

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



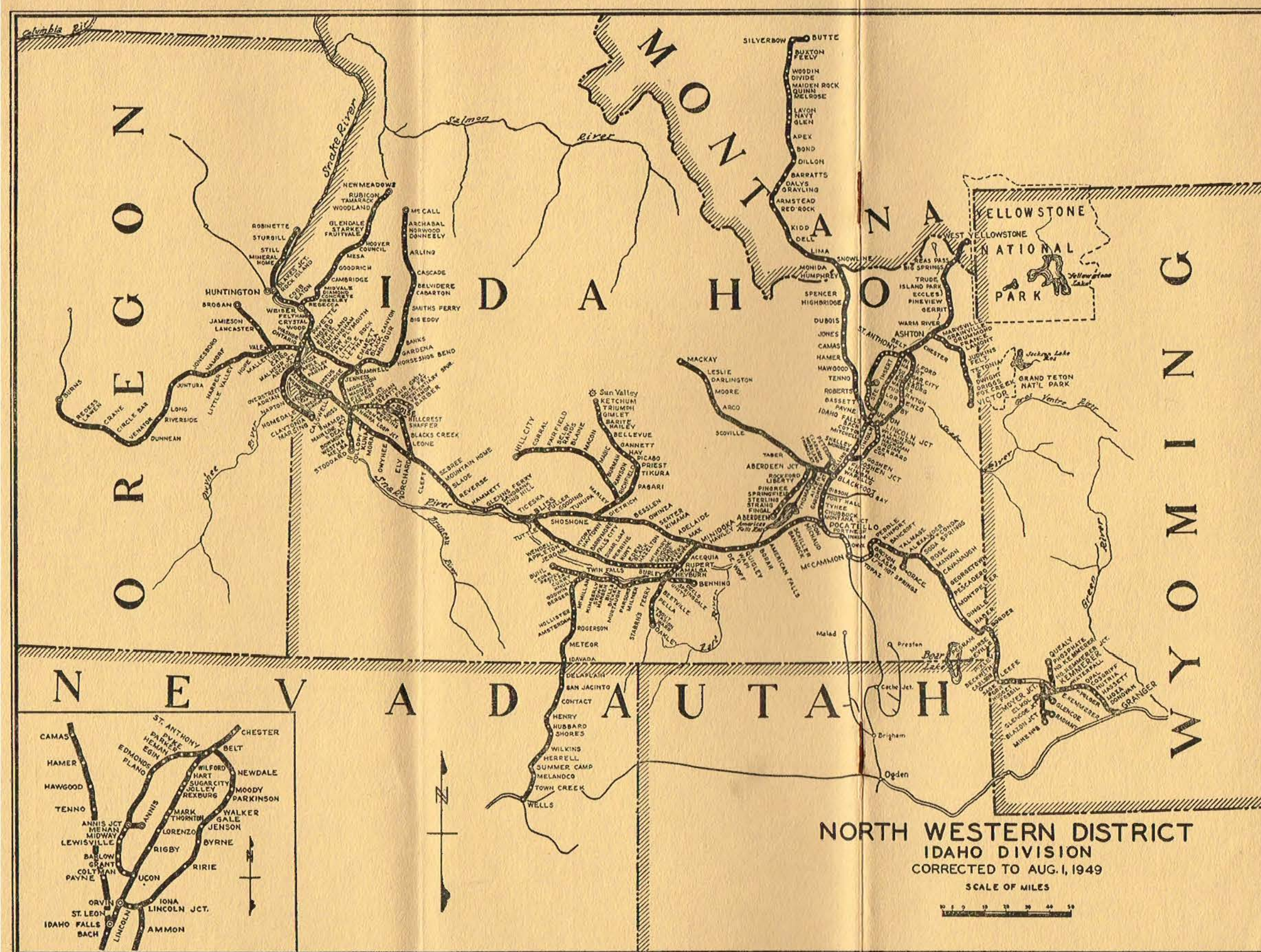
IDAHO DIVISION
TIME-TABLE
No. 5

Effective Sunday,
June 18, 1950
At 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

Press of ABBOTT, KERNS & BELL COMPANY, Portland, Oregon, U.S.A.



L. A. COLLINS
General Manager

A. D. HANSON
General Supt. Transportation

E. HICKS
General Superintendent

A. Bybee, Superintendent.....Pocatello, Ida.
R. A. Roberts, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
C. D. Waring, Terminal Superintendent.....Pocatello, Ida.
B. W. Collins, Trainmaster.....Nampa, Ida.
G. L. Wilmot, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
M. Thomas, Terminal Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
G. W. Anderson, Road Foreman of Engines.....Nampa, Ida.
J. G. Rosevear, Road Foreman of Engines.....Glenns Ferry, Ida.
T. A. Ogee, Jr., Road Foreman of Engines.....Pocatello, Ida.
W. M. Hemphill, Road Foreman of Engines.....Pocatello, Ida.
J. A. Hartvigsen, Road Foreman of Engines.....Pocatello, Ida.
J. C. Beagles, Road Foreman of Engines.....Montpelier, Ida.
L. V. Chausse, Division Engineer.....Pocatello, Ida.
O. H. Carpenter, General Roadmaster.....Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
L. R. Schou, Assistant Chief Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Dispatcher.....Pocatello, Ida.
H. L. Crawford, Assistant Chief Dispatcher.....Pocatello, Ida.
H. J. Bailey, Assistant Chief Dispatcher.....Pocatello, Ida.
J. Bowen, Assistant Chief Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

R. T. Petty, Chief Train Dispatcher.....Nampa, Ida.
E. C. Bullis, Assistant Chief Dispatcher.....Nampa, Ida.
H. H. Harbaugh, Assistant Chief Dispatcher.....Nampa, Ida.
W. M. Berner, Assistant Chief Dispatcher.....Nampa, Ida.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Subdivision.	Any station.	Any station.
17	Any station First Subdivision.	Any station.	Any station.
17	Any station Second and Third Sub- divisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Subdivision.	Pendleton or beyond.	Cheyenne or or beyond.
18	Any station Second and Third Sub- divisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Good- ing, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Good- ing, Minidoka.	Portland or beyond.	Omaha or beyond.

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

NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette..	Medical Director.	Los Angeles..	System.
Harold H. Hughart..	District Surgeon.	Pocatello.....	Idaho Division.
Wm. L. Clothier.....	Oculist.....	Pocatello.....	Vicinity Pocatello.
Richard G. Crandall..	Surgeon.....	Pocatello.....	Vicinity Pocatello.
H. Dean Hartvigsen..	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Forrest H. Howard....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Orville E. Merrell, Jr.	Surgeon.....	Pocatello.....	Vicinity Pocatello.
David C. Miller.....	Surgeon.....	Pocatello.....	Vicinity Pocatello.
Frank L. Harms.....	Surgeon.....	Aberdeen.....	Aberdeen Jct. to Aberdeen.
Newton H. Farrell....	Surgeon.....	American Falls	Shoshone to Pocatello.
Lowell G. Merrill.....	Surgeon.....	American Falls	Shoshone to Pocatello.
Ivan R. Egbert.....	Surgeon.....	Arco.....	Mackay Branch.
LaGrande C. Larsen..	Surgeon.....	Ashton.....	St. Anthony to Judkins and Big Spgs.
James O. Hampton....	Surgeon.....	Blackfoot.....	Firth to Fort Hall and Aberdeen Jct.
Norman C. Hedemark.	Oculist.....	Boise.....	Vicinity Boise.
Arthur C. Jones.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
William A. Koelsch....	Surgeon.....	Boise.....	Orchard to Nampa and Boise.
Roy L. Peterson.....	Oculist and Aurist.	Boise.....	Vicinity Boise.
Warren D. Springer...	Surgeon.....	Boise.....	Orchard to Boise.
Melvin A. Drake.....	Surgeon.....	Buhl.....	Buhl to Twin Falls.
John W. Davis.....	Surgeon.....	Burley.....	Rupert, Oakley, Hansen.
Chas. A. Terhune.....	Surgeon.....	Burley.....	Rupert to Oakley and Hansen.
John H. Weare.....	Surgeon.....	Burns.....	Oregon Eastern Branch.
Harvey L. Casebeer...	Oculist and Aurist.	Butte.....	Butte to Dillon.
Robert L. Casebeer...	Oculist and Aurist.	Butte.....	Butte to Dillon.
Richard C. Monahan..	Surgeon.....	Butte.....	Nampa to Nyssa.
Clifford M. Kaley.....	Surgeon.....	Caldwell.....	Goodrich to Weiser.
Robert T. Whiteman...	Surgeon.....	Cambridge...	Donnelly to Banks.
Dale B. Patterson....	Surgeon.....	Cascade.....	Midvale to New Meadows.
John A. Edwards.....	Surgeon.....	Council.....	Melrose to Armstead.
Robert F. Bell.....	Surgeon.....	Dillon.....	Melrose to Armstead.
George L. Routledge...	Surgeon.....	Dillon.....	Ashton to Victor.
Gordon M. Jensen.....	Surgeon.....	Driggs.....	Humphrey to Spencer and Camas.
A. C. Truxal.....	Surgeon.....	Dubois.....	New Plymouth to Banks and Middleton.
James L. Reynolds....	Surgeon.....	Emmett.....	Hill City Branch.
Marion J. Kerns.....	Surgeon.....	Fairfield.....	Shoshone to Mountain Home.
Ward A. Rulien.....	Surgeon.....	Glenns Ferry..	Tunupa to Bliss.
John H. Cromwell....	Surgeon.....	Gooding.....	Ketchum Branch.
R. H. Wright.....	Surgeon.....	Hailey.....	Rupert to Bliss.
Slimeon Hopper.....	Surgeon.....	Hazleton.....	Homedale and vicinity.
W. J. Kelly.....	Surgeon.....	Homedale.....	Idaho Falls.
Newell H. Battles....	Oculist and Aurist.	Idaho Falls..	Firth to Roberts, Ucon and Goshen Branch.
Harvey E. Guyett....	Surgeon.....	Idaho Falls..	Firth to Roberts, Ucon and Goshen Branch.
M. T. Rees.....	Surgeon.....	Idaho Falls..	Rupert to Bliss.
W. C. Small.....	Surgeon.....	Jerome.....	Granger to Cokeville.
Robert O. Hummer...	Surgeon.....	Kemmerer....	
A. Edgar Robison....	Surgeon.....	Lava Hot Springs.....	Soda Springs and Inkorn.
Don S. Numbers.....	Surgeon.....	McCall.....	Idaho Northern Branch.
Carl D. Lusty.....	Surgeon.....	Meridian.....	Meridian and vicinity.
Harry H. King.....	Surgeon.....	Montpelier...	Cokeville to McCammon.
R. B. Lindsay.....	Surgeon.....	Montpelier...	Cokeville to Soda Springs.
J. P. Weber.....	Surgeon.....	Mountain Home.....	Mountain Home and vicinity.
Ernest D. Hunsaker...	Aurist.....	Nampa.....	Nampa and vicinity.
Frederick D. Koehne..	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Thomas E. Mangum, Jr.	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
John C. Sutherland...	Surgeon.....	Nampa.....	Mountain Home to Caldwell.
Joseph J. Sarazin....	Surgeon.....	Nyssa.....	Parma to Ontario and Marsing.
Wilfred N. Sanders...	Surgeon.....	Ontario.....	Payette to Nyssa.
Ira R. Woodward, Jr...	Surgeon.....	Payette.....	Weiser to Ontario and Fruitland.
W. L. Sutherland....	Surgeon.....	Rexburg.....	Rigby to St. Anthony.
Aldon Tall.....	Surgeon.....	Rigby.....	Ucon to Rexburg and West and East Belt Branches.
Otto A. Moellmer....	Surgeon.....	Rupert.....	Minidoka to Heyburn and Eden.
Emory L. Soule.....	Surgeon.....	St. Anthony..	Ashton to Sugar City.
Royal G. Neher.....	Surgeon.....	Shoshone.....	Richfield to Bliss and Minidoka.
Russell Tigert.....	Surgeon.....	Soda Springs..	Montpelier to McCammon.
John R. Moritz.....	Surgeon.....	Sun Valley...	Sun Valley.
Robert M. Wedemeyer.	Surgeon.....	Sun Valley...	Sun Valley.
Charles B. Beymer....	Surgeon.....	Twin Falls...	Burley to Buhl and Contact.
Wallace Bond.....	Oculist and Aurist.	Twin Falls...	Twin Falls and vicinity.
Harwood L. Stowe...	Surgeon.....	Twin Falls...	Buhl to Idavada and Milner.
Neal E. McCarthy....	Surgeon.....	Vale.....	Vale and vicinity.
Harold F. Holsinger...	Surgeon.....	Wendell.....	Wendell and vicinity.
Marion S. McGrath...	Surgeon.....	Weiser.....	Midvale to Payette and Rock Island.

WESTWARD							CONDENSED TIME-TABLE										EASTWARD						
FIRST CLASS							Distance from Granger via Boise	Time-Table No. 5 June 18, 1950		FIRST CLASS													
	19 Pgr.	65 Pgr.	11 Pgr.	105 Streamliner Passenger	457 Pgr.	17 Pgr.				66 Pgr.	12 Pgr.	458 Pgr.	106 Streamliner Passenger	18 Pgr.	20 Pgr.								
	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS														
				6.15	2.15		3.55	0.0	GRANGER		A 9.30		A 12.42	A 10.30									
				11.20	6.05		10.00	213.9	POCATELLO		4.25		8.55	5.25									
				2.35	8.35		1.50	373.8	GLENN'S FERRY		12.30		6.10	1.25									
				4.20	9.50		3.40	448.4	BOISE		10.35		5.00	11.30									
				7.10	11.45		6.40	550.1	M.T. HUNTINGTON P.T.		7.45		3.05	8.20									
				6.20	10.45		5.50	649.7	LA GRANDE		4.00		11.45	4.25									
				11.45	3.20		12.10	723.9	PENDLETON		1.25		9.38	1.50									
				11.55	3.30		12.20	727.5	RIETH		1.05		9.23	1.15									
	9.30	7.20						948.3	SPOKANE	A 7.40					A 7.00								
	11.48	9.45						844.4	AYER	5.00					4.23								
	1.20	11.15						791.1	WALLULA	3.40					3.05								
	2.20	12.01						764.0	UMATILLA	2.30					2.05								
	4.35		2.25	5.35		3.40		855.4	THE DALLES		10.25		7.17	10.35	11.50								
	A 7.00	A 1.10 Pendleton	A 4.40	A 7.30	8.00	A 6.15		939.5	PORTLAND	12.25 Pendleton	8.10	A 9.30	5.30	8.30	9.45								
								1030.6	CENTRALIA				7.20										
								1084.6	TACOMA				6.07										
								1122.7	SEATTLE				5.00										
	(9.30) 33.7	(5.50) 38.7	(23.25) 40.1	(18.15) 51.5	(5.05) 36.0	(27.20) 34.4			 Thru Time.....	(7.15) 31.1	(24.20) 35.6	(4.30) 40.7	(18.12) 51.6	(25.00) 37.6	(9.15) 39.8								
									Average speed per hour														

WESTWARD							CONDENSED TIME-TABLE										EASTWARD						
FIRST CLASS							Distance from McCammon	Time-Table No. 5 June 18, 1950		FIRST CLASS													
31 Passenger	33 Passenger	35 Passenger	29 Passenger							32 Passenger	34 Passenger	30 Passenger	36 Passenger										
Daily	Daily	Daily	Daily						STATIONS														
10.10	3.55		12.20			0.0			McCAMMON	A 5.00	A 6.05	A 3.55											
A 10.45	5.15	1.45	1.35			22.7			POCATELLO	4.30	5.35	3.25	A 1.35										
	6.08	2.30	2.20			46.9			BLACKFOOT		4.00	1.55	12.50										
	7.20	3.30	3.10			73.3			IDAHO FALLS		3.15	1.15	12.05										
	A 8.55	5.10				124.3			ASHTON		1.15		10.10										
						169.9			VICTOR														
						180.4			WEST YELLOWSTONE														
			A 9.30			285.8			BUTTE														
										Daily	Daily	Daily	Daily										
(0.35) 38.9	(5.00) 24.9	(5.45) 27.4	(9.10) 31.2						 Thru Time.....	(0.30) 45.4	(4.50) 25.7	(8.55) 32.1	(6.05) 25.9										
									Average speed per hour														

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

MILEAGE

Main Line..... 848.07
Branches..... 1370.28
Grand Total..... 2227.35

WESTWARD

FIRST SUBDIVISION

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

SECOND CLASS

263
Time Freight
Daily

251
Time Freight
Daily

257
Time Freight
Daily

277
Time Freight
Daily

11
Passenger
Daily

31
Passenger
Daily

105
Streamliner Passenger
Daily

17
Passenger
Daily

33
Passenger
Daily

29
Passenger
Daily

Time-Table No. 5
June 18, 1950

STATIONS

DN-R GRANGER YL GN

DONOVAN

MOXA

HASSETT

NUTRIA

COSGRIFF

DN OPAL OW

FOLGER

WATERFALL

EAST KEMMERER YL

DN KEMMERER YL Z

MOYER JCT. YL

DN FOSSIL YL FI

NUGGET

ORR

SAGE

CARLSON

BECKWITH

PIXLEY

DN COKEVILLE CK

MARSE

BORDER

PEGRAM

HARER

DINGLE

DN-R MONTPELIER YL MX

PESCADERO

GEORGETOWN

CAVANAUGH

MANSON

ROSE

DN SODA SPRINGS SD

ALEXANDER

TALMAGE

DN BANCROFT YL BN

KINPORT

PEBBLE

BROXON

BLASER

DN LAVA HOT SPGS. XY

TOPAZ

DN McCAMMON YL MC

DN INKOM KO

PORTNEUF

DN-R POCATELLO YL H CA

Block Signals

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On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 106 is superior to westward trains of the same class.—See Rule 5-72.

The time of No. 105 and No. 106 must be cleared not less than five minutes by Nos. 11, 12, 17, 18, 29, 30, 31, 32, 33 and 34, and not less than fifteen minutes by second-class, extra trains and yard engines.

For conditional stops to discharge or pick up revenue passengers.—See page 2.

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

FIRST SUBDIVISION											EASTWARD									
Time-Table No. 5 June 18, 1950				Mile Post	FIRST CLASS						SECOND CLASS									
					30 Passenger	12 Passenger	32 Passenger	106 Streamliner Passenger	18 Passenger	34 Passenger	262 Time Freight	278 Stock Special	270 Time Freight	264 Time Freight						
STATIONS																				
BLOCK SIGNALS	DN-R	GRANGER YL	GN	0.0		Af 9.30AM		A 12.42PM	A 10.30PM		A 8.10PM							A 6.20AM		
		DONOVAN		4.1		9.24		12.37	10.24		7.58							6.07		
		MOXA		7.7		9.20		12.34	10.20		7.51							6.00		
		HASSETT		12.5		9.15		12.30	10.15		7.43							5.52		
		NUTRIA		15.4		9.12		12.27	10.12		7.38							5.47		
		COSGRIFF		20.2		9.07		12.23	10.07		7.30							5.39		
	DN	OPAL	OW	24.5		f 9.02		12.19	10.02		7.23							5.32		
		FOLGER		29.3		8.56		12.15	9.57		7.15							5.24		
		WATERFALL		33.6		8.51		12.11	9.52		7.07							5.16		
		EAST KEMMERER YL		39.0		8.44		12.05	9.45		6.57 ¹¹							5.06		
	DN	KEMMERER YL	Z	39.7		s 8.42		f 12.03PM	s 9.43		6.50							5.01		
		MOYER JCT. YL	1 ^W	42.3		8.34		11.58AM	9.35		6.41							4.53		
	DN	FOSSIL YL	FI	50.3		f 8.19		11.47 ²⁶³	9.20		6.18							4.30 ²⁶⁷		
		NUGGET		56.0		8.11		11.40	9.12		6.03							4.13		
		ORR		59.6		8.06		11.36	9.07		5.55							4.05		
		SAGE		63.1		f 8.02		11.33	9.03		5.48							3.58		
		CARLSON		67.3		7.57		11.29	8.58		5.40							3.50		
		BECKWITH		71.3		7.53		11.25	8.54		5.33							3.43		
		PIXLEY		77.4		7.47		11.20	8.49		5.25							3.35		
	DN	COKEVILLE	CK	83.5		s 7.40		11.15	s 8.42		5.15							3.25		
		MARSE		88.2		7.31		11.10	8.34		5.05							3.16		
		BORDER		92.1		7.27		11.07	8.30		4.59							3.09		
		PEGRAM		97.7		f 7.21		11.02	8.24		4.51							3.01		
		HARER		102.9		7.14		10.57	8.17 ¹¹		4.43							2.53		
		DINGLE		108.0		7.08		10.52	8.09		4.35							2.45		
	DN-R	MONTPELIER YL	MX	115.0		7.00 6.50		s 10.45	8.00 7.50		4.20 3.45							2.30 1.55		
		PESCADERO		121.3		6.38		10.33	7.38		3.27							1.37		
		GEORGETOWN		126.8		6.31		10.28	7.31		3.18							1.28		
		CAVANAUUGH		131.9		6.26		10.23	7.25		3.11							1.21		
		MANSON		136.1		6.22		10.19	7.20		3.05							1.15		
		ROSE		140.0		6.18		10.15	7.16		2.59 ²⁶³							1.09		
	DN	SODA SPRINGS	SD	146.0		s 6.09		10.09	s 7.07		2.47							12.57		
	ALEXANDER		151.6		5.56		10.03	s 6.52		2.36							12.46			
	TALMAGE		156.2		5.50		9.58	6.45		2.25							12.35			
DN	BANCROFT YL	BN	161.8		s 5.42		9.53	f 6.37		2.10							12.20			
	KINPORT		165.6		5.32		9.48	6.31		1.59							12.09			
	PEBBLE		170.3		5.27		9.43	6.25		1.51							12.01AM			
	BROXON		174.8		5.22		9.38	6.19		1.43							11.53PM			
	BLASER		177.4		5.19		9.35	6.15		1.36							11.46			
DN	LAVA HOT SPGS. XY		180.0		s 5.14		9.31	f 6.10		1.28							11.38			
	TOPAZ		184.3		5.05		9.26	6.02		1.13							11.23			
DN	McCAMMON YL	MC	191.2		A 3.55AM	s 4.56	As 5.00AM	9.19	5.53	As 6.05PM	12.55	A 2.20PM	A 8.50PM				11.05			
D	INKOM	KO	201.9		3.41	4.40	s 4.46	9.08	5.40	f 5.51	12.35	1.55	8.25				10.45			
	PORTNEUF		207.7		3.35	4.34	4.39	9.02	5.34	5.44										
DN-R	POCATELLO YL	PO H CA	213.9		3.25AM	4.25AM	4.30AM	8.55AM	5.25PM	5.35PM	12.10PM	1.30PM	8.00PM				10.20PM			
(213.9)					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

WESTWARD						FOURTH SUBDIVISION						EASTWARD										
Car Capacity of Siding, etc. (See Rule 6(A), Page 23.)	SECOND CLASS		FIRST CLASS			Time-Table No. 5 June 18, 1950	Mile Post	FIRST CLASS			SECOND CLASS											
	251	277	33	35	29			36	30	34	252	278										
	Time Freight	Time Freight	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Time Freight	Stock Special										
	Daily	Daily	Daily	Daily	Daily																	
COPTWYZ	3.15PM	3.30AM	5.15AM	1.45AM	1.35AM	DN-R POCATELLO YL	133.9	A 1.35AM	A 2.55AM	A 4.45PM	A 9.00PM	A 11.00AM										
P	3.30	3.45	5.25	1.57	1.45	MONTANA JCT.	136.7	1.16	2.30	4.28	8.03	10.33										
129 P	3.36	3.51	5.29	2.02	1.49	TYHEE	140.4	1.12	2.20	4.24	7.56	10.26										
73 PW	3.44	3.59	5.37	2.10	1.55	D FORT HALL FH	145.7	1.05	2.10	4.17	7.48	10.18										
74 P	4.08	4.08	5.43	2.17	2.02	GIBSON	151.0	12.58	2.02	4.08	7.40	10.10										
ES 95 WS 82 CPWY	4.20	4.20	6.08	2.30	2.20	DN BLACKFOOT YL BF	158.1	12.50	1.53	4.00	7.25	9.55										
74 P	4.30	4.30	6.16	2.37	2.27	WAPELLO	164.0	12.34	1.40	3.46	7.10	9.40										
74 PW	4.38	4.38	6.24	2.44	2.34	D FIRTH FR	169.4	12.27	1.35	3.39	7.00	9.30										
PY						GOSHEN JCT.	169.8															
105 P	4.48	4.48	6.34	2.52	2.42	DN SHELLEY SY	175.5	12.19	1.28	3.30	6.50	9.20										
73 P	4.54	4.54	6.39	2.57	2.47	COTTON	179.3	12.13	1.22	3.23	6.43	9.13										
99 P	5.00	5.00	6.43	3.01	2.51	BACH YL	183.1	12.09	1.18	3.19	6.35	9.05										
COPTWYZ	5.25	6.10	A 7.00AM	A 3.15AM	3.10	DN-R IDAHO FALLS YL AT	184.5	12.05AM	1.15	3.15PM	6.30	9.00										
53 P	5.45	6.30			3.23	PAYNE	191.2		12.56		5.45	7.50										
53 P	5.53	6.40			3.29	BASSETT	196.5		12.50		5.30	7.40										
57 PW	6.02	6.50			3.38	D ROBERTS AR	202.0		12.43		5.20	7.30										
55 P	6.11	7.00			3.45	TENNO	207.0		12.35		5.10	7.20										
51 P	6.20	7.10			3.51	HAWGOOD	212.1		12.29		5.00	7.10										
53 P	6.29	7.20			3.58	HAMER	217.5		12.23		4.50	6.55										
52 PY	6.39	7.32			4.06	CAMAS	223.1		12.15		4.40	6.45										
50 P	6.48	7.45			4.13	JONES	228.2		12.09		4.28	6.33										
ES 51 WS 63 CPWY	7.15	8.20			4.32	DN DUBOIS YL BO	234.9		12.01AM		4.15	6.20										
52 P	7.33	8.38			4.43	HIGHBRIDGE	242.9		11.45PM		3.50	5.55										
54 PW	7.45	8.50			4.53	D SPENCER RC	248.5		11.37		3.35	5.40										
ES 55 WS 68 PW	8.11	9.16			5.12	HUMPHREY	258.0		11.18		3.10	5.12										
05 PY	8.30	9.35			5.25	D MONIDA MO	264.7		11.08		2.50	4.45										
54 PW	8.47	9.52			5.37	SNOWLINE	272.8		10.55		2.30	4.25										
COPTWY	9.15	10.15AM			5.55	DN-R LIMA YL RD	279.9		10.45		2.00	4.00										
52 P	10.55	12.35			6.17	D DELL DE	288.0		10.20		12.35	2.15										
53 P	11.07	12.50			6.25	KIDD	294.0		10.11		12.20PM	2.00										
80 P	11.29	1.12			6.47	D ARMSTEAD AD	307.0		9.55		11.50AM	1.30										
51 P	11.43	1.27			6.56	GRAYLING	312.9		9.40		11.35	1.15										
68 P	11.58PM	1.42			7.06	BARRATTS	320.4		9.29		11.20	1.00										
00 CPW	12.40	3.00			7.16	DN DILLON YL DN	328.0		9.18		11.00	12.40										
39 P	12.55	3.13			7.31	BOND	334.4		9.01		10.16	12.15										
48 P	1.11	3.30			7.39	APEX	340.3		8.53		10.05	12.05AM										
51 PY	1.40	3.55			7.55	NAVY	348.7		8.37		9.47	11.47PM										
05 CPW	2.10	4.25			8.10	D MELROSE VI	358.9		8.22		9.25	11.25										
41 P	2.30	4.45			8.20	QUINN	364.9		8.05		9.05	11.06										
42 P	2.45	5.00			8.29	D DIVIDE J	370.1		7.55		8.52	10.53										
69 P	2.55	5.10			8.38	WOODIN	374.3		7.47		8.38	10.42										
23 P	3.15	5.30			8.50	FEELY	380.7		7.37		7.57	10.27										
52 P	3.26	5.42			8.58	BUXTON	384.6		7.29		7.45	10.15										
PWY	A 4.00AM	A 6.00PM			A 9.10AM	DN-R SILVER BOW YL SB	390.0		7.20PM		7.30AM	10.00PM										
Between Silver Bow and Butte, trains will be governed by time-table and rules of Northern Pacific Ry. Time shown at Butte is for information only.																						
	A 5.00 AM	A 9.00 PM			A 9.30 AM	DN BUTTE YL BY	397.0		7.00 PM		7.00 AM	9.30 PM										
						(203.1)		Daily	Daily	Daily	Daily	Daily										
	(13.45)	(17.30)	(1.45)	(1.30)	(7.55)		Thru Time.....	(1.30)	(7.55)	(1.30)	(14.00)	(13.80)		Thru Time.....	(1.30)	(7.55)	(1.30)	(14.00)	(13.80)		Thru Time.....	
	19.1	15.0	28.9	33.7	33.2		Average speed per hour....	33.7	33.2	33.7	18.8	19.4		Average speed per hour....	33.7	33.2	33.7	18.8	19.4		Average speed per hour....	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. No. 33 will reduce speed to 30 miles per hour passing shelter at Wapello for dispatch of newspapers. For stations not shown on schedule pages.—See page 17.																						

WESTWARD KEMMERER BRANCH EASTWARD				WESTWARD CUMBERLAND BRANCH EASTWARD				WESTWARD ELKOL BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
	CPTWZ DN-R KEMMERER YL Z				WS 71 ES 70 PY				53		
	1.0 NO. KEMMERER JCT. YL				4.8 MOYER JCT. YL				0.0		
	1.4 NO. KEMMERER YL				53				3.9 GLENCOE JCT. YL		
	2.7 PHOSPHATE YL				4.5 BLAZON JCT.				3.9 ELKOL		
	4.1 QUEALY YL				3.7 MINE NO. 8 YL				(3.9)		
22	(9.2)				(13.0)						

WESTWARD GLENCOE BRANCH EASTWARD				WESTWARD BLAZON BRANCH EASTWARD				WESTWARD CONDA BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
	53 GLENCOE JCT.				186 PWY DN				2.8 SODA SPRINGS SD		
	59 1.9 GLENCOE				6 2.8 FORMATION (Spur)				2.8 PANTING		
	(1.9)				6 1.4 CONDA				7.0		
					(1.4)				(7.0)		

WESTWARD GRACE BRANCH EASTWARD				WESTWARD GAY BRANCH EASTWARD				WESTWARD GOSHEN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
	113 PW ALEXANDER YL				73 PW D FORT HALL FH				PY GOSHEN JCT.		
	10 D GRACE GA				42 M.P. 9.1				19 4.8 GOSHEN		
	(6.0)				132 YZ GAY				22 5.8 GERRARD		
					(20.8)				11 1.8 INDIAN		
									14 2.8 HACKMAN		
									P LINCOLN JCT.		
									(21.6)		

WESTWARD ANNIS BRANCH EASTWARD				WESTWARD GARDNER BRANCH EASTWARD				WESTWARD THOMAS BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 5 June 18, 1950		Mile Post
	STATIONS				STATIONS				STATIONS		
	ANNIS JCT.				GARDNER JCT.				THOMAS JCT.		
	0.5 GRAYS (Spur)				3.2 PETERSON				4.4 THOMAS (Spur)		
4	2.1 ANNIS (Spur)				0.2 END OF TRACK				0.2 END OF TRACK		
7	(2.6)				(3.4)				(4.6)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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 2.	SECOND CLASS			FIRST CLASS		Time-Table No. 5 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
		477	491	33	35			34	36	492	478
		Local Freight	Mixed	Passenger	Passenger			Passenger	Passenger	Mixed	Local Freight
		Daily Except Sunday	Daily Except Sunday	Daily	Daily						
STATION											
COPTWYZ		9.15AM	7.55AM	7.20AM	3.30AM	DN-R IDAHO FALLS YL AK	0.0	A 2.50PM	A 1.45PM	A 2.00PM	A 8.00PM
17 PY		9.25	A 18.05AM	7.26	3.36	3.0 ORVIN YL	3.0	2.33	11.35	f 1.50	7.10
60 PW		9.40		s 7.34	3.42	4.6 UCON UN	7.6	s 2.25	11.28	1.40PM	7.00
64 P		10.05		s 7.45	3.53	6.2 RIGBY RG	13.8	s 2.15	s 11.18	Via West Belt Branch	6.45
36 W		10.20		f 7.51	3.59	4.3 LORENZO	18.1	s 2.08	11.08		5.45
27 P		10.40		s 7.56	4.03	2.6 THORNTON	20.7	s 2.03	11.04		5.35
67 P		11.10		s 8.06	4.13	5.3 REXBURG RX	26.0	s 1.55	s 10.56		5.15
51 P		11.25		s 8.13	4.18	3.8 SUGAR CITY SC	29.8	s 1.48	10.45		4.15
36 PY						1.1 HART	30.9				
118 PWY		11.40AM		s 8.25	4.30	5.9 ST. ANTHONY YL SH	36.8	s 1.38	s 10.34	A 10.50AM	3.50
P						1.5 BELT YL	38.3			10.40AM	
43 P		12.05PM		f 8.35	4.38	4.5 CHESTER	42.8	s 1.27	10.22		2.45
46 COPWY		A 12.30PM		A 8.55AM	5.10	8.2 DN-R ASHTON YL HN	51.0	1.15PM	s 10.10		2.30PM
						1.5 INGLING	52.5		9.55		
28 P					f 5.27	5.7 WARM RIVER	58.2		f 9.35		
15 P					f 5.53	8.7 GERRIT	66.9		f 9.07		
22					f 6.09	8.8 ECCLES	75.7		f 8.52		
15 P					f 6.19	4.9 ISLAND PARK	80.6		f 8.43		
29 P					s 6.30	4.8 TRUDE	85.4		s 8.34		
26 PWY					s 6.44	5.3 BIG SPRINGS	90.7		s 8.20		
22 PY					7.01	6.5 REAS PASS	97.2		f 7.55		
29 COPWY					A 7.30AM	9.9 D-R WEST YELLOWSTONE YL WS	107.1		7.30PM		
						(107.1)		Daily	Daily	Daily Except Sunday	Daily Except Sunday

		(3.15) 15.7	(0.10) 18.0	(1.35) 32.2	(4.00) 26.8	 Thru Time	(1.35) 32.2	(4.15) 25.2	(3.20) 14.3	(5.30) 9.3
		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. 5 June 18, 1950	Mile Post	FIRST CLASS		SECOND CLASS	
		481 Local Freight		47 Passenger				48 Passenger		482 Local Freight
		Monday Wednesday Friday		Daily						
				STATIONS						
46	COPWY	7.00AM		5.20AM	DN-R ASHTON YL HN	0.0	A 9.55PM		A 1.20PM	
19		7.10		f 5.24	1.8 MARYSVILLE YL	1.8	f 9.45		12.50	
33		7.25		f 5.32	4.2 GRAINVILLE	6.0	f 9.37		12.35	
19	PW	7.40		s 5.38	2.0 D DRUMMOND MD	8.6	s 9.32		12.25	
11		7.55		f 5.46	4.2 FRANCE	12.8	f 9.24		12.05PM	
33	P	8.05		s 5.53	3.0 LAMONT	15.8	s 9.18		11.55AM	
20		8.38		s 6.17	10.5 FELT	26.3	s 8.55		11.20	
22	PWY	8.53		s 6.27	4.0 D TETONIA NA	30.3	s 8.47		11.05	
				f 6.32	2.4 DWIGHT	32.7	f 8.41			
31		9.12		s 6.42	4.5 D DRIGGS DI	37.2	s 8.33		10.40	
19	PWY	A 9.35AM		A 7.00AM	8.4 D-R VICTOR YL VR	45.6	8.15PM		10.00AM	
					(45.6)		Daily		Monday Wednesday Friday	
		(2.35) 17.6		(1.40) 27.3	 Thru Time		(1.40) 27.3		(3.20) 13.7	
		Average speed per hour								

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 33 stop daily, except Sunday and holidays, to dispatch mail at Lorenzo and Chester.
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		Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS	422 Mixed	410 Mixed	Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS	422 Mixed
	421	409									
	Mixed	Mixed									
	Daily Except Sunday	Daily Except Sunday	STATIONS					STATIONS			
CPWY	8.15AM	7.30AM	DN-R BLACKFOOT YL BF	0.0	A 2.20PM	A 3.55PM		P	8.35AM	ABERDEEN JCT. YL	0.0
			GARDNER JCT.	2.6				32	f 8.48	ROCKFORD	4.3
9	f 8.25	f 7.42	CLARKSON	4.3	f 2.00	f 3.42		17	f 8.53	LIBERTY	5.9
30	f 8.30	f 7.47	MORELAND	5.7	f 1.55	f 3.37		29 P	s 9.13	PINGREE PG	10.2
			THOMAS JCT.	5.9				31 P	f 9.33	SPRINGFIELD	16.5
P	A 8.35AM	f 7.51	ABERDEEN JCT. YL	7.1	1.45PM	f 3.33		17 P	s 9.50	STERLING	19.7
32 PW		f 8.24	TABER	20.1		f 3.00		32 PWY	A 10.25AM	DN-R ABERDEEN YL BN	28.2
20 PY		f 9.15	SCOVILLE	39.7		f 2.10				(28.2)	
37 PWY		s 10.05	ARCO YL RO	59.1		s 1.20					Daily Except Sunday
21 P		s 10.27	MOORE	66.7		s 12.48					
10		s 10.45	DARLINGTON	72.6		s 12.30					
5		s 11.00	LESLIE	77.3		s 12.15PM					
68 PWY		A 11.25AM	MACKAY YL MY	85.3		11.50AM					
			(85.3)								
	(0.20) 21.3	(3.55) 21.7	 Thru Time		(0.35) 12.2	(4.05) 20.9					
			 Average speed per hour								

WESTWARD										WEST BELT BRANCH										EASTWARD									
Time-Table No. 5 June 18, 1950										Time-Table No. 5 June 18, 1950										Time-Table No. 5 June 18, 1950									
STATIONS										STATIONS										STATIONS									
60	PW		D-R	UCON	UN	0.0	A 1.40PM			17	PY		8.05AM			ORVIN		0.0											
21	P			LEWISVILLE		8.8	f 1.10			21		f 8.15				LINCOLN		2.3											
50	P		D	MENAN	MN	10.5	s 1.00				P					LINCOLN JCT.		3.1											
				ANNIS JCT.		11.5				46	P	s 8.27				IONA		5.7											
52	PW			PLANO		25.0	f 12.12			21	PW	s 9.05	D			RIRIE	RK	16.4											
18				EDMONDS		26.7	f 12.05PM			13	P	f 9.18				BYRNE		21.4											
11	P			EGIN		29.3	f 11.56AM			11	P	f 9.30				JENSON		25.6											
30				HEMAN		31.6	f 11.46			23	P	f 9.40				WALKER		28.2											
14	P			PARKER		33.5	f 11.40			40	P	f 9.52				PARKINSON		32.4											
118	PWY		D-R	ST. ANTHONY YL	SH	38.7	11.15AM			10	P	f 9.58				MOODY		34.3											
				(38.7)			Daily Except Sunday			12	P	s 10.20	D			NEWDALE	NE	38.1											
											P	A 10.40AM				BELT YL		44.4											
																(44.4)													
..... Thru Time										 Thru Time										 Thru Time									
..... Average speed per hour										 Average speed per hour										 Average speed per hour									

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

WESTWARD					TWIN FALLS BRANCH					EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 June 18, 1950	STATIONS	Mile Post	FIRST CLASS		SECOND CLASS				
	439	475	573	49				574	50	440	476			
	Freight	Time Freight	Motor Passenger	Mixed				Motor Passenger	Mixed	Freight	Time Freight			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily										
409 CPWY	12.30PM	3.00AM	4.10PM	5.10AM	DN-R	MINIDOKA YL	RT	0.0	A 3.20PM	A 9.20PM	A 11.00AM	A 1.30AM		
75 P	12.45	3.17	f 4.25	f 5.23		ACEQUIA		8.2	f 2.55	f 8.59	10.35	11.10PM		
206 PWY	1.00	3.40	s 4.40	s 5.45	DN-R	RUPERT YL	MS	13.5	s 2.45	s 8.50	10.20	10.55		
32 P	1.11	3.52	s 4.48	s 5.53		HEYBURN		19.8	s 2.30	f 8.35	10.05	10.40		
94 OPWY	1.25	4.10	s 5.00	s 6.13	DN	BURLEY YL	BU	21.7	s 2.25	s 8.30	10.00	10.35		
76 P	1.35	4.20	f 5.08	f 6.21		STARRH'S FERRY		25.8	f 2.12	f 8.12	9.45	10.15		
58 P	2.00	4.35	f 5.19	f 6.31		MILNER		33.5	f 2.00	f 8.00	9.30	10.00		
73 PW	2.15	4.50	s 5.33	s 6.44	D	MURTAUGH	MU	41.4	s 1.45	s 7.47	9.15	9.45		
53 P	2.25	4.59	5.39	6.50		BICKEL		45.1	1.37	7.39	9.05	9.35		
30						BILLS		49.0						
41 P	2.40	5.10	s 5.48	s 6.58	D	HANSEN	NS	49.7	s 1.29	s 7.32	8.55	9.25		
60 P	2.53	5.18	s 5.57	s 7.06	D	KIMBERLY	KY	53.3	s 1.18	s 7.22	8.45	9.15		
29 P			6.02	7.11		McMILLAN YL		56.4						
COPWYZ	A 4.00PM	A 7.00AM	6.10	7.20	DN-R	TWIN FALLS YL	NA	58.9	1.05	7.10	8.30AM	9.00PM		
42			f 6.35	f 7.47		CURRY		63.3	f 12.40	f 6.46				
60 P			s 6.41	s 7.52	D	FILER	FR	65.9	s 12.35	s 6.41				
45			f 6.47	f 7.56		PEAVEY		68.5	f 12.28	f 6.35				
41			f 6.52	f 8.00		CEDAR		71.3	f 12.24	f 6.30				
OPWY			A 7.00PM	A 8.10AM	DN-R	BUHL YL	BO	73.8	12.20PM	6.25PM				
						(73.8)			Daily	Daily	Daily Except Sunday	Daily Except Sunday		
	(3.30)	(4.00)	(2.50)	(3.00)	Thru Time.....				(3.00)	(2.55)	(2.30)	(4.30)		
	16.8	14.7	26.0	24.6	Average speed per hour.....				24.6	25.3	23.6	13.1		

WESTWARD					OAKLEY BRANCH					EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 June 18, 1950	STATIONS	Mile Post	FIRST CLASS		SECOND CLASS				
	439	475	573	49				574	50	440	476			
	Freight	Time Freight	Motor Passenger	Mixed				Motor Passenger	Mixed	Freight	Time Freight			
	Daily Except Sunday	Daily Except Sunday	Daily	Daily										
94 OPWY			DN-R	BURLEY YL	BU	0.0								
30				BEETVILLE		4.3								
25				PELLA		5.2								
25				TROUT		16.3								
60				MARION		17.8								
20 Y			D-R	OAKLEY	OA	21.8								
						(21.8)								

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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					NORTH SIDE BRANCH					EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 June 18, 1950	STATIONS	Mile Post	SECOND CLASS		FIRST CLASS				
	471	473	465					466	472	474				
	Local Freight	Local Freight	Mixed					Mixed	Local Freight	Local Freight				
	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday											
206 PWY		9.00PM		5.55AM	DN-R	RUPERT YL	MS	0.0	A 1.55PM	A 8.00PM				
34 P						MYERS YL		4.4						
73 P		9.35		6.07	D	PAUL YL	DJ	5.9	s 12.35	7.30				
20				6.11		BUDGE		7.9	f 12.26					
54		10.05		6.27		SCHODDE		15.9	f 12.10	6.40				
21				6.36		McHENRY		19.8	f 12.02PM					
22		11.01		6.46	D	HAZELTON	AZ	24.0	s 11.55AM	6.10				
63 W		11.45PM		6.56	D	EDEN	DX	28.1	s 11.45	5.40				
54		12.10AM		7.11		PERRINE		34.8	f 11.28	5.00				
27				7.24		FALLS CITY		40.6	f 11.17					
54 CWY	A 1.00AM	7.00PM		7.50	DN	JEROME YL	JO	47.9	s 11.01	4.00PM	A 12.01AM			
54		8.00		8.10	D	WENDELL	ND	56.7	s 10.36		11.30PM			
54		8.30		8.30		TUTTLE		66.2	s 10.15		10.55			
250 PWY		A 9.30PM	A 8.45AM		DN-R	BLISS YL	IS	73.8	10.00AM		10.30PM			
						(73.8)			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
	(4.00)	(2.30)	(2.50)		Thru Time.....				(3.55)	(4.00)	(1.31)			
	12.0	10.3	26.0		Average speed per hour.....				18.8	12.0	17.0			

WESTWARD					WELLS BRANCH					EASTWARD				
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 5 June 18, 1950	STATIONS	Mile Post	SECOND CLASS		FIRST CLASS				
	439	475	573	49				440	472	474				
	Freight	Time Freight	Motor Passenger	Mixed				Mixed	Local Freight	Local Freight				
	Daily Except Sunday	Daily Except Sunday	Daily	Daily										
COPWYZ				7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A 8.00AM					
31				f 7.25		BERGER		10.9	f 7.15					
31				s 7.45		HOLLISTER		19.4	s 6.55					
21 PWY				s 8.10	D	ROGERSON	RG	28.8	s 6.30					
38				f 8.35		METEOR		38.7	f 6.03					
34				f 9.05		IDAVADA		50.1	f 5.36					
34 PW				f 9.19		DELAPLAIN		56.1	f 5.22					
34				f 9.35		SAN JACINTO		60.7	f 5.12					
34 P				s 9.55	D	CONTACT	CN	68.8	s 4.55					
33 CPW				f 10.10		HENRY		75.1	f 4.38					
34				f 10.25		HUBBARD		80.9	f 4.26					
33				f 10.40		SHORES		86.7	f 4.14					
48 PWY				f 11.00		WILKINS		93.6	f 3.59					
37				f 11.10		HERRELL		97.3	f 3.49					
44 PY				s 11.30		SUMMER CAMP		102.5	s 3.33					
44				f 11.50PM		MELANDCO		108.9	f 3.04					
35				f 12.05AM		TOWN CREEK		116.1	f 2.47					
PWY				A 12.30AM	DN-R	WELLS YL	HU	123.4	2.30AM					
						(123.4)			Daily Except Monday					
	(5.30)				Thru Time.....				(5.30)					
	22.4				Average speed per hour.....				22.4					

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

WESTWARD				KETCHUM BRANCH				EASTWARD			
				SECOND CLASS				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				Time-Table No. 5 June 18, 1950				Time-Table No. 5 June 18, 1950			
				441 Mixed Daily Except Sunday				442 Mixed			
				STATIONS				STATIONS			
420	COPWY			6.00AM	DN-R	SHOSHONE YL	X	0.0	A	12.45PM	
39	PWY			6.35	D-R	RICHFIELD YL	FK	15.3	S	12.05PM	
29				6.50		PAGARI		21.7	f	11.45AM	
27				7.10		TIKURA		29.7	f	11.25	
59	PW			7.30	D	PICABO	XN	37.3	S	11.05	
30				8.05	D	BELLEVUE	V	52.1	S	10.25	
17	W			8.16	D	HAILEY	RI	57.2	S	10.05	
33	WY			8.45AM	D-R	KETCHUM YL	KU	69.4		9.30AM	
				(69.4)				Daily Except Sunday			

(2.45) Thru Time (3.15)
25.2 Average speed per hour 21.4

WESTWARD				HILL CITY BRANCH				EASTWARD			
				Time-Table No. 5 June 18, 1950							
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS							
39	PWY				D-R	RICHFIELD YL	FK	0.0			
30						BURMAH		9.4			
42	P					MAGIC		21.5			
31						MACON		31.2			
31	P					BLAINE		34.3			
17						SELBY		39.7			
43	PW				D	FAIRFIELD	FD	43.8			
32						CORRAL		51.7			
57	WY				D-R	HILL CITY YL	HC	57.8			
				(57.8)							

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

For stations not shown on schedule pages, see page 17.

WESTWARD				HOMESTEAD BRANCH				EASTWARD			
				Time Table No. 5 June 18, 1950				Time Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS				STATIONS			
P					BLAKES JCT		0.0				
34	PT				D-R ROBINETTE YL	RQ	32.9				
				(32.9)							

WESTWARD				HOMEDALE BRANCH				EASTWARD			
				Time Table No. 5 June 18, 1950				Time Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS				STATIONS			
155	PWY				D-R	NYSSA YL	SY	0.0			
19						OVERSTREET		8.1			
20						ADRIAN		10.6			
32						NAPTON		16.9			
54	PWY				D-R	HOMEDALE	HR	24.4			
19						CLAYTONIA		31.0			
19	OPY				D-R	MARSING YL	MR	33.1			
				(33.1)							

WESTWARD				PAYETTE BRANCH				EASTWARD			
				Time Table No. 5 June 18, 1950				Time Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				SECOND CLASS 483 Mixed Daily Except Sunday				SECOND CLASS 484 Mixed			
				STATIONS				STATIONS			
190	OPW			7.00AM	DN-R	PAYETTE YL	AY	0.0	A	2.45PM	
20				7.10		EFFIE		3.9	f	2.30	
43	P			7.30	D	FRUITLAND	FU	5.1	s	2.25	
20				7.40		BUCKINGHAM		6.8	f	2.06	
33	P			8.00	D	NEW PLYMOUTH	NP	11.1	s	1.55	
13				8.27		LETHA		21.6	f	1.23	
96	PWY			8.50AM	D-R	EMMETT YL	MF	29.7		1.00PM	
				(29.7)				Daily Except Sunday			
				(1.50) Thru Time (1.45) 16.2 Average speed per hour 16.8							

WESTWARD				WILDER BRANCH				EASTWARD			
				Time Table No. 5 June 18, 1950				Time Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS				STATIONS			
204	W				DN-R	CALDWELL YL	CW	0.0			
40						SIMPLOT YL		2.5			
21						SHELP YL		3.7			
32						DOLES YL		5.1			
43					R	WILDER		11.5			
				(11.5)							

WESTWARD				STODDARD BRANCH				EASTWARD			
				Time-Table No. 5 June 18, 1950				Time-Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS				STATIONS			
OPTWYZ					DN-R	NAMPA YL	AU-Q	0.0			
20						DEAL		4.4			
46						BOWMONT		8.9			
28						MELBA		14.6			
60						STODDARD		17.1			
				(20.0)				END OF TRACK			

WESTWARD				BOISE BRANCH				EASTWARD			
				Time-Table No. 5 June 18, 1950				Time-Table No. 5 June 18, 1950			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.				STATIONS				STATIONS			
P						BOISE JCT.		0.0			
22						FAIR GROUNDS YL		1.1			
	PTWZ				D-R	BOISE FREIGHT YL	BD	3.2			
				(8.4)				BARBER			

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

For stations not shown on schedule pages, see page 17.

Westward

IDAHO NORTHERN BRANCH

Eastward

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 5 June 18, 1950 STATIONS	Mile Post	SECOND CLASS
	485 Mixed			486 Mixed
	Daily Except Sunday			
OPTWYZ	8-30AM	DN-R NAMPA YL AU-Q	0.0	A 4.30PM
		0.7 IDA. NOR. JCT. YL	0.7	
25	f 8.40	1.7 FISCHER	2.4	4.25
14	s 9.00	6.9 MIDDLETON	9.3	s 4.05
15	f 9.20	9.6 JENNESS	18.9	f 3.40
98 PWY	s 10.20	8.1 D-R EMMETT YL MF	27.0	s 3.10
42	f 10.40	4.8 PLAZA	31.8	f 2.35
43 P	s 11.20	9.3 MONTOUR	41.1	s 1.55
32 P	s 11.55AM	8.6 D HORSESHOE BEND YL HB	49.7	s 1.30
32	485 f 12.40PM	5.4 GARDENA	55.1	485 f 12.40
35 OPTW	s 1.30	9.0 D BANKS YL AB	64.1	s 12.05PM
25 PW	f 2.20	11.3 BIG EDDY	75.4	f 10.55AM
31 PWY	s 3.00	7.6 SMITHS FERRY YL	83.0	s 10.25
15 P	f 3.35	9.7 CABARTON	92.7	f 9.50
32 W	f 3.45	2.8 BELVIDERE	95.5	f 9.40
32 PY	s 4.30	3.7 D CASCADE YL CD	99.2	s 9.30
31	f 5.00	11.8 ARLING	111.0	f 8.00
33 W	s 5.30	8.4 D DONNELLY FY	119.4	s 7.35
14	f 5.45	5.3 NORWOOD	124.7	f 7.22
53 OPWY	A 6.15PM	8.1 D-R McCALL YL NE	132.8	7.00AM
		(132.8)		Daily Except Sunday
	(9.45)	Thru Time	(9.30)	
	13.6	Average speed per hour	14.0	

Westward NEW MEADOWS BRANCH Eastward						
Car Capacity of sidings, etc., See Rule 6(A), See Page 23.	FIRST CLASS	Time-Table No. 5			Mile Post	FIRST CLASS
	557	June 18, 1950				558
	Motor Passenger					Motor Passenger
	Daily Except Sunday	STATIONS				
233 OP TWY	9-20AM	DN-R	WEISER YL	SR	0.0	A 4-50PM
12	9-33		6.0 REBECCA		6.0	4-35
48	10-00		13.1 CONCRETE		19.1	4-05
26 P	10-32	D	12.7 MIDVALE	MI	31.8	3-33
35 P	10-56	D	8.7 CAMBRIDGE	RA	40.5	3-13
3 W	11-19		9.3 GOODRICH		49.8	2-51
18	11-35		6.8 MESA		56.6	2-35
42 OPWY	11-44	D-R	3.6 COUNCIL YL	CN	60.2	2-27
7	11-47AM		1.4 HOOVER YL		61.6	2-19
6	12-10PM		10.4 GLENDALE		72.0	1-50
15	12-32		8.0 WOODLAND		80.0	1-34
43	12-42		4.1 RUBICON YL		84.1	1-24
146 PWY	A 1-00PM	D-R	5.6 NEW MEADOWS YL	DS	89.7	1-10PM
			(89.7)			Daily Except Sunday
	(3.40)	 Thru Time				(3.40)
	24.5	 Average speed per hour				24.5

WESTWARD			OREGON EASTERN BRANCH			EASTWARD		
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 5 June 18, 1950	Mile Post	SECOND CLASS			
	493	459			460	494		
	Mixed	Mixed			Mixed	Mixed		
	Tuesday Thursday Saturday		Daily Except Sunday					
	STATIONS							
444 COP WY	11.15AM	10.15AM	DN-R ONTARIO YL ON	0.0	A 4.00PM	A 4.15PM		
PY	11.25	10.25	1.9 MALHEUR JCT. YL	1.9	3.40	4.00		
38	11.40	10.40	5.0 LUSE	6.9	3.25	3.47		
24	11.50AM	10.50	3.1 MALLETT	10.0	3.15	3.39		
134 PWY	12.05PM	11.10	5.5 D-R VALE YL VA	15.5	3.00	3.25PM		
46		11.35AM	8.0 HOPE	23.5	2.20			
52		12.05PM	11.3 LITTLE VALLEY	34.8	1.50			
53 P		12.30	7.2 HARPER	42.0	1.25			
50		12.55 ⁴⁶⁰	9.2 NAMORF	51.2	12.55 ⁴⁵⁰			
27		1.22	11.0 JONESBORO	62.2	12.28PM			
53 PWY		1.55	11.4 D JUNTURA JN	73.6	11.50AM			
50		2.40	13.0 LONG	86.6	11.10			
49 PW		3.05	6.1 RIVERSIDE	92.7	10.50			
31		3.30	10.1 DUNNEAN	102.8	10.25			
32 PW		3.55	7.4 VENATOR	110.2	10.05			
32		4.15	7.7 CIRCLE BAR	117.9	9.45			
31 PW		4.45	8.7 CRANE	126.6	9.15			
31		5.35	16.9 REDESS	143.5	8.32			
25 OP WYZ		A 6.15PM	13.3 D-R BURNS YL BR	156.8	8.00AM			
			(156.8)		Daily Except Sunday	Tuesday Thursday Saturday		

18.6 19.6 ... Average speed per hour ... 19.6 18.6

WESTWARD		BROGAN BRANCH		EASTWARD		
Car Capacity of Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 5 June 18, 1950 STATIONS	Mile Post	SECOND CLASS	
		493 Mixed				494 Mixed
		Tuesday Thursday Saturday				
134 PWY	12.30PM	D-R VALE YL VA	0.0	A 3.15PM		
29	f 1.22	17.3 JAMIESON	17.3	f 2.20		
31 PWY	A 1.45PM	6.0 BROGAN YL	23.3	2.00PM		
		(23.3)		Tuesday Thursday Saturday		
	(1.15)	 Thru Time	(1.15)			
	18.6	 Average speed per hour	18.6			

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

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES									
Location	Mile Post	Car Capacity of Siding, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Siding, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post
First Subdivision				Raft River Branch					
Leefe.....	64.8	Spur 2.4 Mi. Y	Both	Unity.....	3.1	36	Both		
Onyx.....	197.5	14 P	West	Springdale.....	6.0	22	Both		
Inkom Ballast Quarry.....	202.9	140 P	East	North Side Branch					
Second Subdivision				Travers..... (7)	3.5	18	Both		
Don.....	219.6	43 PX	Both	Black.....	26.9	30	Both		
Schiller.....	226.5	11	Both	Hunt..... (7)	31.5	8	Both		
Coates.....	369.5	8 P	West	Sugar Loaf.....	38.3	12	Both		
Sand Bank.....	370.9	42 PX	Both	Barrymore..... (7)	42.6	13	Both		
Third Subdivision				Haytown.....	44.7	7	Both		
Hillcrest.....	B-445.1	14 P	Both	Hydra.....	45.8	7	Both		
Apple Valley.....	485.9	26	Both	Appleton..... (7)	52.9	12	Both		
Arcadia.....	491.7	45 P	Both	King.....	58.1	17	Both		
Washoe Spur.....	500.9	32	West	Wells Branch					
Wood.....	506.2	10	Both	Knoll..... (8)	5.6	7	Both		
Feltham.....	512.7	23	Both	Godwin..... (8)	7.0	8	Both		
Fourth Subdivision				Amsterdam..... (8)	23.2	9	West		
Chubbuck.....	138.2	40	Both	Ketchum Branch					
Kimball.....	166.6	20	Both	Marley..... (9)	10.9	3	Both		
Jason Spur.....	175.4	60	West	Priest..... (10)	33.9	6	East		
Mitchell.....	176.9	22	Both	Hay..... (10)	41.8	6	West		
Red Rock..... (1)	302.8	28	Both	Gannett..... (10)	44.3	10	Both		
Dalys..... (1)	316.4	19 P	Both	Barite..... (10)	60.0	12	Both		
Glen..... (1)	347.8	8	West	Gimlet..... (10)	63.2	30	East		
Lavon..... (1)	351.7	None	None	Triumph..... (10)	67.6	16	Both		
Maiden Rock..... (1)	366.0	None	None	Hill City Branch					
Goshen Branch				Rawson.....	4.5	13	Both		
Cox.....	9.2	11	West	Rands.....	36.8	9	Both		
Ammon.....	18.1	34	West	Homestead Branch					
Wilkinson.....	21.0	3	West	Home.....	14.0	4 P	East		
Yellowstone Branch				Mineral.....	15.3	10 W	East		
St. Leon.....	3.7	16	East	Still.....	16.2	2	East		
Mark.....	22.2	24	Both	Sturgill.....	27.1	15	East		
Jolley.....	27.6	10	Both	Payette Branch					
Wilford.....	32.9	7	East	Ingard.....	3.3	8	Both		
Pineview.....	72.5	5 P	Both	Falks..... (11)	17.2	5	East		
Teton Valley Branch				Little Rock.....	18.9	10	Both		
Judkins..... (2)	22.3	6	East	Wilder Branch					
Fox Creek..... (2)	42.3	12	Both	Greenleaf.....	7.0	9	West		
Aberdeen Branch				Allendale.....	9.7	13	Both		
Strang..... (3)	23.6	6	Both	Stoddard Branch					
Pingal.....	26.0	9	Both	Westma.....	11.6	5	East		
Mackay Branch				Boise Branch					
Collins..... (4)	2.1	10	West	Penitentiary Spur.....	5.0	10	East		
Aiken..... (4)	3.8	10	Both	Vernon.....	6.3	10	West		
West Belt Branch				Idaho Northern Branch					
Coltman..... (5)	2.8	19 P	East	Maddens..... (12)	6.1	5	East		
Grant..... (5)	4.8	18 P	East	Bramwell..... (12)	22.2	5	East		
Barlow.....	7.0	17	East	Black Canyon..... (12)	33.0	5	East		
Midway.....	9.4	31	Both	Archabal..... (12)	127.4	9	Both		
Pyke..... (5)	35.3	5	West	Oregon Eastern Branch					
East Belt Branch				Cairo..... (13)	3.7	14	Both		
Gale spur.....	27.5	10	East	Lawen..... (14)	138.4	3	East		
Twin Falls Branch				New Meadows Branch					
Amalga.....	17.3	12	East	Presley..... (15)	11.7	9	Both		
Parsons..... (6)	35.5	18 P	Both	Diamond..... (15)	26.7	4 W	West		
Stowe.....	52.1	12	West	Fruitvale..... (16)	66.5	3	Both		
Oakley Branch				Starkey..... (15)	69.3	5	West		
Warr.....	19.4	12	Both	Tamarack..... (16)	81.9	29	Both		
				Brogan Branch					
				Lancaster.....	11.4	4	East		

- (1) Flag stop for Nos. 29-30.
(2) Flag stop for Nos. 47-48.
(3) Flag stop for Nos. 421-422.
(4) Flag stop for Nos. 409-410.
(5) Flag stop for No. 492.
(6) Flag stop for Nos. 49-50-573-574.
- (7) Flag stop for Nos. 465-466.
(8) Flag stop for Nos. 439-440.
(9) Flag stop for Nos. 441-442-479-480.
(10) Flag stop for Nos. 441-442.
(11) Flag stop for Nos. 483-484.
- (12) Flag stop for Nos. 485-486.
(13) Flag stop for Nos. 459-460-493-494.
(14) Flag stop for Nos. 459-460.
(15) Flag stop for Nos. 557-558.
(16) Regular stop for Nos. 557-558.

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

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

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified under "Psgr." trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

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

Where rules, special rules, special instructions or bulletins require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and to be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	79	75	50	Trains handling company roadway machines on their own wheels—			
Diesel-electric helper locomotive.	60	60		On main line and Twin Falls Branch:			30
Mountain type engines.		70	50	On straight track.			25
Inspection bus cars.		40	40	On curves.			20
Battery motor car 01886.		50		Between Idaho Falls and Ashton.			15
When caboose is handled in train consisting of passenger train equipment.		55		On other branch lines.			
MacArthur type engines with 63-inch drivers.		55	50	Passing fueling stations—	50	40	25
MacArthur type engines with 57-inch drivers.		35	35	On main lines.		30	15
3900 class engines.		65	50	On branch lines.			
3800 class engines.		60	50	Within yard limits—			
4000, 9000 and 2-10-2 type engines.		50	50	Protected by continuous block signal system.	60	50	25
Ten Wheeler type engines 1573, 1575, 1577 to 1580.		55	40	Not protected by continuous block signal system.	50	40	25
Other Ten Wheeler and Consolidation type engines.		35	35	On branch lines.	30	30	15
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl.		35	35	When using cross-overs and turn-outs:			
0-6-0 and 0-8-0 type yard engines.		20	20	9000 class engines;		10	10
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Forward movement.		6	6
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. Backing up light.	40	40	40	Back-up movement.	15	15	15
Diesel switch engines in road service.	35	35	35	Forward movement.	10	10	10
Steam engines running backward.	20	20	20	Back-up movement.			
Trains handling scale test cars—				Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
On main line, Twin Falls Branch and between Idaho Falls and Ashton.			30	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
On other branch lines.			20	Tracks other than main tracks.	15	15	15
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed.			20	On wye tracks.	6	6	6
Through truss bridges.			6	Jordan spreaders and other machines of spreader type, when in operation.			15
				Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power:			25
				On main line.			15
				On branch lines.			
				(Slower speed must be observed where conditions require.)			
				Through tunnels, branch lines.		10	10

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Frt.		Str.	Psg.	Frt.		Str.	Psg.	Frt.
Maximum speed.	75	75	50	Cokeville				Between M.P. 148.0 and 148.3.	70	60	50
				Over streets and alleys.	30	30	30	Alexander			
Granger				Between M.P. 87.4 and 87.7.	60	50	40	Between M.P. 152.1 and 152.4.	60	50	40
Between M.P. 3.4 and 3.7.	70	60	50	Border				Bancroft			
Moxa				Between M.P. 92.9 and 93.1.	60	50	40	Over streets and alleys.	25	25	25
Between M.P. 12.2 and 12.3.	70	60	50	Between M.P. 96.5 and 96.9.	70	60	50	Between M.P. 164.2 and 164.6.	70	60	50
Hassett				Pegram				Kinport			
Between M.P. 14.4 and 14.6.	70	60	50	Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 167.5 and 168.1.	70	60	50
Nutria				Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 168.9 and 169.3.	60	50	40
Between M.P. 16.1 and 16.5.	70	60	50	Between M.P. 102.6 and 104.9.	60	50	40	Pebble			
Between M.P. 18.2 and 18.3.	60	50	40	Harer				Between M.P. 171.2 and 171.7.	60	50	40
Cosgriff				Between M.P. 105.2 and 105.4.	70	60	50	Between M.P. 171.9 and 174.8.	70	60	50
Between M.P. 21.2 and 21.5.	70	60	50	Montpelier				Broxon			
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 120.6 and 123.4.	60	50	40	Between M.P. 176.4 and 176.7.	70	60	50
Opal				Between M.P. 125.0 and 125.3.	70	60	50	Blaser			
Between M.P. 28.7 and 29.6.	70	60	50	Between M.P. 125.8 and 126.8.	60	50	40	Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 31.3 and 32.3.	50	40	30	Georgetown				M.P. 179.0 to 180.0 (Westward).	45	35	20
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 127.6 and 127.9.	70	60	50	M.P. 180.0 to 179.0 (Eastward).	50	40	25
Waterfall				Between M.P. 128.2 and 128.6.	60	50	40	Lava Hot Springs			
Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 180.1 and 181.6.	70	60	50
Between M.P. 35.5 and 35.9.	50	40	30	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
Between M.P. 36.5 and 38.8.	50	40	25	Kemmerer				Between M.P. 183.2 and 184.8.	70	60	50
7000 and heavier type engines, turntable lead.			5	Between M.P. 43.2 and 44.0	25	20	20	Topaz			
Passing coal chute.	30	30	25	Watch for rocks.				Between M.P. 185.5 and 185.7.	70	60	50
Cavanaugh				Manson				Between M.P. 186.0 and 187.3.	50	40	30
Between M.P. 135.5 and 135.7.	70	60	50	Between M.P. 138.6 and 139.2.	60	50	40	Between M.P. 187.5 and 187.9.	60	50	40
Fossil				Rose				Between M.P. 188.2 and 190.2.	70	60	50
Between M.P. 54.5 and 58.0.	40	35	25	Between M.P. 141.0 and 141.9.	60	50	40	McCammon			
Nugget				Between M.P. 142.4 and 143.4.	70	60	50	Between M.P. 192.4 and 192.6.	60	50	40
Between M.P. 58.0 and 59.6.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 195.0 and 195.4.	60	50	40
Orr				Between M.P. 144.5 and 145.3.	60	50	40	Onyx			
Between M.P. 60.8 and 61.2.	70	60	50	Sage				Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 63.6 and 65.4.	60	50	40	Soda Springs				Between M.P. 200.3 and 201.1.	60	50	40
Between M.P. 66.5 and 68.2.	70	60	50	Over streets and alleys.	30	30	30	Inkom			
								Between M.P. 202.3 and 202.6.	60	50	40
								Between M.P. 207.1 and 208.4.	70	60	50
								Pocatello			
								Within platform limits of passenger depot.	6	6	6
								Between passenger depot and M.P. 216.9.	20	20	20

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Between M.P. 340.7 and 341.1.	60	50	40
Between passenger depot and M.P. 216.9.	20	20	20	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 342.2 and 343.3.	60	50	40
On enginehouse lead and tracks.			6	Dietrich M.P. 316.3 to 315.7 (Eastward).	70	60	50	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
American Falls Between M.P. 238.0 and 239.4.	70	60	50	Shoshone Over Greenwood Street.	15	15	15	Between M.P. 360.2 and 360.8.	60	50	40
Bridge 239.75.	40	25	25	Between M.P. 320.7 and 322.2.	20	20	20	Between M.P. 360.8 and 365.8.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 323.2 and 323.8.	70	60	50	King Hill Between M.P. 367.5 and 368.2.	70	60	50
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 325.0 and 326.5.	70	60	50	Between M.P. 369.0 and 370.9.	60	50	40
Borah Between M.P. 244.5 and 244.8.	70	60	50	Gooding Over streets and alleys.	30	30	30	Between M.P. 371.1 and 373.3.	45	40	25
Wapi Between M.P. 258.8 and 259.2.	70	60	50					Between M.P. 373.3 and 373.8.	20	20	20
								Glenns Ferry			

THIRD SUBDIVISION

Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Between M.P. B-439.5 and B-440.3.	50	40	25	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-440.4 and B-446.2.	60	50	40	Between M.P. 484.6 and 485.2.	70	60	50
Between M.P. 378.7 and 379.3.	45	40	25	Boise Between M.P. B-448.4 and B-449.2.	50	40	25	Washoe Spur With 5000 class engines.			5
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-450.4 and B-450.9.	70	60	50	Ontario No. 106, to exchange mail.	10		
Between M.P. 385.6 and 387.0.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.		20	40	Between Payette and Weiser, trains handling logs.			30
Between M.P. 389.8 and 390.8.	60	50	40	Sonna Between M.P. B-467.0 and B-467.7.	40	25	25	Eaton Between M.P. 523.0 and 526.0.	70	60	50
Mountain Home Over street crossings.	25	25	25					Between M.P. 526.4 and 535.8.	60	50	40
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40	Nampa Between passenger depot and M.P. 456.3.	15	15	15	Between M.P. 536.0 and 538.9.	40	25	25
Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Caldwell Over streets and alleys.	25	25	25	Huntington			
Between M.P. B-433.9 and B-434.2.	60	50	40	Parma Over streets and alleys.	30	30	30	Kuna Line. Orchard Between M.P. 428.4 and 428.9.	60	50	40
Black's Creek Between M.P. B-435.8 and B-436.2.	70	60	50					Kuna Between M.P. 447.3 and 450.8.	60	50	40
Between M.P. B-438.5 and B-438.8.	70	60	50					Between M.P. 456.3 and passenger depot, Nampa.	15	15	15

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed. Between Pocatello and Idaho Falls.	70	50	Hamer Between M.P. 218.4 and 218.6.	50	40	Dillon Over streets and alleys.	20	20
Between Idaho Falls and Silver Bow.	60	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow. McArthur type engines with 63 inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	Bond Between M.P. 337.0 and 337.2.	40	30
Pocatello Within platform limits of passenger depot.	6	6	Between M.P. 239.0 and 239.2.	40	30	Apex Between M.P. 341.1 and 341.4.	40	30
Between passenger depot and M.P. 216.9.	20	20	Highbridge Between M.P. 244.5 and 246.6.	40	30	Between M.P. 342.7 and 346.3.	35	25
Chubbuck Between M.P. 139.9 and 140.2.	60	50	Spencer Between M.P. 248.5 and 248.9.	45	35	Glen Between M.P. 347.9 and 348.2.	40	30
Tyhee Between M.P. 142.3 and 142.5.	50	40	Between M.P. 249.5 and 249.6.	40	30	Navy Between M.P. 351.0 and 354.4.	35	25
Between M.P. 143.4 and 143.5.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 357.2 and 357.7.	40	30
Gibson Between M.P. 152.6 and 152.9.	50	40	Between M.P. 252.7 and 257.5.	25	20	Melrose Between M.P. 361.8 and 366.4, watch for rocks.	25	20
Blackfoot Over streets and alleys.	20	20	Humphrey Between M.P. 258.2 and 258.4.	35	25	Maiden Rock Between M.P. 366.4 and 366.6.	20	20
Wapello Between M.P. 166.8 and 167.0.	60	50	Between M.P. 258.6 and 259.2.	45	35	Curve M.P. 366.5, with 5000 and 5300 class engines.	10	10
Firth Between M.P. 169.7 and 170.0.	60	50	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.7 and 367.8.	35	25
Shelley Over streets and alleys.	30	30	Between M.P. 269.7 and 269.9.	40	30	Between M.P. 367.8 and 368.2.	30	20
Idaho Falls Over streets and alleys.	12	12	Between M.P. 271.0 and 271.7.	40	30	Divide Between M.P. 373.5 and 374.6.	40	30
West Idaho Falls Between M.P. 185.5 and 185.9.	15	5	Snowline Between M.P. 277.4 and 279.1.	35	25	Woodin Between M.P. 375.2 and 377.8.	35	25
Between M.P. 187.4 and 188.7.	40	30	Lima Over Center Street east of depot.	20	15	Between M.P. 379.0 and 381.1.	35	25
Between M.P. 190.7 and 190.9.	45	35	Westward within yard limits.	25	15	Feely Between M.P. 382.4 and 383.9.	25	20
Roberts Between M.P. 205.5 and 206.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	40	30	Between M.P. 384.5 and 385.2.	35	25
Tenno Between M.P. 208.4 and 210.1.	50	40	Between M.P. 308.9 and 310.2.	35	25	Buxton Between M.P. 386.6 and 388.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 310.4 and 310.6.	25	20	Between M.P. 389.9 and 390.2.	20	20
			Between M.P. 311.0 and 311.8.	45	35	Silver Bow On interchange tracks beyond N. P. crossing, with 3500, 3600, 5000 and 7000 class engines.	5	5
			Grayling Between M.P. 316.0 and 316.5, watch for rocks.	25	20			
			Dalys Between M.P. 316.5 and 318.7.	35	25			

BRANCHES

Kemmerer Branch.	15	Grace Branch. Maximum speed.	20	Gay Branch Maximum speed.	30
Cumberland Branch.	15	Bridge 5.33 with MacArthur type engines.	10	Between M.P. 3.1 and 3.4.	20
Glencoe Branch.	15	Conda Branch.	15	Between M.P. 5.5 and 7.3.	20
Elkol Branch.	15	Leefe spur.	15	Between M.P. 8.9 and 9.1.	20
Blazon Branch.	15				

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Gay Branch (Continued) Between M.P. 10.7 and 14.9.		20	West Belt Branch Maximum speed.		25	Bellevue, over streets and alleys.	12	12
Between M.P. 16.9 and 17.1.		20	Truss bridges.		15	Between M.P. 63.1 and 64.6.	30	20
Mackay Branch Between Blackfoot and M.P. 60.0.		25	Annis Branch		15	Hill City Branch Maximum speed.		25
Between M.P. 60.0 and Mackay.		20	Teton Valley Branch Maximum speed.	35	25	Over trestles 21.6 and 23.40 with snow plows.		15
Mackay On curve on low line smelter.	6		Engines 1575 to 1579, incl.	25	25	Boise Branch Between Boise Jct and Boise Freight.		25
Gardner Branch	15		Bridges 4.48, 6.96 and 19.97.	12	12	Between Boise Freight and Barber.		15
Thomas Branch	15		Between M.P. 19.1 and 19.4.	15	15	Stoddard Branch		15
Aberdeen Branch	25		Between M.P. 25.0 and 25.4.	15	15	Idaho Northern Branch Maximum speed.		30
Goshen Branch Maximum speed.	25		Twin Falls Branch Maximum speed.	50	40	Between Jenness and Bramwell.		20
Light MacArthur type engines.	20		3500 and 3800 class engines.	30	30	Trains handling high cars between Jenness and Bramwell.		12
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Bridge 20.10.	25	25	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
Between Idaho Falls and Ashton with MacArthur type engines.	40	30	Rupert, on west leg of wye.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between Ashton and Gerrit, watch for rocks.	35	25	Rupert, over streets and alleys.	12	12	Between Banks and Smiths Ferry, watch for rocks.		15
Between Gerrit and Big Springs.	50	35	McMillan, on tracks leading to sugar factory, with 3500 and 3800 class engines.	10	10	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Smiths Ferry and Cabarton, watch for rocks.		20
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	North Side Branch Maximum speed.		30	M.P. 31.4.		20
St. Anthony, over highway crossing just west of depot.	8	8	Heavy MacArthur type engines.		15	Between M.P. 33.0 and 35.4.		10
Between M.P. 55.4 and 55.6.	20	15	Between M.P. 30.0 and 30.5.		20	Bridge 36.61.		20
Between M.P. 59.4 and 66.0.	20	15	Raft River Branch		20	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 72.9 and 73.3.	35	25	Oakley Branch		25	Between M.P. 128.2 and 128.5.		15
Between M.P. 74.0 and 74.3.	45	35	Light MacArthur type engines.	20		McCall, over street crossings.		10
Between M.P. 86.4 and 87.0.	20	15	Wells Branch Maximum speed.		30	Wilder Branch		15
Between M.P. 92.0 and 95.0.	20	15	Between M.P. 31.0 and 36.2.		25	Homedale Branch		25
Between M.P. 100.0 and 101.0.	20	15	Between M.P. 45.8 and 53.3.		25	Oregon Eastern Branch Maximum speed.		25
East Belt Branch Maximum speed.		25	Between M.P. 69.6 and 71.6.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Between M.P. 91.2 and 91.5.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
Truss bridges.		15	Between Herrell and Melandco.		20			
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Between Hailey and Ketchum, over truss bridges.	15	15			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Little Valley (Continued) Between M.P. 37.6 and 37.7, soft spot.		10	Circle Bar Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.	25	15
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch		20	Between M.P. 30.0 and 66.5. Straight track. On curves.	30	25
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch Maximum speed.		25	Between M.P. 66.5 and New Meadows. Straight track. On curves.	25	15
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Engines running backwards.	10	10
Between M.P. 81.0 and 86.6, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20	Between M.P. 55.0 and 55.5.	10	10
Long Between M.P. 86.6 and 89.0, watch for rocks.		20	New Meadows Branch Motor trains. Straight track. On curves.	35	25	Homestead Branch Maximum speed, watch for rocks.		20
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.	30	25	On curves.		15
Bridge 106.14.		15		25	20			

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:

C—coal;
I—interlocking;
O—oil;
P—dispatcher's telephone;
T—turntable;
W—water;
X—cross-over;
Y—wye;
Z—track scales;
AI—automatic interlocking signals;
CS—center siding;
ES—eastward siding;
WS—westward siding;
RCS—remote control switch.

Standard clocks are located as shown below:

Kemmerer	Telegraph Office	Nampa	Roundhouse Office
Montpelier	Engineers' Register Room	Nampa	Train Dispatcher's Office
Montpelier	Telegraph Office	Nampa	East End Switch Shanty
Blackfoot	Telegraph Office	Nampa	West End Switch Shanty
Idaho Falls	Telegraph Office	Nyssa	Telegraph Office
Idaho Falls	Yard Office	Marsing	Telegraph Office
Idaho Falls	Engineers' Register Room	Ontario	Telegraph Office
Lima	Telegraph Office	Payette	Telegraph Office
Silver Bow	Telegraph Office	Weiser	Telegraph Office
Ashton	Telegraph Office	Boise Freight	Yard Telegraph Office
West Yellowstone	Telegraph Office	Boise Freight	Roundhouse Office
Pocatello	Train Dispatcher's Office	Jerome	Telegraph Office
Pocatello	Passenger Conductors' Register Room, Passenger Station	Wells	Telegraph Office
Pocatello	Yard Telegraph Office	Ketchum	Telegraph Office
Pocatello	Switchmen's Locker Room	Emmett	Telegraph Office
Pocatello	Engine Crew Dispatcher's Office	Banks	Telegraph Office
Pocatello	Train Crew Dispatcher's Office	McCall	Telegraph Office
Pocatello	West End Yardmaster's Office	Buros	Telegraph Office
Pocatello	Tower Locker Room	Council	Telegraph Office
Minidoka	Telegraph Office	New Meadows	Telegraph Office
Shoshone	Telegraph Office	Burley	Telegraph Office
Glenns Ferry	Telegraph Office	Twin Falls	Telegraph Office
Glenns Ferry	Roundhouse Register Room	Twin Falls	Freight Office
Glenn Ferry	Yard Office	Buhl	Telegraph Office
Nampa	Telegraph Office	Huntington	Yard Office
Nampa	Central Yard Switch Shanty	Huntington	Telegraph Office

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