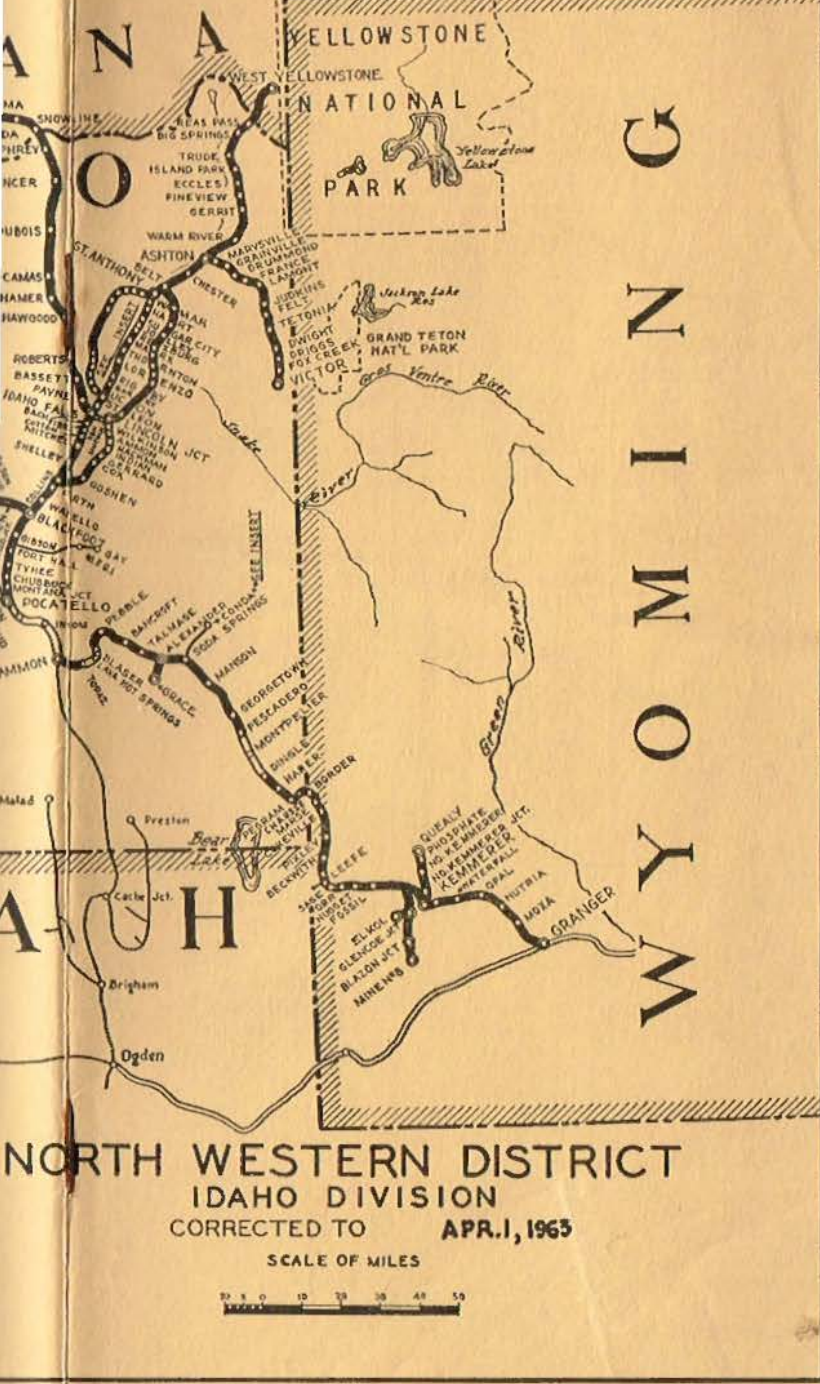


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UNION PACIFIC RAILROAD COMPANY

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

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

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from Granger via Boise	Time-Table No. 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
7.25 7.35			10.10 10.50	12.45	213.9	POCATELLO			A 2.20	3.55 3.40		6.15 5.35
10.05			2.25	4.00	373.8	GLENN'S FERRY			10.55	1.05		2.15
11.20			4.05	5.55	448.4	BOISE			9.10	11.50		12.35
1.15			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) 45.6	(18.10) 39.9	(18.25) 51.0	(4.15) 45.4	(24.10) 39.9
						Average speed per hour.....						

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS					Distance from McCammon	Time-Table No. 37		FIRST CLASS				
			35 Passenger	47 Passenger		April 28, 1963		36 Passenger	48 Passenger			
			Daily	Daily		STATIONS						
			11.25		0.0	McCAMMON	A 4.15					
			11.55 12.25	12.55	22.7	POCATELLO	3.45 2.30	A 2.05				
			1.43	3.00	73.3	IDAHO FALLS	1.13	12.10				
				5.55	124.3	ASHTON		10.20				
				A 7.30	169.9	VICTOR		8.15				
			A 7.30		285.8	BUTTE	7.30					
							Daily	Daily				
			(8.05) 35.4	(6.35) 22.4	 Thru Time.....		(8.45) 32.7	(5.50) 25.2				
			 Average speed per hour.....									

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

MILEAGE

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

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 37

April 28, 1963

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS				FIRST CLASS				STATIONS
			279 Time Freight	277 Time Freight		35 Passenger	105 Passenger	17 Passenger	
			Daily	Daily		Daily	Daily	Daily	
144 IPY							3.45 PM	5.05 AM	DN-R GRANGER YL GN
150 P									7.7 MOXA
150 P									7.7 NUTRIA
150 P								s 5.31	9.1 D OPAL OW
150 P									9.1 WATERFALL
152 PTZ							f 4.27	s 6.01	6.1 DN KEMMERER YL AV
159									8.3 FOSSIL
150 P									5.0 NUGGET
150 P									6.6 ORR
150 PY									5.2 LEEFE
150 P									6.5 BECKWITH
150 P									6.1 PIXLEY
176 P								s 7.05	6.1 D COKEVILLE CK
150 P									4.7 MARSE
150 P									6.3 CHAUSSE
150 P									8.4 HARER
27 P									5.1 DINGLE
DPTYZ							s 5.45	7.45 7.55	7.0 DN-R MONTPELIER MX
P									6.3 PESCADERO
196 P									5.5 GEORGETOWN
150 P									9.3 MANSON
150 PY								s 8.32	9.9 DN SODA SPRINGS SD
150 P									5.6 ALEXANDER
150 P									4.8 TALMAGE
150 P								f 8.55	5.6 D BANCROFT BN
191									8.5 PEBBLE
150 P									7.1 BLASER
P									2.6 LAVA HOT SPRINGS
27 PX								f 9.19	6.0 TOPAZ
P									5.2 DN McCAMMON MC
CS 154 PY			11.50 PM	3.50 AM		11.25 PM		f 9.34	10.7 INKOM
115 P								f 9.47	12.0 DN-R H-CA
DPTYZ			A 12.30 AM	A 4.50 AM		A 11.55 PM	A 7.25 PM	A 10.10 AM	POCATELLO YL PO
									(213.9)
			(0.40) 34.0	(1.00) 22.7		(0.30) 45.4	(3.40) 58.3	(5.05) 42.1	 Thru Time
									 Average speed per hour

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

TWO MAIN TRACKS

For conditional stops to discharge or pick up revenue passengers.—See page 17.

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

WESTWARD

SECOND SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS									Time-Table No. 37 April 28, 1903	
					105	17	49	47	11	35	STATIONS
					Passenger	Passenger	Mixed	Passenger	Passenger	Passenger	
					Daily	Daily	Daily	Daily	Daily	Daily	
DPTYZ					7.35 PM	10.50 AM	4.00 AM	12.55 AM	12.45 AM	12.25 AM	BLOCK SIGNALS DNR POCATELLO V.L. PO 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 DN AMERICAN FALLS AF 3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1
P								A 1.00 AM		A 12.30 AM	
CS 153 P							f 4.15				
170 P											
145 P					s 11.18 AM	s 4.35			f 1.13		
120 P											
170 P											
119 P							f 4.55				
170 P											
119 P											
125 PY					8.25	s 12.01 PM	A 5.20 AM		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 P						s 1.25			s 3.05		
170 P											
118 PY						s 1.38			s 3.18		
120 PY											
CS 120 P											
WS 99											
CS 170 P									f 3.37		
DPTY					As 10.05 PM	A 2.15 PM			A 3.50 AM		

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

48

36

106

18

50

12

126

Passenger

Passenger

Passenger

Passenger

Mixed

Passenger

Time
Freight

STATIONS

BLOCK
SIGNALS

CENTRALIZED TRAFFIC CONTROL

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

TWO MAIN
TRACKS

DOUBLE
TRACK

DOUBLE
TRACK

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	f12.55				
276.2										
284.3										
289.0						f12.35				
295.7										
303.5										
309.3										
313.9										
321.8			s 1.57	s 3.30		s12.05AM				
330.8										
337.5				s 3.04		s11.40PM				
344.2										
350.5						s11.23				
357.3										
367.1						f11.04				
373.8			1.05AM	2.15PM		10.55PM		11.15AM		
	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 April 28, 1963	Mile Post	FIRST CLASS			SECOND CLASS			
		105	17	11	18			12	106	126				
		Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Time Freight				
		Daily	Daily	Daily										
STATIONS														
DPTY		10.05PM	2.25PM	4.00AM	(DN-R GLENN'S FERRY YL GF) TWO MAIN TRACKS	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					11.7 OWYHEE	434.7								
163 P		VIA BOISE	VIA BOISE	VIA BOISE	12.0 KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE					
60 P					9.9 BLACK'S CREEK	B-435.9								
60 PY		s 11.20	3.55 4.05	5.30 5.55	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 4.16	s 6.10	D MERIDIAN MD	B-457.3	12.17	s 8.41						
DPTYZ		s 11.43	4.30 4.40	6.25 6.40	DN-R NAMPA YL AU-Q	466.6	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 4.57	s 7.00	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	DN PARMA MA	480.8	s 11.20							
173 PY		12.17AM	s 5.28	s 7.30	DN NYSSA SY	488.4	s 11.10	s 7.35	10.53					
167 PY		12.28	s 5.43	s 7.50	DN ONTARIO ON	498.7	s 10.55	s 7.24	10.45					
155 PY			s 5.53	s 8.01	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	s 8.20	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	DN-R HUNTINGTON YL HU	538.8	10.00AM	6.30PM	10.06PM	6.25AM				
					VIA KUNA (165.0) VIA BOISE (176.3)		Daily	Daily	Daily	Daily Except Sunday and Monday				
		(3.10) 55.7	(4.25) 39.9	(5.05) 34.6	 Thru Time		(4.05) 43.2	(4.15) 41.5	(2.59) 59.1	(4.35) 38.0				
					 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.

WESTWARD				FOURTH SUBDIVISION				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 20.	SECOND CLASS		FIRST CLASS		Time-Table No. 37 April 28, 1963	Mile Post	FIRST CLASS		SECOND CLASS			
		277		47			35		48	36		278
		Time Freight		Passenger			Passenger		Passenger	Passenger		Stock Special
		Daily		Daily			Daily					
STATIONS												
P				1.00 ^{AM}	12.30 ^{AM}	BLOCK SIGNALS	POCATELLO JCT. YL	135.1	A 1.40 ^{AM}	A 2.20 ^{AM}	A 7.30 ^{AM}	
P		1.30 ^{PM}		1.05	12.35		MONTANA JCT. YL	136.7	1.35	2.15	7.12	
124 P		1.36		1.10	12.39		TYHEE	140.4	1.28	2.10	7.05	
150 P		1.44		1.18 ⁴⁸	f 12.45		D FORT HALL FH	145.7	1.18 ⁴⁷	f 2.04	6.57	
71 P		1.51		1.23	12.50		GIBSON	151.0	1.09	1.58	6.49	
77 PY		2.01		f 1.31	s 1.00 ⁴⁸		DN BLACKFOOT YL BF	158.1	f 1.00 ³⁵	s 1.50	6.34	
72 P		2.10		1.42 ³⁵	1.07		WAPELLO	164.0	12.46	1.42 ⁴⁷	6.19	
123 P		2.18		1.53	f 1.13		D FIRTH FR	169.4	12.39	f 1.36	6.09	
105 P		2.28		2.02	f 1.20		DN SHELLEY SY	175.5	12.31	s 1.29	5.59	
71 P		2.34		2.10	1.24 ³⁶		COTTON	179.3	12.24	1.24 ³⁵	5.52	
97 P		2.40		2.18	1.29		BACH YL	183.1	12.18	1.17	5.45	
DPTYZ		3.00		A 2.30 ^{AM}	1.33 1.43		DN-R IDAHO FALLS YL AK	184.5	12.10 ^{AM}	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 ^{AM}	4.13	
51 106 PY		4.50		s 2.50			DN DUBOIS YL BO	234.9		s 11.58 ^{PM}	3.48	
57 P		5.20		s 3.12 ²⁷⁸			SPENCER	248.5		s 11.37	3.12 ³⁵	
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 ^{AM}		
48 P		8.05		f 4.34		KIDD	294.0		f 10.18	11.55 ^{PM}		
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 ³⁶		s 5.27		DN DILLON YL DN	328.0		s 9.30 ²⁷⁷	10.45		
45 P		10.16 ²⁷⁸		f 5.43		APEX	340.3		f 9.06	10.16 ²⁷⁷		
47 PY		10.40		f 5.59		NAVY	348.7		f 8.53	9.45		
61 P		11.10		s 6.13		MELROSE	358.9		s 8.38	9.23		
37 P		11.30		f 6.24		QUINN	364.9		f 8.27	9.06		
39 P		11.45 ^{PM}		s 6.35		D DIVIDE J	370.1		s 8.17	8.53		
17 P		12.15 ^{AM}		f 6.53		FEELY	380.7		f 8.00	8.27		
PY		A 1.00 ^{AM}		A 7.15 ^{AM}		DN-R SILVER BOW YL SB	390.0		s 7.45 ^{PM}	8.00 ^{PM}		

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**Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

153 159	PTZ		DN-R KEMMERER YL	AV	0.0
			4.8		
53			GLENCOE JCT. YL		4.8
			8.2		
16			MINE NO. 8 YL		13.0
			(13.0)		

WESTWARD**ELKOL BRANCH****EASTWARD****Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

53			GLENCOE JCT. YL		0.0
			3.9		
			ELKOL		3.9
			(3.9)		

WESTWARD CONDA BRANCH EASTWARD**Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

150	PY		DN SODA SPRINGS YL	SD	0.0
			1.8		
80			MONSANTO YL (Spur)		1.8
			1.0		
6			FORMATION (Spur)		2.8
			2.8		
6			PANTING		5.6
			1.4		
19	Y		CONDA		7.0
			(7.0)		

WESTWARD**GRACE BRANCH****EASTWARD****Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

150	P		ALEXANDER YL		0.0
			6.0		
16	P		GRACE	GA	6.0
			(6.0)		

WESTWARD GAY BRANCH EASTWARD**Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

150	P		D FORT HALL	FH	0.0
			9.1		
32			M.P. 9.1		9.1
			11.7		
132	YZ		GAY		20.8
			(20.8)		

WESTWARD**GOSHEN BRANCH****EASTWARD****Time-Table No. 37**

April 28, 1963

Mile
Post**STATIONS**

123	P		D FIRTH	FR	0.0
			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. 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			
DPTYZ		7.55AM	6.00AM		3.00AM	DN-R IDAHO FALLS YL AK	0.8	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		3.18	4.6 UCON UN	7.6	11.28		1.40PM 4.15				
54 P			6.42		3.34	6.2 RIGBY RG	13.8	11.18	Via West Belt Branch	4.00				
38 P			6.50		3.44	4.3 LORENZO	18.1	11.12		3.45				
25			6.57		3.51	2.6 THORNTON	20.7	11.08		3.35				
67 P			7.10		4.12	5.3 REXBURG RX	26.0	11.01		3.20				
51 P			7.20		4.23	3.8 SUGAR CITY SC	29.8	10.55		3.10				
36 FY						1.1 HART	30.9							
110 FY			7.35		4.46	5.9 D ST. ANTHONY YL SH	36.8	10.45	A 10.50AM	2.55				
P						1.5 BELT YL	38.3		10.40AM					
43 P			7.50		5.30	4.5 CHESTER	42.8	10.32		2.40				
46 PY			A 8.10AM		A 5.45AM	8.2 DN-R ASHTON YL HN	51.0	10.20PM		2.20PM				
28 P						7.2 WARM RIVER	58.2							
22 P						8.7 GERRIT	66.9							
28 P						5.6 PINEVIEW	72.5							
22						3.2 ECCLES	75.7							
15 P						4.9 ISLAND PARK	80.6							
26 P						4.8 TRUDE	85.4							
25 PY						5.3 BIG SPRINGS	90.7							
22 P						6.5 REAS PASS	97.2							
29 PY						9.0 WEST YELLOWSTONE YL	107.1							
						(107.1)		Daily		Daily Except Sunday Daily Except Sunday				
		(0.10) 18.0	(2.10) 23.1		(2.45) 18.5	 Thru Time.....		(1.25) 36.0		(3.20) 14.3 (2.20) 21.1				
						 Average speed per hour....								
WESTWARD				TETON VALLEY BRANCH				EASTWARD						
Car Capacity of 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	47			48		478					
		Mixed	Passenger							Passenger	Mixed			
		Daily Except Sunday	Daily											
DPTYZ		8.30AM	5.55AM	DN-R ASHTON YL HN	0.0	A 9.55PM		A 1.55PM						
46 PY			8.40	5.59	1.8 MARYSVILLE YL	1.8	9.46		1.47					
19			8.55	6.08	4.2 GRAINVILLE	6.0	9.37		1.33					
33			9.10	6.13	2.6 DRUMMOND	8.6	9.32		1.22					
22 P			9.25	6.21	4.2 FRANCE	12.8	9.24		1.08					
12			9.35	6.27	3.0 LAMONT	15.8	9.18		12.58					
33 P			10.08	6.50	10.5 FELT	20.3	8.55		12.25					
21			10.23	6.59	4.0 TETONIA NA	30.3	8.47		12.09PM					
22 PY			10.42	7.13	8.9 D DRIGGS DI	37.2	8.33		11.50AM					
31 P			A 11.05AM	A 7.30AM	8.4 D-R VICTOR YL VR	45.6	8.15PM		11.20AM					
19 PY					(45.6)		Daily		Daily Except Sunday					
		(2.35) 17.7	(1.35) 28.8		(1.40) 27.4	 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

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

SECOND CLASS

421
Local
Freight

409
Local
Freight

Daily
Except
Sunday

Daily
Except
Sunday

Time-Table No. 37

April 28, 1963

STATIONS

Mile
Post

SECOND CLASS

410
Local
Freight

422
Local
Freight

77 PY

12.30PM

8.00AM

DN-R BLACKFOOT YL BF

0.0

A 4.35PM

A 6.00PM

7

8.06

2.1 COLLINS YL

2.1

4.28

7

12.40

8.12

2.2 CLARKSON

4.3

4.22

5.40

31

12.45

8.17

1.4 MORELAND

5.7

4.17

5.35

P

A12.50PM

8.21

1.4 ABERDEEN JCT. YL

7.1

4.13

5.25PM

33 P

8.54

13.0 TABER

20.1

3.40

35 PY

9.45

19.6 SCOVILLE

39.7

2.50

37 PY

10.35

D 19.4 ARCO YL RO

59.1

2.00

21 P

10.57

7.6 MOORE

66.7

1.28

10

11.15

5.9 DARLINGTON

72.6

1.10

5

11.30

4.7 LESLIE

77.3

12.55

68 PY

A11.55AM

D-R 8.0 MACKAY YL MY

85.3

12.30PM

(85.3)

Daily
Except
Sunday

Daily
Except
Sunday

(0.20)

(3.55)

..... Thru Time

(4.05)

(0.35)

21.0

21.7

....Average speed per hour....

20.9

12.2

WESTWARD

EAST BELT BRANCH

EASTWARD

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

SECOND CLASS

491
Local
Freight

Daily
Except
Sunday

Time-Table No. 37

April 28, 1963

STATIONS

Mile
Post

17 PY

8.05AM

ORVIN YL

0.0

22

8.15

2.3 LINCOLN YL

2.3

P

0.8 LINCOLN JCT. YL

3.1

46 P

8.27

2.6 IONA

5.7

21 P

9.05

D 10.7 RIRIE RK

10.4

11 P

9.18

5.0 BYRNE

21.4

11 P

9.30

4.2 JENSON

25.0

23 P

9.40

2.6 WALKER

28.2

40 P

9.52

4.2 PARKINSON

32.4

11 P

9.58

1.9 MOODY

34.3

12 P

10.20

D 3.8 NEWDALE NE

38.1

P

A10.40AM

6.3 BELT YL

44.4

(44.4)

(2.35)

..... Thru Time

(2.35)

..... Thru Time

17.2

Average speed per hour

17.2

Average speed per hour

WESTWARD

ABERDEEN BRANCH

EASTWARD

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

SECOND
CLASS

421
Local
Freight

Daily
Except
Sunday

Time-Table No. 37
April 28, 1963

Mile
Post

SECOND
CLASS

422
Local
Freight

P

12.50PM

ABERDEEN JCT. YL

0.0

A 5.25PM

32

1.03

ROCKFORD

4.3

5.10

17

1.08

LIBERTY

5.9

5.00

32 P

1.28

PINGREE

10.2

4.38

31 P

1.48

SPRINGFIELD

16.5

4.20

17 P

2.05

STERLING

19.7

4.05

8

FINGAL

26.0

37 PY

A 2.40PM

D ABERDEEN YL BN

28.2

3.30PM

(28.2)

Daily
Except
Sunday

(1.50)
15.4

..... Thru Time

....Average speed per hour....

(1.55)
14.7

WESTWARD

WEST BELT BRANCH

EASTWARD

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

SECOND
CLASS

492
Local
Freight

Time-Table No. 37
April 28, 1963

Mile
Post

SECOND
CLASS

492
Local
Freight

60 P

D

UCON

UN

0.0

A 1.40PM

22 P

LEWISVILLE

8.8

1.10

50 P

D

MENAN

MN

10.5

1.00

51 P

PLANO

25.0

12.12

18

EDMONDS

26.7

12.05PM

11 P

EGIN

29.3

11.56AM

32

HEMAN

31.6

11.46

19 P

PARKER

33.5

11.40

110 PY

D-R

ST. ANTHONY YL

SH

38.7

11.15AM

(38.7)

Daily
Except
Sunday

..... Thru Time

.....Average speed per hour.....

(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	7.23		9.05	8.35		
23					BILLS	49.0						
41 P	1.55	2.10		s 7.20	D HANSEN NS	49.7	s 7.16		8.55	8.25		
60 P	2.08	2.23		s 7.27	D KIMBERLY KY	53.3	s 7.10		8.45	8.15		
31 P				7.35	McMILLAN YL	56.4						
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 PY				f 8.40	CEDAR	71.3	f 6.20					
				A 8.45AM	DN-R BUHL YL BO	73.8	6.15PM					
				(73.8)								
(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		STATIONS	Mile Post	Time-Table No. 37 April 28, 1963		Mile Post			
59 63 PY	DN-R	BURLEY YL	BU	0.0			59 63 PY	DN-R	BURLEY YL	BU	0.0	
28		BEETVILLE		4.3			34		UNITY		3.1	
23		PELLA		5.2			28		ELCOCK		4.0	
66		NORTH KENYON		8.3			15		EVANS (Spur)		4.7	
9		KENYON		9.6			22		SPRINGDALE		6.0	
11		CHURCHILL		13.5			25		HATCH		7.5	
23		TROUT		16.3			16		DECLO		9.1	
60		MARION		17.8					(9.1)			
25		WARR		19.4								
20	D	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.		SECOND CLASS	Time-Table No. 37						Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 37						Mile Post		
		439	April 28, 1963							440			April 28, 1963								
		Mixed								Mixed											
		Daily	STATIONS										STATIONS								
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					28.8	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					80.7	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					(73.6)						
				(123.4)						Daily											
		(5.01)	 Thru Time.....								(5.00)										
		24.6	 Average speed per hour.....								24.7										

WESTWARD				KETCHUM BRANCH				EASTWARD				WESTWARD				HILL CITY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		SECOND CLASS		Time-Table No. 37 April 28, 1963				Mile Post		SECOND CLASS		Time-Table No. 37 April 28, 1963		Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		STATIONS		Mile Post					
		441 Local Freight								442 Local Freight													
		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	6.0						
39 PY		6.35		D	RICHFIELD YL		FK	15.3	12.05PM		10				RAWSON			4.5					
29		6.50			PAGARI			21.7	11.45AM		12				BURMAH			9.4					
27		7.10			TIKURA			29.7	11.25		42 P				MAGIC			21.5					
59 P		7.30			PICABO			37.3	11.05		32				MACON			31.2					
6		7.40			HAY			41.8	10.50		7				RANDS			36.8					
10		7.45			GANNETT			44.3	10.45		17				SELBY			39.7					
30		8.05			BELLEVUE			52.1	10.25		42 P		D	FAIRFIELD		FD	43.8						
17 P		8.16		D	HAILEY		RI	57.2	10.05		32				CORRAL			51.7					
22		8.22			BARITE			60.0	9.52		50 Y				HILL CITY YL			57.8					
30 P Loop		A 8.45AM	D-R	KETCHUM YL		KU	69.4	9.30AM															
						(69.4)				Monday Wednesday Friday													
		(2.45)				Thru Time		(3.15)															
		25.2				Average speed per hour		21.4															

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

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 37			
		April 28, 1963		Mile Post	
		STATIONS			
134 P		D-R	VALE YL VA	0.0	
20			11.4 LANCASTER (Spur)	11.4	
29			5.9 JAMIESON	17.3	
31 P			6.0 BROGAN YL	23.3	
		(23.3)			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 37			
		April 28, 1963		Mile Post	
		STATIONS			
173 PY		DN-R	NYSSA YL SY	0.0	
40			8.1 OVERSTREET	8.1	
20			2.5 ADRIAN	10.6	
32			6.3 NAPTON	16.9	
62 P		D	7.5 HOMEDALE YL HR	24.4	
19			6.6 CLAYTONIA	31.0	
19 PY		D-R	2.1 MARSING YL MR	33.1	
		(33.1)			

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 37			
		April 28, 1963		Mile Post	
		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			
		April 28, 1963		Mile Post	
		STATIONS			
103 P		DN-R	CALDWELL YL CW	0.0	
40			2.5 SIMPLT 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			
		April 28, 1963		Mile Post	
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q	0.0	
17			4.4 DEAL	4.4	
44			4.5 BOWMONT	8.9	
28			5.7 MELBA	14.6	
54			2.5 STODDARD	17.1	
			2.9 END OF TRACK	20.0	
		(20.0)			

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.		Time-Table No. 37			
		April 28, 1963		Mile Post	
		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)			

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. 37		SECOND CLASS
	485 Local Freight Daily Except Sunday	April 28, 1963	Mile Post	486 Local Freight
		STATIONS		
DPYZ	8.30AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
49	8.40	FISCHER YL	2.4	1.50
14	9.00	MIDDLETON	9.3	1.35
15	9.20	JENNESS	18.9	1.15
96 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	12.01PM
32 P	11.35	D HORSESHOE BEND HB	49.7	11.35AM
32	11.49AM	GARDENA	55.1	11.17
35 P	12.24PM	BANKS YL	64.1	10.53
25 P	1.10	BIG EDDY	75.4	10.07
31 PY	1.43	SMITHS FERRY YL	83.0	9.35
15 P	2.14	CABARTON	92.7	9.01
32	2.22	BELVIDERE	95.5	8.54
32 PY	2.55	D CASCADE YL CD	99.2	8.45
31	3.32	ARLING	111.0	7.51
33	3.53	D DONNELLY FY	119.4	7.32
14	4.06	NORWOOD	124.7	7.20
32 PY	A 4.30PM	D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday

(8.00)Thru Time.....
16.6Average speed per hour....

(7.00)
19.0

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 37			Mile Post
	April 28, 1963			
	STATIONS			
163 163 DPY	DN-R	WEISER YL SR	0.0	
12		REBECCA	6.0	
48 P		CONCRETE	19.1	
23 P		MIDVALE	31.8	
35 P	D	CAMBRIDGE RA	40.5	
3 P		GOODRICH	49.8	
26 12 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		SECOND CLASS
	459 Local Freight Daily Except Sunday	April 28, 1963	Mile Post	460 Local Freight
		STATIONS		
167 DPY	10.45AM	DN-R ONTARIO YL ON	0.0	A 4.00PM
14	11.00	CAIRO	3.7	3.35
38	11.10	LUSE	6.9	3.25
24	11.20	MALLET	10.0	3.15
134 P	11.55AM	D-R VALE YL VA	15.5	3.00
46	12.20PM	HOPE	23.5	2.20
52	12.50	LITTLE VALLEY	34.8	1.50
53 P	1.20	HARPER	42.0	1.20
50	1.45	NAMORF	51.2	12.51
27	2.12	JONESBORO	62.2	12.24PM
53 PY	2.45	D JUNTURA JN	73.6	11.55AM
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	143.6	8.37
23 PYZ	A 7.00PM	D-R BURNS YL BR	156.8	8.00AM
		(156.8)		Daily Except Sunday

(8.15)Thru Time.....
19.0Average speed per hour....

(8.00)
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
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	94 P	Both	Ruby.....	3.1	3	West
Border.....(1).....	92.1	30 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	42 P	Both	Gimlet.....	63.2	32	East
Second Subdivision				Payette Branch			
Don.....	219.6	43 PX	Both	Little Rock.....	18.9	9	Both
Schiller.....	226.5	72 P	Both	Wilder Branch			
Sand Bank.....	370.9	57 P	Both	Thop.....	4.4	13	East
Third Subdivision				Idaho Northern Branch			
Hillcrest.....	B-445.1	22 P	Both	Maddens.....	6.1	6	Both
Perkins.....	B-451.4	24 P	Both	Josephson.....	12.6	12	Both
Beatty.....	B-451.6	26 P	Both	Amsco.....	13.6	12	Both
Sonna.....	B-460.7	28 P	Both	Bramwell.....	22.2	5	East
Mangum.....	476.3	26 P	Both	Black Canyon.....	33.0	5	East
Apple Valley.....	485.9	45 P	Both	Archabal.....	127.4	9	Both
Arcadia.....	491.7	32 P	West	Oregon Eastern Branch			
Washoe Spur.....	500.9	10 P	Both	Lawen.....	133.4	3	East
Wood.....	506.2	23 P	Both	New Meadows Branch			
Feltham.....	512.7	14 P	West	Presley.....	11.7	9	Both
Wix.....	514.3			Diamond.....	26.7	4 P	West
Fourth Subdivision				Tamarack.....	81.9	29 P	Both
Chubbuck.....	138.2	36	Both				
Mitchell.....	176.9	17	Both	(1) Flag stop for No. 17.			(4) Regular stop for No. 36.
Fibre.....	180.4	8	East	(2) Flag stop for No. 35.			(5) Flag stop for Nos. 477-478.
Dalys.....(2)(3).....	316.4	14 P	Both	(3) Flag stop for No. 36.			
Ford.....	322.2	27 P	Both				
Glen.....(2)(4).....	347.8	8	West				
Maiden Rock.....(2)(3).....	366.0	12	Both				
Goshen Branch							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
Yellowstone Branch							
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				
Teton Valley Branch							
Judkins.....(5).....	22.3	6	East				
Dwight.....(5).....	32.7	6	Both				
Fox Creek.....(5).....	42.3	None	None				
Mackay Branch							
Aiken.....	3.8	10	Both				
Rouse.....	7.6	4	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	13	East				
Fullmer.....	18.8	10	East				
West Belt Branch							
Coltman.....	2.8	19 P	East				
Grant.....	4.8	18 P	East				
Barlow.....	7.0	17	Both				
Midway.....	9.4	31	Both				
Pyke.....	35.3	19	West				
East Belt Branch							
Ken.....	0.4	6	West				
Mikami.....	14.0	7	East				
Gale Spur.....	27.5	10	East				
North Side Branch							
Travers.....	3.5	18	Both				
Hynes.....	11.4	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				
Tuttle.....	66.2	30	Both				

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
17	Any station First Subdivision.	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 Subdivision.	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.

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	
	Psg.	Frt.		Psg.	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	On wye tracks.	6	6
When multiple unit engine is controlled from other than leading unit.	30	30	Through tunnels, branch lines.	10	10
Freight trains handling tonnage in excess of 65 tons per operative brake.		30			

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Pagr.	Frt.		Pagr.	Frt.		Pagr.	Frt.
Maximum speed.	79	60	Cokeville Over streets and alleys.	30	30	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
Between Mile Posts— Granger 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 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
Moxa 12.1 and 12.3.	70	55	Chausse 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	Pebble 171.2 and 171.7.	60	45
Nutria 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	Blaser 177.4 and 178.5.	60	45
23.6 and 23.8.	70	55	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	25
Opal 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	Lava Hot Springs 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
Waterfall 34.6 and 34.8.	60	45	Georgetown 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	McCammon 192.1 and 192.7.	60	45
Nugget 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	Manson 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	Inkom 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	207.2 and 208.4.	70	55
			Soda Springs 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	Pocatello 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.	Frt.		Psg.	Frt.		Psg.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	Between Mile Posts— Adelaide 285.9 and 286.2.	70	55	Between Mile Posts— Ticeska 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	Dietrich 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	Shoshone 323.3 and 323.9.	70	55	King Hill 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
Bannock 237.9 and 241.2.	65	50	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Borah 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
Wapi 258.9 and 259.2.	70	55	342.3 and 343.4.	60	45	373.2 and 374.5.	20	20
Minidoka 272.4 and 273.0.	20	20	Bliss No. 18, to dispatch mail.	40		Glenns Ferry		

THIRD SUBDIVISION

Glenns Ferry			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	Parma 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
Hammett 384.0 and 393.4.	60	40	B-439.5 and B-440.4.	50	25	Payette Between Payette and Weiser, trains handling logs.		30
Mountain Home Over street crossings.	50	50	B-440.4 and B-446.1.	60	45	Crystal Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— Orchard 428.4 and 429.0.	60	45	Boise Jet. B-450.7 and 450.9.	70	55	Between Mile Posts— 515.8 and 516.2.	50	30
Kuna 447.3 and 450.8.	60	45	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.	20 40		523.1 and 524.9.	70	55
Nampa 456.6 and 457.2.	20	20	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	524.9 and 528.1.	60	45
Orchard B-423.7 and B-424.0.	60	45	Nampa 456.6 and 457.2.	20	20	529.4 and 535.5.	70	55
B-429.2 and B-430.0.	60	45	Caldwell Over streets and alleys.	25	25	535.5 and 536.9.	60	45
						536.9 and 539.0.	40	25
						Huntington		

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— Dubois 236.0 and 236.6.	35	25	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	237.8 and 238.0.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	239.1 and 239.3.	50	40	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	244.4 and 246.7.	40	30	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	Spencer 248.5 and 248.9.	45	35	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	249.5 and 249.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	251.0 and 251.4.	40	30	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	252.7 and 257.5.	25	20	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	Humphrey 258.3 and 258.5.	35	25	Navy 351.0 and 354.4.	35	25
Firth 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	357.2 and 357.7.	50	40
Shelley Over street and alleys.	30	30	262.9 and 267.6.	35	25	Melrose 361.8 and 366.3, watch for rocks.	25	20
Idaho Falls Over streets and alleys.	12	12	269.7 and 269.9.	40	30	366.3 and 366.6.	20	20
Between Mile Posts— 185.5 and 185.9.	15	5	271.0 and 271.7.	40	30	366.7 and 367.5.	35	25
187.4 and 188.6.	40	30	Snowline 277.4 and 278.3.	35	25	367.9 and 368.2.	30	20
190.7 and 191.0.	45	35	Lima Over Center Street east of depot.	20	15	Divide 373.6 and 374.6.	40	30
Roberts 205.4 and 206.0.	50	40	Westward, within yard limits.	25	15	375.2 and 377.8.	35	25
208.4 and 210.2.	50	40	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	379.0 and 381.1.	35	25
Hawgood 213.7 and 214.0.	50	40	312.9 and 313.5.	55	45	382.3 and 383.7.	25	20
Hamer 218.3 and 218.5.	50	40	316.0 and 316.5, watch for rocks.	25	20	384.3 and 385.1.	35	25
			316.5 and 318.7.	35	25	386.6 and 388.1.	35	25
						389.8 and 390.1.	20	20
						Silver Bow		

BRANCHES

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

BRANCHES (Continued)

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

BRANCHES (Continued)

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

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.		

