	s 11.20	3.25 3.35	6.30 6.55	12.5 DN BOISE YL BG	B-448.4	12.35 12.30	9.10 8.55	s 11.50PM	VIA KUNA	
P				2.3 BOISE JCT.	B-450.7					
117 P		f 3.46	s 6.10	6.6 D MERIDIAN MD	B-457.3	12.17	s 8.41			
DPTYZ	s 11.43	4.00 4.10	6.25 6.40	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	
55 P				4.2 MOSS	460.8					
163 P	11.55PM	s 4.27	s 7.00	4.8 DN CALDWELL YL CW	465.6	s 11.40	s 8.04	11.13		
122 P				3.6 ENROSE	469.2					
163 P		s 4.35	s 7.09	3.3 NOTUS	472.5	f 11.28	f 7.50			
163 P		s 4.46	s 7.20	8.3 DN PARMA MA	480.8	s 11.20				
173 PY	12.17AM	s 4.58	s 7.30	7.6 DN NYSSA SY	488.4	s 11.10	s 7.35	10.53		
167 PY	12.28	s 5.13	s 7.50	10.3 DN ONTARIO ON	498.7	s 10.55	s 7.24	10.45		
155 P		s 5.23	s 8.01	3.8 DN PAYETTE AY	502.5	s 10.43	s 7.13			
163 P				8.8 CRYSTAL	509.3					
163 PY	12.48	s 5.43	s 8.20	6.6 DN WEISER SR	515.9	s 10.30	s 6.55	10.29		
155 P				9.8 COBB	525.7					
163 P				7.1 ROCK ISLAND	532.8					
DPTYZ	A 1.15AM	A 6.20PM	A 9.05AM	6.0 DN-R HUNTINGTON YL HU	538.8	10.00AM	6.20PM	10.06PM	6.25AM	
				VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	
				VIA BOISE (176.3)						

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

(3.10)	(4.25)	(5.05)	..... Thru Time .....	(4.05)	(4.25)	(2.59)	(4.35)
55.7	39.9	34.6	..... Average speed per hour .....	43.2	39.9	59.1	26.0

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. 38 September 12, 1965	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 8.40AM	
P	1.30PM		1.05	12.35	MONTANA JCT. YL	136.7	1.35	2.15	8.32	
124 P	1.36		1.10	12.39	TYHEE	140.4	1.28	2.10	8.25	
150 P	1.44		1.18 <sup>48</sup>	12.45	FORT HALL	145.7	1.18 <sup>47</sup>	2.04	8.17	
71 P	1.51		1.23	12.50	GIBSON	151.0	1.09	1.58	8.09	
77 PY	2.01		1.31	1.00 <sup>48</sup>	DN BLACKFOOT YL BF	158.1	1.00 <sup>35</sup>	1.50	7.54	
72 P	2.10		1.42 <sup>36</sup>	1.07	WAPELLO	164.0	12.46	1.42 <sup>47</sup>	7.39	
123 P	2.18		1.53	1.13	D FIRTH FR	169.4	12.39	1.36	7.29	
105 P	2.28		2.02	1.20	DN SHELLEY SY	175.5	12.31	1.29	7.19	
71 P	2.34		2.10	1.24 <sup>36</sup>	COTTON	179.3	12.24	1.24 <sup>35</sup>	7.12	
DPTYZ	3.00		A 2.30AM	1.30 1.40	DN-R IDAHO FALLS YL AK	183.0	12.10AM	1.15 1.05	7.00	
51 P	3.20			1.52	PAYNE	191.2		12.51	6.27	
54 P	3.28			1.58	BASSETT	196.5		12.45	6.17	
54 P	3.37			2.06	D ROBERTS AR	202.0		12.39	6.07	
49 P	3.55			2.19	HAWGOOD	212.1		12.26	5.47	
51 P	4.04			2.27	HAMER	217.5		12.19	5.37	
50 P	4.14			2.36	CAMAS	223.1		12.11AM	5.27	
106 PY	4.50			2.50	D DUBOIS YL BO	234.9		11.58PM	5.02	
57 P	5.20			3.12	SPENCER	248.5		11.37	4.27	
150 P	5.46			3.29	HUMPHREY	258.0		11.19	4.01	
61 PY	6.05			3.41 <sup>278</sup>	D MONIDA YL MO	264.7		11.09	3.41 <sup>35</sup>	
50 P	6.22			3.55	SNOWLINE	273.7		10.54	3.01	
DPY	6.50 7.30			4.05 4.10	DN-R LIMA YL RD	279.9		10.45 10.40	2.40 12.30	
47 P	7.50			4.27	DELL	288.0		10.29	12.08AM	
48 P	8.05			4.34	KIDD	294.0		10.18	11.55PM	
156 P	8.25			4.45	D RED ROCK AD	301.8		10.09	11.33	
180 P	9.00			5.10	BARRETT'S	320.4		9.40	11.00	
150 P	9.30 <sup>36</sup>			5.27	DN DILLON YL DN	328.0		9.30 <sup>277</sup>	10.45	
45 P	10.16 <sup>278</sup>			5.43	APEX	340.3		9.06	10.16 <sup>277</sup>	
47 PY	10.40			5.59	NAVY	348.7		8.53	9.45	
61 P	11.10			6.13	MELROSE	358.9		8.38	9.23	
37 P	11.30			6.24	QUINN	364.9		8.27	9.06	
39 P	11.45PM			6.35	D DIVIDE J	370.1		8.17	8.53	
17 P	12.15AM			6.53	FEELY	380.7		8.00	8.27	
PY	A 1.00AM			As 7.15AM	DN-R SILVER BOW YL SB	390.0		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
				(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) 39.3		(13.05) 20.0
				..... 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. 38 September 12, 1965		Mile Post
	STATIONS		
	152 PTZ	DN-R KEMMERER YL AV	
	4.8		
53	GLENCOE JCT. YL	4.8	
	1.2		
	END OF TRACK	6.0	
	(6.0)		

**WESTWARD ELKOL BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38 September 12, 1965		Mile Post
	STATIONS		
	53	GLENCOE JCT. YL	
	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. 38 September 12, 1965		Mile Post
	STATIONS		
	150 PY	DN SODA SPRINGS YL BD	
	1.8		
80	MONSANTO YL (Spur)	1.8	
	1.0		
6	FORMATION (Spur)	2.8	
	3.1		
17	EPCO	5.9	
	1.1		
19 Y	CONDA	7.0	
	(7.0)		

**WESTWARD GRACE BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38 September 12, 1965		Mile Post
	STATIONS		
	150 P	ALEXANDER YL	
	6.0		
16 P	D GRACE GA	6.0	
	(6.0)		

**WESTWARD GAY BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38 September 12, 1965		Mile Post
	STATIONS		
	150 P	D FORT HALL FH	
	9.1		
32	M.P. 9.1	9.1	
	11.7		
132 YZ	GAY	20.8	
	(20.8)		

**WESTWARD GOSHEN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38 September 12, 1965		Mile Post
	STATIONS		
	123 P	D FIRTH FR	
	5.2		
19	GOSHEN	5.2	
	5.8		
22	GERRARD	11.0	
	1.8		
11	INDIAN	12.8	
	2.8		
14	HACKMAN	15.6	
	6.4		
P	LINCOLN JCT.	22.0	
	(22.0)		

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

**WESTWARD**

**YELLOWSTONE BRANCH**

**EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 38 September 12, 1965	Mile Post	FIRST CLASS		SECOND CLASS	
	491 Local Freight Daily Except Sunday	477 Mixed Daily Except Sunday	47 Passenger Daily	48 Passenger			492 Local Freight	478 Mixed		
									STATIONS	
DPTYZ	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		6.23	f 3.18		4.6 UCUN UN	7.6	f 11.28	1.40PM	4.15	
64 P		6.42	s 3.34		6.2 RIGBY RG	13.8	s 11.18	Via West Belt Branch	s 4.00	
36 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 REXBURG RX	26.0	s 11.01		s 3.20	
51 P		s 7.20	f 4.23		3.8 SUGAR CITY SC	29.8	f 10.55		s 3.10	
36 PY					1.1 HART	30.9				
110 PY		s 7.35	s 4.46		5.9 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 PY	A 8.10AM	A 6.45AM	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				
25 P					6.6 PINEVIEW	72.6				
22					3.2 ECCLES	75.7				
15 P					4.9 ISLAND PARK	80.6				
28 P					4.8 TRUDE	85.4				
25 PY					6.3 BIG SPRINGS	90.7				
22 P					6.6 REAS PASS	97.2				
29 PY					9.9 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 Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 38 September 12, 1965	Mile Post	FIRST CLASS		SECOND CLASS	
	477 Mixed Daily Except Sunday	47 Passenger Daily	48 Passenger	478 Mixed						
							STATIONS			
46 PY		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		10.6 FELT	20.3	8.55	f 12.25		
23 PY		s 10.23	f 6.59		4.0 TETONIA NA	30.3	f 8.47	s 12.09PM		
31 P		s 10.42	f 7.13		6.9 DRIGGS DI	37.2	f 8.33	s 11.50AM		
19 PY	A 11.05AM	A 7.30AM	A 7.30AM		8.4 D-R VICTOR YL VR	45.6	8.15PM	11.20AM		
					(45.6)		Daily	Daily Except Sunday		
	(2.85) 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. 38		Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 38		Mile Post		
		<b>409</b>	September 12, 1965				<b>410</b>		Sept. 12, 1965			<b>491</b>		Sept. 12, 1965	
		Local Freight					Local Freight					Local Freight			
	Daily Except Sunday	<b>STATIONS</b>			Daily Except Sunday	<b>STATIONS</b>			Daily Except Sunday	<b>STATIONS</b>					
77 PY		8.00AM	DN-R	<b>BLACKFOOT YL</b> BF	0.0	A	3.20PM	17 PY		8.05AM		<b>ORVIN YL</b>	0.0		
7		8.09		2.1 COLLINS YL	2.1		3.11	22		8.15		2.3 LINCOLN YL	2.3		
7		8.14		2.2 CLARKSON	4.3		3.06	P				0.8 LINCOLN JCT. YL	3.1		
31		8.17		1.4 MORELAND	5.7		3.03	46 P		8.27		2.6 IONA	5.7		
P		8.20		1.4 ABERDEEN JCT. YL	7.1		3.00	21 P		9.05	D	10.7 RIIRE RK	16.4		
33 P		8.46		13.0 TABER	20.1		2.34	11 P		9.18		5.0 BYRNE	21.4		
35 PY		9.25		19.6 SCOVILLE	39.7		1.55	11 P		9.30		4.2 JENSON	25.6		
37 PY		10.04	D	19.4 ARCO YL RO	59.1		1.16	23 P		9.40		2.6 WALKER	28.2		
21 P		10.27		7.6 MOORE	66.7		12.53	40 P		9.52		4.2 PARKINSON	32.4		
10		10.45		5.9 DARLINGTON	72.6		12.35	11 P		9.58		1.9 MOODY	34.3		
5		11.00		4.7 LESLIE	77.3		12.20PM	12 P		10.20	D	3.8 NEWDALE NE	38.1		
68 PY		11.25AM	D-R	8.0 MACKAY YL MY	85.3		11.55AM	P		10.40AM		6.3 BELT YL	44.4		
				(85.3)			Daily Except Sunday					(44.4)			
	(3.25)	..... Thru Time .....			(3.25)	..... Thru Time .....			(2.35)	..... Thru Time .....			(2.35)		
	25.0	..... Average speed per hour.....			25.0	..... Average speed per hour.....			17.2	..... Average speed per hour.....			17.2		

WESTWARD		ABERDEEN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38		Mile Post	Time-Table No. 38	
	September 12, 1965			September 12, 1965	
	<b>STATIONS</b>			<b>STATIONS</b>	
P		<b>ABERDEEN JCT. YL</b>	0.0		
32		4.3 ROCKFORD	4.3		
17		1.6 LIBERTY	5.9		
32 P		4.3 PINGREE	10.2		
31 P		6.3 SPRINGFIELD	16.5		
17 P		3.2 STERLING	19.7		
8		6.3 FINGAL	26.0		
37 PY		2.2 D ABERDEEN YL BN	28.2		
		(28.2)			
		..... Thru Time .....			(2.25)
		..... Average speed per hour.....			10.0

WESTWARD		WEST BELT BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38		Mile Post	Time-Table No. 38		SECOND CLASS 492 Local Freight
	September 12, 1965			September 12, 1965		
	<b>STATIONS</b>			<b>STATIONS</b>		
60 P		D	<b>UCON</b> UN	0.0	A	1.40PM
22 P			8.8 LEWISVILLE	8.8		1.10
39 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			2.3 HEMAN	31.6		11.46
19 P			1.9 PARKER	33.5		11.40
110 PY		D-R	5.2 ST. ANTHONY YL SH	38.7		11.15AM
			(38.7)			Daily Except Sunday
		..... Thru Time .....			(2.25)	
		..... Average speed per hour.....			10.0	

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.

<b>WESTWARD</b>				<b>TWIN FALLS BRANCH</b>				<b>EASTWARD</b>						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	<b>SECOND CLASS</b>		<b>FIRST CLASS</b>		Time-Table No. 38 September 12, 1965	Mile Post	<b>FIRST CLASS</b>		<b>SECOND CLASS</b>					
	475 Local Freight	439 Local Freight	49 Mixed				50 Mixed	440 Local Freight	476 Local Freight					
	Daily Except Saturday	Daily Except Sunday	Daily											
<b>STATIONS</b>														
125 269	PY	11.45PM	12.01PM		5.30AM	DN-R	<b>MINIDOKA YL</b>	RT	0.0	A 8.40PM		A1 1.00AM	A1 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	<b>RUPERT YL</b>	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	<b>BURLEY YL</b>	BU	21.7	s 8.04		10.00	9.30	
76	P	1.02	1.17		f 6.42		STARRE'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		35.5	f 7.38				
71	P	1.30	1.45		s 7.07	D	MURTAUGH	MU	41.4	s 7.29		9.15	8.45	
53	P	1.40	1.55		7.13		BICKEL		45.1	7.23		9.05	8.35	
23							BILLS		49.0					
41	P	1.55	2.10		s 7.20	D	HANSEN	NS	49.7	s 7.16		8.55	8.25	
60	P	2.08	2.23		s 7.27	D	KIMBERLY	KY	53.8	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	<b>TWIN FALLS YL</b>	NA	58.9	7.00 6.45		8.30AM	8.00PM	
42					f 8.27		CURRY		63.8	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	<b>BUHL YL</b>	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 .....								

<b>WESTWARD</b>				<b>OAKLEY BRANCH</b>				<b>EASTWARD</b>				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 38 September 12, 1965	Mile Post						
	<b>STATIONS</b>											
	59 63	PY					DN-R	<b>BURLEY YL</b>	BU	0.0		
28					4.3 BEETVILLE		4.3					
23					0.9 PELLA		5.2					
06					3.1 NORTH KENYON		8.3					
9					1.3 KENYON		9.6					
11					3.9 CHURCHILL		13.5					
23					2.8 TROUT		16.3					
60					1.5 MARION		17.8					
25					1.6 WARR		19.4					
20					2.4 OAKLEY		21.8					
(21.8)												

<b>WESTWARD</b>				<b>RAFT RIVER BRANCH</b>				<b>EASTWARD</b>				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.					Time-Table No. 38 September 12, 1965	Mile Post						
	<b>STATIONS</b>											
	59 63	PY					DN-R	<b>BURLEY YL</b>	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. 38			Mile Post	SECOND CLASS	Time-Table No. 38		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	September 12, 1965			Mile Post
	439 Local Freight	September 12, 1965				440 Local Freight	September 12, 1965						
	Daily	STATIONS				Daily	STATIONS						
DPYZ	9.00AM	DN-R	TWIN FALLS YL	NA	0.0	A 6.35PM	198 DPY	DN-R	RUPERT YL	MS	0.0		
31	9.22		10.9 BERGER		10.9	6.13	56-55 P		4.4 MYERS YL		4.4		
26	9.39		8.5 HOLLISTER		19.4	5.56	36 P	D	1.5 PAUL YL	DJ	5.9		
9	9.47		3.8 AMSTERDAM	(Spur)	23.2	5.48	20		2.0 BUDGE		7.9		
21 PY	9.59		5.6 ROGERSON		28.8	5.36	54		8.0 SCHODDE		15.9		
38	10.22		9.9 METEOR		38.7	5.13	21		3.9 McHENRY		19.8		
34	10.47		11.4 IDAVADA		50.1	4.48	22 P	D	4.2 HAZELTON	AZ	24.0		
34 P	11.01		6.0 DELAPLAIN		56.1	4.34	28		2.9 BLACK		26.9		
34	11.28		12.7 CONTACT		68.8	4.07	63 P		1.2 EDEN		28.1		
33 P	11.42AM		6.3 HENRY		75.1	3.53	54		6.7 PERRINE		34.8		
33	12.06PM		11.6 SHORES		86.7	3.29	12		3.5 SUGAR LOAF		38.3		
48 Y	12.20		6.9 WILKINS		93.6	3.15	25		2.3 FALLS CITY		40.6		
44 Y	12.44		8.9 SUMMER CAMP		102.5	2.51	10		2.0 BARRYMORE		42.6		
44	1.04		6.4 MELANDCO		108.9	2.31	54 PY	DN	5.3 JEROME YL	JO	47.9		
35	1.19		7.2 TOWN CREEK		116.1	2.16	54 P	D	8.8 WENDELL	ND	56.7		
Y	A 1.35PM		7.3 WELLS YL		123.4	2.00PM	17		1.4 KING		58.1		
			(123.4)			Daily	118 120 PY		15.5 BLISS YL		73.6		
	(4.35)	..... Thru Time.....			(4.35)				(73.6)				
	26.9	..... Average speed per hour.....			26.9								

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. 38			Mile Post	SECOND CLASS	Time-Table No. 38		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	September 12, 1965			Mile Post
	441 Local Freight	September 12, 1965				442 Local Freight	September 12, 1965						
	Monday Wednesday Friday	STATIONS				Monday Wednesday Friday	STATIONS						
WS 121-116 ES 111-130 DPY	6.00AM	DN-R	SHOSHONE YL	X	0.0	A 11.35AM	39 PY	D	0.4 RICHFIELD YL	FK	0.0		
39 PY	6.31	D	15.3 RICHFIELD YL	FK	15.3	11.04	12		12.1 BURMAH		9.4		
29	6.44		6.4 PAGARI		21.7	10.51	42 P		15.3 MAGIC		21.5		
59 P	7.16		15.6 PICABO		37.3	10.19	7		15.3 RANDS		36.8		
6	7.25		4.5 HAY		41.8	10.10	17		2.9 SELBY		39.7		
30	7.46		10.3 BELLEVUE		52.1	9.49	42 P	D	4.1 FAIRFIELD	FD	43.8		
17 P	8.00	D	5.1 HAILEY	RI	57.2	9.35	32		7.9 CORRAL		51.7		
22	8.06		2.8 BARITE		60.0	9.29	50 Y		6.1 HILL CITY YL		57.8		
30 P Loop	A 8.35AM	D-R	9.4 KETCHUM YL	KU	69.4	9.00AM			(57.8)				
			(69.4)			Monday Wednesday Friday							
	(2.35)	..... Thru Time.....			(2.35)								
	26.8	..... Average speed per hour.....			26.8								

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. 38			
		September 12, 1965		Mile	Post
		STATIONS			
134 P		D-R	VALE YL VA	0.0	
			11.4		
20			LANCASTER (Spur)	11.4	
			5.9		
60			JAMIESON YL	17.3	
			1.3		
			END OF TRACK YL	18.6	
			(18.6)		

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 38			
		September 12, 1965		Mile	Post
		STATIONS			
173 PY		DN-R	NYSSA YL BY	0.0	
			8.1		
40			OVERSTREET	8.1	
			2.5		
20			ADRIAN	10.6	
			6.3		
32			NAPTON	10.9	
			7.5		
62 P		D	HOMEDALE YL HR	24.4	
			8.7		
19 PY		D-R	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. 38			
		September 12, 1965		Mile	Post
		STATIONS			
155 P		DN-R	PAYETTE YL AY	0.0	
			3.9		
18			EFFIE	3.9	
			1.2		
27 P		D	FRUITLAND FU	5.1	
			1.7		
19			BUCKINGHAM	6.8	
			4.3		
30 P		D	NEW PLYMOUTH NP	11.1	
			10.5		
11			LETHA	21.6	
			8.1		
90 PYZ		D-R	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. 38			
		September 12, 1965		Mile	Post
		STATIONS			
163 P		DN-R	CALDWELL YL CW	0.0	
			2.5		
40			SIMPLOT YL	2.5	
			1.3		
21			WEITZ YL	3.7	
			1.4		
26			DOLES YL	5.1	
			1.9		
9			GREENLEAF (Spur)	7.0	
			2.7		
13			ALLENDALE	9.7	
			1.8		
43			WILDER YL	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 38			
		September 12, 1965		Mile	Post
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q <sup>D</sup>	0.0	
			4.4		
17			DEAL	4.4	
			4.5		
44			BOWMONT	8.9	
			2.7		
7			MELMONT (Spur)	11.6	
			3.0		
28			MELBA	14.6	
			2.5		
54			STODDARD	17.1	
			0.7		
			END OF TRACK	17.8	
			(17.8)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 38			
		September 12, 1965		Mile	Post
		STATIONS			
P			BOISE JCT. YL	0.0	
			1.1		
22			FAIR GROUNDS YL	1.1	
			2.1		
PTZ		D-R	BOISE FREIGHT YL BE	3.2	
			3.1		
10			VERNON YL (Spur)	6.3	
			2.1		
			BARBER YL	8.4	
			(8.4)		

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

**Westward IDAHO NORTHERN BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 38 September 12, 1965	Mile Post	SECOND CLASS	
	485				486	
	Local Freight Daily Except Sunday				Local Freight Daily Except Sunday	
STATIONS						
DPYZ	8.30AM	DN-R	NAMPA YL AU-Q	0.0	A	3.30PM
49	8.40	2.1	FISCHER YL	2.4		3.22
14	9.00	5.9	MIDDLETON	9.3		3.07
15	9.20	9.5	JENNESS	18.9		2.47
96 PYZ	10.30	8.1	EMMETT YL MF	27.0		2.20
42	10.42	4.9	PLAZA	31.8		2.04
43 P	11.14	9.3	MONTOUR	41.1		1.33
32 P	11.45	5.4	HORSESHOE BEND HB	49.7		1.07
32	11.58AM	9.0	GARDENA	55.1		12.49
35 P	12.25PM	11.3	BANKS YL	64.1		12.25PM
25 P	1.11	7.6	BIG EDDY	75.4		11.37AM
31 PY	1.44	9.7	SMITHS FERRY YL	83.0		11.05
15 P	2.15	2.8	CABARTON	92.7		10.31
32	2.23	3.7	BELVIDERE	95.5		10.25
32 PY	2.56	11.8	CASCADE YL CD	99.2		10.15
31	3.33	8.4	ARLING	111.0		9.21
33	3.53	5.3	DONNELLY	119.4		9.02
14	4.06	8.1	NORWOOD	124.7		8.50
32 PY	A 4.30PM	8.1	McCALL YL NE	132.8		8.30AM
(132.8)						
Daily Except Sunday						
(8.00)		.....Thru Time.....			(7.00)	
16.6		....Average speed per hour....			19.0	

**WESTWARD OREGON EASTERN BRANCH EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 38 September 12, 1965	Mile Post	SECOND CLASS	
	459				460	
	Local Freight Daily Except Sunday				Local Freight Daily Except Sunday	
STATIONS						
167				0.0	A	3.45PM
167 DPY		12.01PM	DN-R ONTARIO YL ON	0.0	A	3.45PM
14		12.10	CAIRO	3.7		3.33
38		12.18	LUSE	6.9		3.25
134 P		12.39	D-R VALE YL VA	15.5		3.04
46		12.59	HOPE	23.5		2.44
52		1.30	LITTLE VALLEY	34.8		2.14
53 P		1.55 <sup>460</sup>	HARPER	42.0		1.55 <sup>459</sup>
50		2.18	NAMORF	51.2		1.29
27		2.45	JONESBORO	62.2		1.02
53 PY		3.13	D JUNTURA JN	73.6		12.34PM
50		3.50	LONG	86.8		11.57AM
49 P		4.07	RIVERSIDE	92.7		11.40
31		4.32	DUNNEAN	102.8		11.15
30 P		4.52	VENATOR	110.2		10.55
30		5.11	CIRCLE BAR	117.9		10.36
31 P		5.35	CRANE	126.6		10.12
31		6.15	REDESS	143.5		9.32
23 PYZ		A 6.50PM	D-R BURNS YL BR	156.8		9.00AM
(156.8)						
Daily Except Sunday						
(6.49)		.....Thru Time.....			(6.45)	
23.0		....Average speed per hour....			23.2	

**Westward NEW MEADOWS BRANCH Eastward**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 38 September 12, 1965		Mile Post
	STATIONS		
	163	DN-R	
163 DPY		REBECCA	6.0
12		CONCRETE	19.1
48 P		MIDVALE	31.8
23 P		CAMBRIDGE RA	40.5
35 P	D	GOODRICH	49.8
3 P		MESA	56.6
28 P		COUNCIL YL CN	60.2
12 P	D	HOOVER YL	61.6
59 PY		GLENDALE	72.0
7		RUBICON YL	84.1
6 P		NEW MEADOWS YL	89.7
43 P	D-R		
45 PY			
(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
<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-454.6	29 P	Both	Amseo.....	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.....	138.4	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	Tamarack.....	81.9	29 P	Both
<b>Fourth Subdivision</b>				<b>CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>			
Chubbuck.....	138.2	36	Both	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Mitchell.....	176.9	17	Both	17	Any station First Sub-	Green River or beyond.	Pocatello or beyond.
Fibre.....	180.4	8	East	17	Any station Second and Third Subdivi-	Ogden, Pocatello or beyond.	Huntington or beyond.
Dalys.....(2)(3).....	316.4	14 P	Both	18	Any station First Sub-	Pocatello or beyond.	Green River or beyond.
Ford.....	322.2	27 P	Both	18	Any station Second and Third Subdivi-	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	Both	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
<b>Goshen Branch</b>				<b>CONDITONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS</b>			
Cox.....	9.2	11	West	105	Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Ammon.....	18.1	30	West	106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Garry.....	12.5	8	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Wamar.....	31.5	12	East				
<b>Teton Valley Branch</b>							
Judkins.....(5).....	22.3	{ 6	East				
Dwight.....(5).....	32.7	{ 6	Both				
Fox Creek.....(5).....	42.3	None	None				
<b>Mackay Branch</b>							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Fullmer.....	18.8	10	East				
<b>West Belt Branch</b>							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	{31	Both				
Pyke.....	35.3	{19	West				
<b>East Belt Branch</b>							
Ken.....	0.4	6	West				
Mikami.....	14.0	7	East				
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
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. (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.

**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 when more than 50 per cent of the tonnage is wheat, oats, barley, milo, ore, gravel or any combination of these listed commodities.		40
No. 35 and No. 36 between McCammon and Pocatello with freight train equipment.	65		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		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 No. 20 turn-outs.	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	20	Jordan spreaders and other machines of spreader type, when in operation.		15
When using other cross-overs or turn-outs.	15	15	Trains handling U. P. ore cars Nos. 26000 to 26499, loaded or empty.		50
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	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
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	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 or Baldwin type.		35 45 45
No. 126, within yard limits.		40	On wye tracks.	6	6
Diesel road freight and road switch locomotives. Gas turbine locomotives.	65 65		Through tunnels, branch lines.	10	10
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50			
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 70 tons per operative brake.		40			

**FIRST SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frnt.		Pagr.	Frnt.		Pagr.	Frnt.
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
21.1 and 21.5.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	104.8 and 105.4.	70	55	<b>Blaser</b> 177.4 and 178.5.	60	45
<b>Opal</b> 28.7 and 29.6.	70	55	<b>Montpellier</b> 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
31.3 and 32.3.	45	30	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	50	35
33.0 and 33.1.	70	55	125.2 and 125.3.	70	55	<b>Lava Hot Springs</b> 180.0 and 181.7.	70	55
<b>Waterfall</b> 34.6 and 34.8.	60	45	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
35.5 and 35.9.	45	30	<b>Georgetown</b> Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
36.5 and 40.8.	40	25	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
43.1 and 44.5.	60	45	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
<b>Nugget</b> 54.5 and 57.8.	40	25	131.6 and 132.2.	70	55	<b>McCammon</b> 192.1 and 192.7.	60	45
58.0 and 61.2.	70	55	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
63.6 and 65.4.	60	45	<b>Manson</b> 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
66.5 and 68.2.	70	55	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
			142.4 and 143.4.	70	55	<b>Inkom</b> 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	Over switch M.P. 213.3 (No. 1 Track).	20	20
			<b>Soda Springs</b> Over streets and alleys.	30	30	<b>Pocatello</b> Within platform limits of pas- senger depot.	6	6
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks	10	10

**SECOND SUBDIVISION**

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frts.		Pagr.	Frts.		Pagr.	Frts.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	<b>Between Mile Posts— Dietrich</b> 316.3 and 314.7 (Eastward).	60	45	<b>Between Mile Posts— Ticeska</b> 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	321.5 and 321.8.	20	20	360.2 and 360.8.	60	45
On enginehouse lead and tracks.		5	<b>Shoshone</b> 323.3 and 323.9.	70	55	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	325.0 and 326.6.	70	55	<b>King Hill</b> 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0.	65	50	<b>Gooding</b> Over streets and alleys.	30	30	369.1 and 371.0.	60	45
<b>Bannock</b> 237.9 and 241.2.	65	50	Between Mile Posts— 340.7 and 341.2.	60	45	<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	342.3 and 343.4.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
<b>Wapi</b> 258.9 and 259.2.	70	55	<b>Bliss</b> No. 17 and No. 18, to dispatch mail.	40		373.2 and 374.5.	20	20
						<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> Over streets and alleys.	60	60
<b>Mountain Home</b> Over street crossings.	50	50	B-440.4 and B-446.1.	60	45	Between Payette and Weiser, trains handling logs.		30
Between Mile Posts— <b>Orchard</b> 428.4 and 429.0.	60	45	<b>Boise</b> Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	<b>Crystal</b> Trains using turn-out east switch Crystal.	15	15
<b>Kuna</b> 447.3 and 450.8.	60	45	<b>Boise Jct.</b> B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	55	45
<b>Nampa</b> 456.6 and 457.2.	20	20	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.	20 40		523.1 and 524.9.	70	55
<b>Orchard</b> B-423.7 and B-424.0.	60	45	Between Mile Posts— <b>Sonna</b> B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
B-429.2 and B-430.0.	60	45	<b>Nampa</b> 456.6 and 457.2.	20	20	529.4 and 535.5.	70	55
			<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.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— <b>Hamer</b> 218.3 and 218.5.	50	40	Between Mile Posts— <b>Dillon</b> 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Buw.	59	49	<b>Dubois</b> 236.0 and 236.6.	35	25	337.0 and 337.2.	50	40
Between Mile Posts— <b>Pocatello Jct.</b> 135.1 and 136.7.	35	25	237.8 and 238.0.	50	40	<b>Apex</b> 341.1 and 341.4.	50	40
<b>Montana Jct.</b> 139.9 and 140.1.	60	50	239.1 and 239.3.	50	40	342.7 and 342.9.	50	40
<b>Tyhee</b> 142.3 and 142.5.	50	40	244.4 and 246.7.	40	30	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	<b>Spencer</b> 248.5 and 248.9.	45	35	343.5 and 345.8.	35	25
<b>Gibson</b> 152.6 and 152.9.	50	40	249.5 and 249.7.	40	30	346.0 and 346.3.	30	20
<b>Blackfoot</b> Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Between Mile Posts— <b>Wapello</b> 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	<b>Navy</b> 351.0 and 354.4.	35	25
<b>Firth</b> 169.7 and 169.9.	60	50	<b>Humphrey</b> 258.3 and 258.5.	35	25	357.2 and 357.7.	50	40
<b>Shelley</b> Over streets and alleys.	30	30	258.6 and 259.2.	45	35	<b>Melrose</b> 361.8 and 366.3, watch for rocks.	25	20
Between Mile Posts— 182.6 and 183.5.	25	25	262.9 and 267.6.	35	25	366.3 and 366.6.	20	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.7 and 367.5.	35	25
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	367.9 and 368.2.	30	20
187.4 and 188.6.	40	30	<b>Snowline</b> 277.4 and 278.3.	35	25	<b>Divide</b> 373.6 and 374.6.	40	30
190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	375.2 and 377.8.	35	25
<b>Roberts</b> 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	379.0 and 381.1.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— <b>Red Rock</b> 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
<b>Hawgood</b> 213.7 and 214.0.	50	40	312.9 and 313.5.	55	45	384.3 and 385.1.	35	25
			316.0 and 316.5, watch for rocks.	25	20	386.6 and 388.1.	35	25
			316.5 and 318.7.	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.		10
<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 Mile Posts—0.0 and 2.3.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	<b>North Side Branch</b> Maximum speed.		30	Between Jenness and Bramwell.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts—30.0 and 30.5.		20	Trains handling high cars between Jenness and Bramwell.		12
St. Anthony over highway crossing, just west of depot.	8	8	<b>Raft River Branch</b> Maximum speed.		20	Emmett, over street crossings.		12
Between Mile Posts—55.4 and 55.7.	20	15	Burley, within city limits.		20	M.P. 31.4.		20
59.6 and 65.9.	20	15	Burley, over street crossings.		12	Between Plaza and M.P. 63, watch for rocks.		25
72.9 and 73.2.	35	25	Burley, Salt Lake yard tracks.		5	Between Mile Posts—33.0 and 35.4.		10
74.0 and 74.2.	30	25	<b>Oakley Branch</b> Maximum speed.		20	Bridge 36.61.		20
85.2 and 85.5.	35	25	Burley, within city limits.		20	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
86.4 and 87.0.	20	15	Burley, over street crossings.		12	Trains handling logs or high cars between Banks and M.P. 81.0.		12
92.1 and 95.0.	20	15	Burley, Salt Lake yard tracks.		5	Between Smiths Ferry and Caharton, watch for rocks.		20
99.9 and 100.8.	20	15	<b>Wells Branch</b> Maximum speed.		30	Between Mile Posts—99.6 and 108.3.		20
<b>East Belt Branch</b> Maximum speed.		25	Between Mile Posts—31.1 and 36.1.		25	111.4 and 111.6.		20
Truss bridges.		15	45.9 and 53.3.		25	113.0 and 113.3.		20
Between Mile Posts—4.7 and 4.9.	15	15	69.6 and 71.6.		25	128.2 and 128.5.		15
20.25 and 22.0.	15	15	91.1 and 91.4.		25	McCall, over street crossings.		10
23.1 and 24.0.	15	15	Between Mile Post—97.5 and Melandco.		20	<b>Wilder Branch</b> Maximum speed.		25
36.5 and 37.0.	15	15	Wells yard.		15	<b>Homedale Branch</b> Maximum speed.		25
<b>West Belt Branch</b> Maximum speed.		25	<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Oregon Eastern Branch</b> Maximum speed, except between M.P. 140.0 and 145.0.		25
Truss bridges.		15	Bellevue, over streets and alleys.	12	12	<b>Hope</b> Between Mile Posts—29.5 and 33.5, watch for rocks.		20
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	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
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 Jet., on curve.		10	55.5 and 66.5. Straight track. On curves.		25 15
81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 66.5 and New Meadows. Straight track. On curves.		15 10
<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.

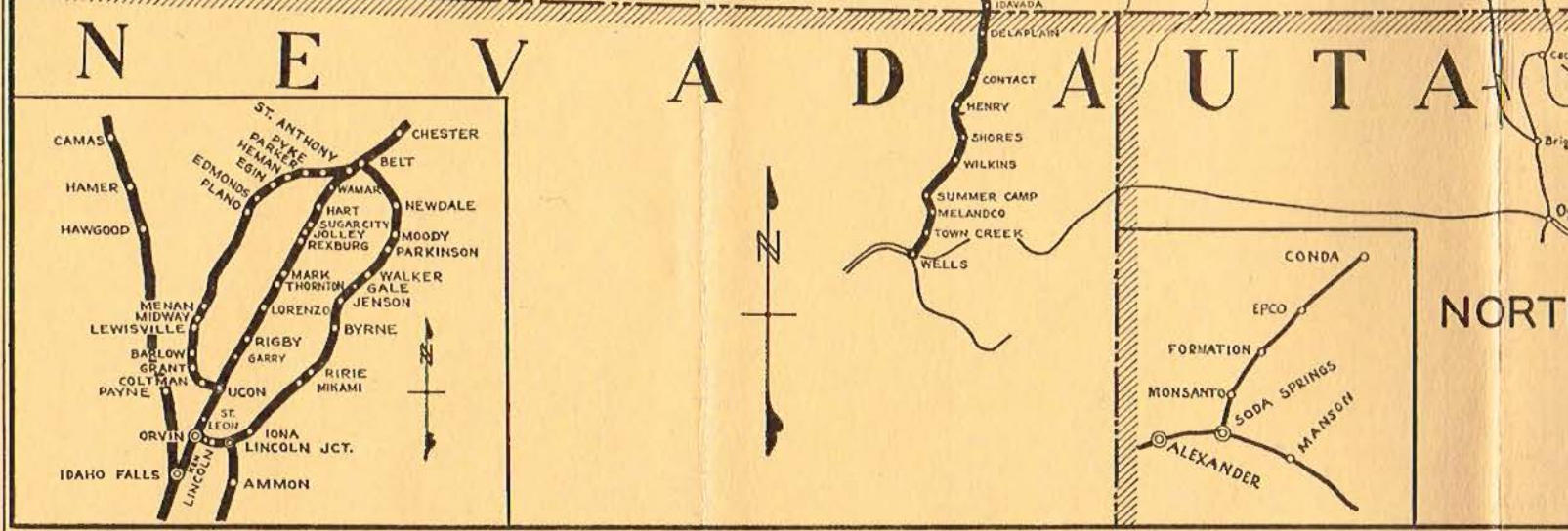
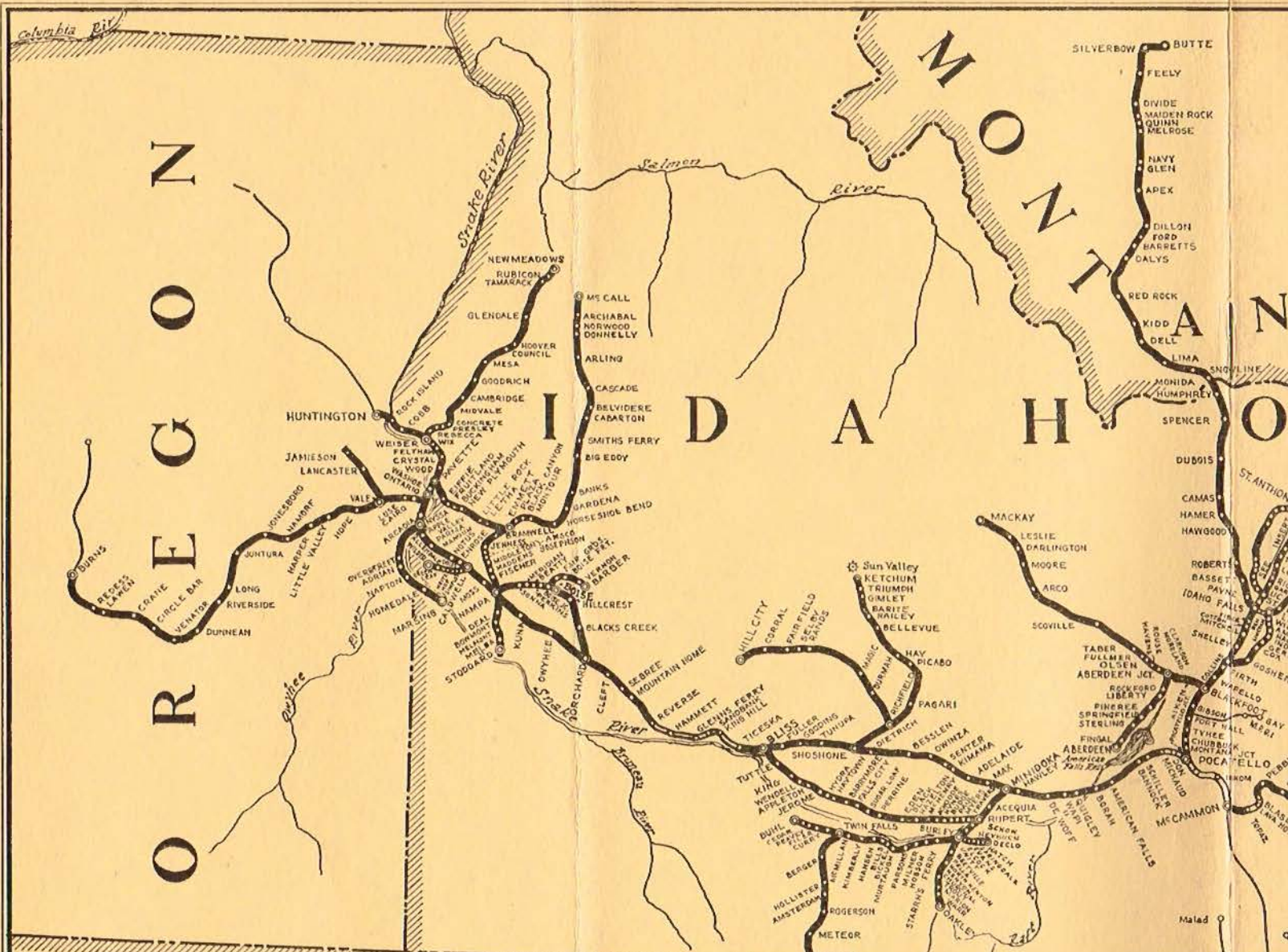
The following letters placed in columns provided in time-table indicate:

- 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	Twin Falls.....	Enginemen's Register Room
	at Roundhouse		at Roundhouse
Nampa.....	Crew Dispatcher's Office	Victor.....	Telegraph Office
Nampa.....	Enginemen's Register Room	Weiser.....	Telegraph Office
	at Roundhouse		

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



Map of Idaho showing major cities, rivers, and railroads. The map is titled "IDAHO" in large letters across the center. Major rivers shown include the Snake River, Salmon River, and Snake River. Major cities labeled include Boise, Pocatello, Idaho Falls, and Butte. The map also shows the borders of Oregon to the west, Nevada to the south, and Montana to the north.