



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



**IDAHO DIVISION**

**TIME-TABLE**

**No. 18**

**Effective Sunday**  
**September 26, 1954**  
**At 12:01 A.M. Mountain Time**

**Careful Handling**  
**Prevents Damage**

**FOR EMPLOYEES ONLY**

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



WESTWARD		FIRST SUBDIVISION										Time-Table No. 18 September 26, 1954	
		SECOND CLASS					FIRST CLASS						
		263	279	251	257	277	29	11	105	33	17		
Car Capacity of Seating Co. See Rule 6 (A), Page 23.		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144	RCS-IPWY	5.30PM			2.45AM			5.25PM	2.05PM		5.05AM	DN-R	GRANGER YL GN
65	P	5.37			2.53			5.29	2.09		5.09		DONOVAN
112	P	5.42			2.59			5.33	2.12		5.13		MOXA
73	P	5.48			3.06			5.38	2.16		5.18		HASSETT
115	P	5.53			3.11			5.41	2.19		5.21		NUTRIA
80	P	6.00			3.19			5.46	2.24		5.26		COSGRIFF
121	P	6.07			3.26			5.50	2.28		5.31 <sup>264</sup>	DN	OPAL OW
74	P	6.14			3.34			5.55	2.32		5.36		FOLGER
125	P	6.21 <sup>262</sup>			3.41			6.00	2.37		5.41		WATERFALL
		6.31			3.51			6.07 <sup>262</sup>	2.44		5.48		EAST KEMMERER YL
	PTWXZ	6.40			4.00			6.15	2.47		5.55	DN	KEMMERER YL Z
	PXY	6.47			4.07			6.19	2.50		5.59		MOYER JCT. YL
WS 70	PW				4.30			6.32	3.02		6.12	DN	FOSSIL YL FI
ES 70	X				4.40			6.40	3.09		6.20		NUCKET
94	PW	7.05			4.40			6.40	3.09		6.20		ORR
74	P	7.15			4.40			6.44	3.13		6.24		SAGE
112	P	7.22			4.48			6.47	3.16		6.28		CARLSON
66	P	7.28			4.54			6.51	3.20		6.32		BECKWITH
66	P	7.35			5.01			6.55	3.24		6.36		PIXLEY
124	P	7.41			5.07			7.00	3.29		6.41		
74	P	7.48			5.15			7.00	3.29		6.41		
120	PW	7.58			5.25			7.08	3.34		6.49	DN	COKEVILLE CK
74	P	8.06			5.33			7.13	3.38		6.54 <sup>12</sup>		MARSE
124	P	8.20 <sup>18</sup>			5.39			7.17	3.42		6.58		BORDER
74	PW	8.28			5.47			7.23	3.47		7.06		PEGRAM
88	P	8.36			5.55			7.30	3.52		7.13		HARER
69	P	8.44			6.04			7.37	3.57 <sup>262</sup>		7.20		DINGLE
	DOPTWYZ	9.00			6.20			7.35	3.55		7.35	DN-R	MONTPELIER YL
		10.00			7.05			8.00	4.05		7.45		PESCADERO
78	P	10.12			7.17			8.08	4.12		7.53		GEORGETOWN
105	PW	10.20			7.25			8.14	4.18		7.59		CAVANAUGH
124	P	10.27			7.32			8.20	4.23		8.05		MANSON
100	P	10.33			7.38			8.25	4.27		8.10		ROSE
73	P	10.39			7.44			8.29	4.31		8.14		SODA SPRINGS YL SD
178	PWY	10.48			7.53			8.40	4.37		8.25		ALEXANDER
108	P	10.56			8.01			8.48	4.42		8.33		TALMAGE
112	P	11.03			8.08			8.53	4.46		8.38		
225	PWY	11.15			8.20			9.01	4.52		8.47	DN	BANCROFT BN
127	PWY	11.15			8.20			9.01	4.52		8.47		KINPORT
112	P	11.21			8.26			9.06	4.55		8.52		PEBBLE
112	P	11.28			8.33			9.11	4.59		8.57		BROXON
103	P	11.35			8.40			9.16	5.03		9.02		BLASER
100	P	11.41 <sup>264</sup>			8.46			9.19	5.06		9.05	DN	LAVA HOT SPGS. XY
27	PX	11.49			8.54			9.25	5.10		9.11		TOPAZ
CS 148	P	11.57PM			9.01			9.31	5.14		9.17	DN	McCAMMON YL MC
90	IPWXY	12.10AM	11.40PM	10.30AM	9.10	5.45AM	10.10PM	9.42	5.21	9.35AM	9.28		INKOM KO
WS 40	PWX						10.23	9.55	5.31	9.48	9.41	D	PORTNEUF
ES 88							10.29	10.01	5.36	9.54	9.47		POCATELLO YL
	RCS-DOPTWYZ	A 1.00AM	A 12.15AM	A 11.20AM	A 9.45AM	A 6.45AM	A 10.45PM	A 10.20PM	A 5.45PM	A 10.10AM	A 10.05AM		(213.9)
		(7.30)	(0.35)	(0.50)	(7.00)	(1.00)	(0.35)	(4.55)	(3.40)	(0.35)	(5.00)		..... Thru Time .....
		25.9	38.9	27.2	30.5	22.7	38.9	43.5	38.3	38.9	42.8		..... Average speed per hour .....

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 S-72.  
The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 29, 30, 33 and 34 as provided by Operating Rules 86 and S-89.  
Rules 251 to 254, inclusive, apply between Pocatello and End of Double Track Blaser.  
For conditional stops to discharge or pick up revenue passengers.—See page 17.  
For stations not shown on schedule pages.—See page 17.

WESTWARD		FIRST SUBDIVISION										Time-Table No. 18 September 26, 1954	
		FIRST CLASS					SECOND CLASS						
		30	12	106	34	18	280	262	278	270	264		
Car Capacity of Seating Co. See Rule 6 (A), Page 23.		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Stock Special	Time Freight	Time Freight	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
144	RCS-IPWY	5.30PM			2.45AM			5.25PM	2.05PM		5.05AM	DN-R	GRANGER YL GN
65	P	5.37			2.53			5.29	2.09		5.09		DONOVAN
112	P	5.42			2.59			5.33	2.12		5.13		MOXA
73	P	5.48			3.06			5.38	2.16		5.18		HASSETT
115	P	5.53			3.11			5.41	2.19		5.21		NUTRIA
80	P	6.00			3.19			5.46	2.24		5.26		COSGRIFF
121	P	6.07			3.26			5.50	2.28		5.31 <sup>264</sup>	DN	OPAL OW
74	P	6.14			3.34			5.55	2.32		5.36		FOLGER
125	P	6.21 <sup>262</sup>			3.41			6.00	2.37		5.41		WATERFALL
		6.31			3.51			6.07 <sup>262</sup>	2.44		5.48		EAST KEMMERER YL
	PTWXZ	6.40			4.00			6.15	2.47		5.55	DN	KEMMERER YL Z
	PXY	6.47			4.07			6.19	2.50		5.59		MOYER JCT. YL
WS 70	PW				4.30			6.32	3.02		6.12	DN	FOSSIL YL FI
ES 70	X				4.40			6.40	3.09		6.20		NUCKET
94	PW	7.05			4.40			6.40	3.09		6.20		ORR
74	P	7.15			4.40			6.44	3.13		6.24		SAGE
112	P	7.22			4.48			6.47	3.16		6.28		CARLSON
66	P	7.28			4.54			6.51	3.20		6.32		BECKWITH
66	P	7.35			5.01			6.55	3.24		6.36		PIXLEY
124	P	7.41			5.07			7.00	3.29		6.41		
74	P	7.48			5.15			7.00	3.29		6.41		
120	PW	7.58			5.25			7.08	3.34		6.49	DN	COKEVILLE CK
74	P	8.06			5.33			7.13	3.38		6.54 <sup>12</sup>		MARSE
124	P	8.20 <sup>18</sup>			5.39			7.17	3.42		6.58		BORDER
74	PW	8.28			5.47			7.23	3.47		7.06		PEGRAM
88	P	8.36			5.55			7.30	3.52		7.13		HARER
69	P	8.44			6.04			7.37	3.57 <sup>262</sup>		7.20		DINGLE
	DOPTWYZ	9.00			6.20			7.35	3.55		7.35	DN-R	MONTPELIER YL
		10.00			7.05			8.00	4.05		7.45		PESCADERO
78	P	10.12			7.17			8.08	4.12		7.53		GEORGETOWN
105	PW	10.20			7.25			8.14	4.18		7.59		CAVANAUGH
124	P	10.27			7.32			8.20	4.23		8.05		MANSON
100	P	10.33			7.38			8.25	4.27		8.10		ROSE
73	P	10.39			7.44			8.29	4.31		8.14		SODA SPRINGS YL SD
178	PWY	10.48			7.53			8.40	4.37		8.25		ALEXANDER
108	P	10.56			8.01			8.48	4.42		8.33		TALMAGE
112	P	11.03			8.08			8.53	4.46		8.38		
225	PWY	11.15			8.20			9.01	4.52		8.47	DN	BANCROFT BN
127	PWY	11.15			8.20			9.01	4.52		8.47		KINPORT
112	P	11.21			8.26			9.06	4.55		8.52		PEBBLE
112	P	11.28			8.33			9.11	4.59		8.57		BROXON
103	P	11.35			8.40			9.16	5.03		9.02		BLASER
100	P	11.41 <sup>264</sup>			8.46			9.19	5.06		9.05	DN	LAVA HOT SPGS. XY
27	PX	11.49			8.54			9.25	5.10		9.11		TOPAZ
CS 148	P	11.57PM			9.01			9.31	5.14		9.17	DN	McCAMMON YL MC
90	IPWXY	12.10AM	11.40PM	10.30AM	9.10	5.45AM	10.10PM	9.42	5.21	9.35AM	9.28		INKOM KO
WS 40	PWX						10.23	9.55	5.31	9.48	9.41	D	PORTNEUF
ES 88							10.29	10.01	5.36	9.54	9.47		POCATELLO YL
	RCS-DOPTWYZ	A 1.00AM	A 12.15AM	A 11.20AM	A 9.45AM	A 6.45AM	A 10.45PM	A 10.20PM	A 5.45PM	A 10.10AM	A 10.05AM		(213.9)
		(7.30)	(0.35)	(0.50)	(7.00)	(1.00)	(0.35)	(4.55)	(3.40)	(0.35)	(5.00)		..... Thru Time .....
		25.9	38.9	27.2	30.5	22.7	38.9	43.5	38.3	38.9	42.8		..... Average speed per hour .....

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 S-72.  
The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17, 18, 29, 30, 33 and 34 as provided by Operating Rules 86 and S-89.  
Rules 251 to 254, inclusive, apply between Pocatello and End of Double Track Blaser.  
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							EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS							Time-Table No. 18	
		29	11	105	17	33	49	September 26, 1954		
	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOPTWYZ	1:20 AM	11:30 PM	11:15 PM	5:55 PM	10:55 AM	10:40 AM	4:00 AM	BLOCK SIGNALS		
P		A 11:35 PM				A 10:45 AM		DN-R POCATELLO YL H-CA PO		
CS 153 P							f 4:15	POCATELLO JCT. YL		
118 P								MICHAUD		
145 PW	f 1:48		s 11:43 PM	6:17	s 11:23 AM		s 4:35	BANNOCK		
120 P								DN AMERICAN FALLS AF		
119 P								BORAH		
119 PW							f 4:55	QUIGLEY		
119 P								WAPI		
119 P								DEWOFF		
101 PWY			s 12:18 AM	6:46	s 12:05 PM		A 5:20 AM	HAWLEY		
119 P	2:28							DN MINIDOKA RT		
110 P								MAX		
110 PW								ADELAIDE		
110 P								KIMAMA		
122 P								SENER		
119 P								OWINZA		
116 P	s 3:10							BESSLEN		
WS 121-115 ES 111-130 PWY	s 3:30		s 1:05	7:32	s 1:00			DIETRICH		
118 P								DN SHOSHONE X		
117 PW	s 3:52		s 1:23	7:48	s 1:20			TUNUPA		
120 P								DN GOODING GD		
118 PWY	s 4:08				s 1:33			FULLER		
CS 120 PY								BLISS		
CS 139 PWX	s 4:30		1:50	8:14	1:56			TICESKA		
DOPTWY	A 4:45 AM		A 2:05 AM	A 8:25 PM	A 2:10 PM			DN-R KING HILL GF		
								GLENN'S FERRY YL		
								(159.9)		
	(3.25)	(0.05)	(2.50)	(2.30)	(3.15)	(0.05)	(1.20)	Thru Time.....		
	46.8	28.8	56.4	64.0	49.2	28.8	43.9	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		SECOND SUBDIVISION							EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	FIRST CLASS							Time-Table No. 18	
		12	30	106	34	18	50	September 26, 1954		
	Mixed	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	STATIONS		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DOPTWYZ	1:20 AM	11:30 PM	11:15 PM	5:55 PM	10:55 AM	10:40 AM	4:00 AM	BLOCK SIGNALS		
P		A 11:35 PM				A 10:45 AM		DN-R POCATELLO YL H-CA PO		
CS 153 P							f 4:15	POCATELLO JCT. YL		
118 P								MICHAUD		
145 PW	f 1:48		s 11:43 PM	6:17	s 11:23 AM		s 4:35	BANNOCK		
120 P								DN AMERICAN FALLS AF		
119 P								BORAH		
119 PW							f 4:55	QUIGLEY		
119 P								WAPI		
119 P								DEWOFF		
101 PWY			s 12:18 AM	6:46	s 12:05 PM		A 5:20 AM	HAWLEY		
119 P	2:28							DN MINIDOKA RT		
110 P								MAX		
110 PW								ADELAIDE		
110 P								KIMAMA		
122 P								SENER		
119 P								OWINZA		
116 P	s 3:10							BESSLEN		
WS 121-115 ES 111-130 PWY	s 3:30		s 1:05	7:32	s 1:00			DIETRICH		
118 P								DN SHOSHONE X		
117 PW	s 3:52		s 1:23	7:48	s 1:20			TUNUPA		
120 P								DN GOODING GD		
118 PWY	s 4:08				s 1:33			FULLER		
CS 120 PY								BLISS		
CS 139 PWX	s 4:30		1:50	8:14	1:56			TICESKA		
DOPTWY	A 4:45 AM		A 2:05 AM	A 8:25 PM	A 2:10 PM			DN-R KING HILL GF		
								GLENN'S FERRY YL		
								(159.9)		
	(3.10)	(0.15)	(2.35)	(0.15)	(3.15)	(1.40)	(3.45)	Thru Time.....		
	50.5	9.6	61.9	9.6	49.2	35.1	42.6	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						THIRD SUBDIVISION					EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 18 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS						
	257	125	105	17	11			106	18	12	126	262					
	Time Freight Daily	Mixed Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily			Streamliner Passenger	Passenger	Passenger	Mixed	Time Freight					
STATIONS																	
DOPTWY	9.15AM	4.55AM	8.25PM	2.20PM	2.15AM	373.8	As 6.10AM	A 1.20PM	A 11.30PM	A 11.30AM	A 11.10PM						
CS 110 PW	9.35	5.08	8.35	2.31	2.27	382.7	5.59	1.06	11.13	11.10	10.45						
CS 123 PY	10.05	5.25	8.47	2.48	2.43	393.3	5.48	12.54	10.58	10.57	10.25						
71 PWY	10.17	5.41	8.56	2.59	2.56	401.6	5.41	12.45	10.48	10.48	10.10						
149 P	10.37	5.53	9.01	3.04	3.01	407.5	5.36	12.37	10.39	10.37	10.02						
136 P	10.45	6.00	9.05	3.09	3.05	412.7	5.32	12.33	10.35	10.31	9.55						
122 IPWY	10.58	6.15	9.13	3.19	3.14	423.0	5.24	12.24	10.26	10.20	9.40						
150 PW	11.12	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.16						
150 P	11.30	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.48						
73 P		6.25	9.20	3.27	3.22	B-430.3	5.17	12.16	10.17	10.08							
73 P		6.33	9.25	3.33	3.28	B-435.9	5.12	12.10	10.10	10.00							
50 P		6.41	9.31	3.39	3.34	B-441.7	5.06	12.03PM	10.03	9.53							
67 PWY	VIA KUNA	7.00	9.40	3.55	3.50	B-448.4	5.00	11.55AM	9.55	9.45	VIA KUNA						
P		7.45	9.40	4.05	3.59	B-450.7		11.50	9.40	9.35							
31 P		7.49	9.44	4.09	4.03	B-451.4	4.52	11.43	9.23	9.23							
29 P		7.53	9.47	4.12	4.06	B-454.6	4.49	11.40	9.20	9.19							
74 P		7.57	9.50	4.16	4.09	B-457.3	4.46	11.37	9.17	9.15							
22 P		8.02	9.53	4.20	4.13	B-460.7	4.43	11.33	9.14	9.10							
DOPTWYZ	11.45	8.15	10.08	4.35	4.25	B-468.4	4.36	11.25	9.05	9.00	8.20						
55 P	11.51	8.36	10.12	4.50	4.41	B-469.8	4.24	11.07	8.48	8.13	8.10						
204 PW	11.58AM	8.45	10.17	5.02	4.50	B-465.6	4.20	11.02	8.43	8.08	8.02						
122 P	12.03PM	8.49	10.20	5.06	4.54	B-469.2	4.16	10.55	8.35	8.01	7.57						
127 P	12.07	8.53	10.23	5.09	4.57	B-472.5	4.13	10.52	8.32	7.57	7.53						
160 P	12.18	9.05	10.30	5.23	5.06	B-480.8	4.06	10.43	8.25	7.48	7.42						
108 PWY	12.28	9.14	10.37	5.33	5.15	B-488.4	3.59	10.33	8.18	7.40	7.32						
PY	12.37	9.24		5.41	5.23	B-498.8		10.20	8.08	7.28	7.20						
ES 170 WS 252 PY	12.40	9.33	10.48	5.48	5.30	B-498.7	3.47	10.18	8.05	7.25	7.15						
150 PWY	12.47	9.43	10.54	5.57	5.38	B-502.5	3.41	10.07	7.52	7.14	7.01						
150 P	12.56	10.01	11.00	6.03	5.45	B-509.3	3.35	10.01	7.46	7.07	6.51						
107 PWY	1.05	10.12	11.08	6.16	5.54	B-515.9	3.29	9.55	7.40	7.00	6.41						
150 P	1.18	10.25	11.18	6.26	6.05	B-525.7	3.20	9.42	7.28	6.43	6.26						
160 P	1.30	10.35	11.28	6.36	6.15	B-534.0	3.12	9.33	7.19	6.34	6.03						
P						B-537.1											
DOPTWYZ	1.45PM	10.45AM	11.40PM	6.50PM	6.25AM	B-538.8	3.05AM	9.25AM	7.10PM	6.25AM	5.50PM						
	(4.30)	(5.50)	(3.15)	(4.30)	(4.10)		(3.05)	(3.55)	(4.20)	(5.05)	(5.20)						
	36.7	30.2	54.3	39.2	42.3		57.2	45.0	40.7	34.6	30.9						

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, and except that No. 126 is superior to No. 125 and No. 257.—See Rule S-72. The time of No. 105 and No. 106 must be cleared by Nos. 11, 12, 17 and 18 as provided by Operating Rules 86 and S-89. The time of No. 125 and No. 126 must be cleared by extra trains and other second-class trains as provided by Operating Rules 86 and S-89.

Between Orchard and Nampa, all extra trains will run via Kuna unless otherwise instructed. Rules 251 to 254, inclusive, apply between end of Centralized Traffic Control territory Glenns Ferry and end of double track Reverse.

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

WESTWARD					FOURTH SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS			Time-Table No. 18 September 26, 1954	Mile Post	FIRST CLASS			SECOND CLASS			
	251	277	29	33	30			34	252	278				
	Time Freight Daily	Time Freight Daily	Passenger Daily	Passenger Daily	Passenger			Passenger	Time Freight	Stock Special				
STATIONS														
P						135.1	A 2.40AM	A 4.15PM			A 7.10PM	A 8.00AM		
P	3.25PM	3.45AM				136.7	2.35	4.10			6.58	7.43		
124 P	3.31	3.51				140.4	2.30	4.06			6.51	7.36		
150 PW	3.39	3.59				145.7	2.23	4.00			6.43	7.28		
71 P	3.53 <sup>34</sup>	4.08				151.0	2.15	3.53 <sup>251</sup>			6.35	7.20		
ES 66 WS 110 PWY	4.10	4.20				158.1	1.57	3.38			6.20	7.05		
72 P	4.20	4.30				164.0	1.50	3.31			6.05	6.50		
123 PWY	4.28	4.38				169.4	1.40	3.24			5.55	6.40		
105 P	4.38	4.48				175.5	1.30	3.15			5.45	6.30		
71 P	4.44	4.54				179.3	1.23	3.08			5.38	6.23		
97 P	4.50	5.00				183.1	1.18	3.04			5.30	6.15		
DOPTWYZ	5.25 <sup>252</sup>	6.10 <sup>278</sup>				184.5	1.15 <sup>20</sup>	3.00PM			5.25 <sup>251</sup>	6.10 <sup>277</sup>		
51 P	5.45	6.30				191.2	1.09				4.40	5.40		
54 P	5.53	6.40				196.5	1.15				4.30	5.30		
54 PW	6.02	6.50				202.0	1.22				4.20	5.20		
54 P	6.11	7.00				207.0	1.28				4.10	5.10		
49 P	6.20	7.10				212.1	1.34				4.00	5.00		
51 P	6.29	7.20				217.5	1.41				3.50	4.50		
50 PY	6.39	7.32				223.1	1.48				3.40	4.40		
49 P	6.48	7.45				228.2	1.54				3.28	4.28		
51 PWY	7.15	8.20				234.9	2.02				3.15	4.15		
49 P	7.33	8.38				242.9	2.12				2.50	3.50		
57 P	7.45	8.50				248.5	2.23				2.35	3.35		
55 PW	8.11	9.16				258.0	2.40				2.10	3.15		
61 PY	8.30	9.35				264.7	2.52 <sup>278</sup>				1.50	2.52 <sup>20</sup>		
50 P	8.47	9.52				273.7	3.06				1.30	2.10		
DPWY	9.15 <sup>30</sup>	10.15				279.9	3.20				1.00	1.40		
	10.30	11.30					3.30				12.15PM	12.55		
47 P	11.05	11.50 <sup>252</sup>				288.0	3.45				11.50AM	12.35		
48 P	11.20	12.05PM				294.0	3.53				11.30	12.20AM		
78 P	11.50 <sup>278</sup>	12.27				307.0	4.16				11.00	11.50 <sup>251</sup>		
48 P	12.04AM	12.42				312.9	4.25				10.45	11.28		
64 P	12.19	12.57				320.4	4.36				10.30	11.15		
64 P	12.40	1.30				328.0	4.50				10.10	11.00		
36 P	12.55	1.43				334.4	5.00				9.41	10.45		
45 P	1.11	2.00				340.3	5.09				9.30	10.35		
47 PY	1.40	2.25				348.7	5.25				9.12	10.17		
61 PW	2.10	2.55				358.9	5.40				8.50	9.55		
37 P	2.30	3.15				364.9	5.51				8.31	9.36		
39 P	2.45	3.30				370.3	6.03				8.18	9.23		
65 P	2.55	3.40				374.3	6.13				8.07	9.12		
17 P	3.15	4.00				380.7	6.25				7.52	8.57		
50 P	3.26	4.12				384.6	6.34				7.40	8.45		
PWY	4.00AM	4.30PM				390.0	6.50AM				7.25AM	8.30PM		

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 7.10 AM	DN BUTTE YL BY 397.0	7.15 PM	6.30 AM	8.00 PM
			(261.9)	Daily	Daily	Daily

(13.35) (17.15) (7.35) (1.40) ..... Thru Time ..... (7.25) (1.15) (12.40) (12.00)  
19.3 15.2 34.5 29.6 ..... Average speed per hour ..... 35.3 39.5 20.6 21.8

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. 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		WELLS BRANCH			EASTWARD		WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18			Mile Post		
	439 Mixed	September 26, 1954				440 Mixed		September 26, 1954					
	Daily Except Sunday	STATIONS				STATIONS							
DOPWYZ	7.00PM	DN-R	TWIN FALLS YL	NA	0.0	A	8.00AM	94	PWY	DN-R	RUPERT YL	MS	0.0
31	f 7.25		BERGER		10.9	f	7.15	34	P		MYERS YL		4.4
26	s 7.45		HOLLISTER		19.4	s	6.55	36	P	D	PAUL YL	DJ	5.9
9	f 7.54		AMSTERDAM (Spur)		23.2	f	6.44	20			BUDGE		7.9
21	s 8.10		ROGERSON		28.8	s	6.30	54			SCHODDE		15.9
38	f 8.35		METEOR		38.7	f	6.03	21			McHENRY		19.8
34	f 9.05		IDA VADA		50.1	f	5.36	22		D	HAZELTON	AZ	24.0
34	P	f 9.19	DELAPLAIN		56.1	f	5.22	28			BLACK		26.9
34		f 9.35	SAN JACINTO		60.7	f	5.12	63	W	D	EDEN	DX	28.1
34	P	s 9.55	CONTACT		68.8	s	4.55	54			PERRINE		34.8
33	PW	f 10.10	HENRY		76.1	f	4.38	12			SUGAR LOAF		38.3
33		f 10.40	SHORES		86.7	f	4.14	25			FALLS CITY		40.6
48	PWY	f 11.00	WILKINS		93.6	f	3.59	10			BARRYMORE		42.6
37		f 11.10	HERRELL		97.8	f	3.49	54	WY	DN	JEROME YL	JO	47.9
44	PY	s 11.30	SUMMER CAMP		102.5	s	3.33	54		D	WENDELL	ND	56.7
44		f 11.50PM	MELANDCO		108.9	f	3.04	17			KING		58.1
35		f 12.05AM	TOWN CREEK		116.1	f	2.47	54			TUTTLE		66.2
	PWY	A 12.30AM	WELLS YL	HU	128.4	A	2.30AM	118			BLISS YL		73.6
			(123.4)					120					
		(5.30) Thru Time.....			(5.30)						(73.6)		
		22.4 Average speed per hour.....			22.4								

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. 18			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18			Mile Post		
	441 Mixed	September 26, 1954				442 Mixed		September 26, 1954					
	Monday Wednesday Friday	STATIONS				STATIONS							
WS 121-115 PWY ES 111-130	6.00AM	DN-R	SHOSHONE YL	X	0.0	A	12.45PM	39	PWY	D-R	RICHFIELD YL	FK	0.0
3	f		MARLEY		10.9	f		10			RAWSON		4.5
39	s 6.35	D-R	RICHFIELD YL	FK	15.3	s	12.05PM	12			BURMAH		9.4
29	f 6.50		PAGARI		21.7	f	11.45AM	42	P		MAGIC		21.5
27	f 7.10		TIKURA		29.7	f	11.25	32			MACON		31.2
59	s 7.30	D	PICABO	XN	37.3	s	11.05	13	P		BLAINE		34.0
6	f 7.40		HAY		41.8	f	10.50	7			RANDS		36.8
10	f 7.45		GANNETT		44.3	f	10.45	17			SELBY		39.7
30	s 8.05		BELLEVUE		52.1	s	10.25	42	PW	D	FAIRFIELD	FD	43.8
17	W	s 8.16	HAILEY	RI	57.2	s	10.05	32			CORRAL		51.7
22		f 8.22	BARITE		60.0	f	9.52	50	WY	D-R	HILL CITY YL	HC	57.8
18		f 8.40	TRIUMPH		67.6	f	9.35				(57.8)		
30	W Loop	A 8.45AM	KETCHUM YL	KU	69.4	A	9.30AM						
			(69.4)										
		(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 S-72.  
For stations not shown on schedule pages.—See page 17.

WESTWARD		HOMESTEAD BRANCH			EASTWARD		WESTWARD		HOMEDALE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18			Mile Post		
	439 Mixed	September 26, 1954				440 Mixed		September 26, 1954					
	Daily Except Sunday	STATIONS				STATIONS							
P			BLAKES JCT.		0.0			168	PWY	DN-R	NYSSA YL	SY	0.0
4	P		HOME (Spur)		14.0			19			OVERSTREET		8.1
10			MINERAL (Spur)		15.3			20			ADRIAN		10.6
2			STILL (Spur)		16.2			32			NAPTON		16.9
15			STURGILL (Spur)		27.1			62	PWY	D	HOMEDALE YL	HR	24.4
34	PT		D-R ROBINETTE YL RQ		32.9			19			CLAYTONIA		31.0
			(32.9)					19	PY	D-R	MARSING YL	MR	33.1
											(33.1)		

WESTWARD		PAYETTE BRANCH			EASTWARD		WESTWARD		WILDER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18			Mile Post			
	483 Mixed	September 26, 1954				484 Mixed		September 26, 1954						
	Daily Except Sunday	STATIONS				STATIONS								
92	PWY	6.00AM	DN-R	PAYETTE YL	AY	0.0	A	2.45PM	204	PW	DN-R	CALDWELL YL	CW	0.0
18	f	6.20		EIFFIE		3.9	f	2.30	40			SIMPLOT YL		2.5
27	P	s 6.30	D	FRUITLAND	FU	5.1	s	2.25	21			WEITZ YL		3.7
19		f 6.40		BUCKINGHAM		6.8	f	2.06	26			DOLES YL		5.1
30	P	s 7.00	D	NEW PLYMOUTH	NP	11.1	s	1.55	9			GREENLEAF (Spur)		7.0
11		f 7.27		LETHA		21.6	f	1.23	13			ALLEDALE		9.7
96	PWY	A 7.50AM	D-R	EMMETT YL	MF	29.7	A	1.00PM	43			WILDER YL	WR	11.5
				(29.7)								(11.5)		
		(1.50) Thru Time.....			(1.45)									
		16.2 Average speed per hour.....			16.8									

WESTWARD		STODDARD BRANCH			EASTWARD		WESTWARD		BOISE BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18			Mile Post	SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18			Mile Post			
	439 Mixed	September 26, 1954				440 Mixed		September 26, 1954						
	Daily Except Sunday	STATIONS				STATIONS								
DOPWYZ			DN-R	NAMPA YL	AU-Q	0.0			P		BOISE JCT.		0.0	
17				DEAL		4.4			22		FAIR GROUNDS YL		1.1	
44				BOWMONT		8.9				PTWZ	D-R	BOISE FREIGHT YL	BD	3.2
28				MELBA		14.6			10		PENITENTIARY SPUR		5.0	
54				STODDARD		17.1			10		VERNON (Spur)		6.3	
				END OF TRACK		20.0					BARBER		8.4	
				(20.0)							(8.4)			

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 IDAHO NORTHERN BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18	SECOND CLASS
	485 Mixed	September 26, 1954	486 Mixed
	Daily Except Sunday		Daily Except Sunday
	STATIONS		Mile Post
DOPWYZ	8:30AM	DN-R NAMPA YL AU-Q	0.0
		IDA. NOR. JCT. YL	0.7
49	f 8:40	FISCHER YL	2.4
14	s 9:00	MIDDLETON	9.3
15	f 9:20	JENNESS	18.9
96 PWY	s 10:20	D-R EMMETT YL MF	27.0
42	f 10:40	PLAZA	31.8
43 P	s 11:20	MONTOUR	41.1
32 P	s 11:55AM	D HORSESHOE BEND HB	49.7
32	f 12:20PM	GARDENA	55.1
35 PTW	s 1:20	D BANKS YL AB	64.1
25 PW	f 2:10	BIG EDDY	75.4
31 PWY	s 3:00	SMITHS FERRY YL	83.0
15 P	f 3:35	CABARTON	92.7
32 W	f 3:45	BELVIDERE	95.5
32 PY	s 4:30	D CASCADE YL CD	99.2
31	f 5:00	ARLING	111.0
33 W	s 5:30	D DONNELLY FY	119.4
14	f 5:45	NORWOOD	124.7
32 PWY	A 6:15PM	D-R McCALL YL NE	132.8
		(132.8)	
	(9.45) Thru Time		(7.35)
	13.6 Average speed per hour		17.5

Westward NEW MEADOWS BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18		Mile Post
	September 26, 1954		
	STATIONS		
107 P	DN-R	WEISER YL SR	0.0
130 TWY		REBECCA	6.0
12		CONCRETE	19.1
48		MIDVALE MI	31.8
23 P	D	CAMBRIDGE RA	40.5
35 P		GOODRICH	49.8
26		MESA	56.6
12		COUNCIL YL CN	60.2
59 PWY	D	HOOVER YL	61.6
7		GLENDALE	72.0
6		RUBICON YL	84.1
43		NEW MEADOWS YL	89.7
45 PWY	D-R		
		(89.7)	

WESTWARD OREGON EASTERN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 18	SECOND CLASS
	459 Mixed	September 26, 1954	460 Mixed
	Daily Except Sunday		Daily Except Sunday
	STATIONS		Mile Post
ES 170 P	1:00PM	DN-R ONTARIO YL ON	0.0
WS 252 WY	f 1:10	MALHEUR JCT. YL	1.9
PY	f 1:15	CAIRO	3.7
14	f 1:25	LUSE	6.9
38	f 1:35	MALLETT	10.0
24	s 1:55	D-R VALE YL VA	15.5
134 PWY	f 2:20 <sup>460</sup>	HOPE	23.5
46	f 2:50	LITTLE VALLEY	34.8
52	s 3:15	HARPER	42.0
53 P	f 3:40	NAMORF	51.2
50	f 4:07	JONESBORO	62.2
27	s 4:40	D JUNTURA JN	73.6
53 PWY	f 5:25	LONG	86.6
50	s 5:50	RIVERSIDE	92.7
49 PW	f 6:15	DUNNEAN	102.8
31	f 6:40	VENATOR	110.2
30 PW	f 7:00	CIRCLE BAR	117.9
30	s 7:30	CRANE	126.6
31 PW	f 8:20	REDESS	143.5
31	A 9:00PM	D-R BURNS YL BR	156.8
23 P			
WYZ			
		(156.8)	
	(8.00) Thru Time		(8.00)
	19.6 Average speed per hour		19.6

WESTWARD BROGAN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 18		Mile Post
	September 26, 1954		
	STATIONS		
134 PWY	D-R	VALE YL VA	0.0
20		LANCASTER (Spur)	11.4
20		JAMIESON	17.3
31 PWY		BROGAN YL	23.3
		(23.3)	

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.

STATIONS NOT SHOWN ON SCHEDULE PAGES							
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection
<b>First Subdivision</b>		Spur 2.4 Mi. PY		<b>Ketchum Branch</b>			
Leefe.....	64.8		Both	Priest.....(5).....	33.9	{ 7	East
Onyx.....	197.5	13 P	West	Gimlet.....(5).....	63.2	7	West
Inkom Ballast Quarry.....	202.9	140 P	East			32	East
<b>Second Subdivision</b>		(43 PX	Both	<b>Payette Branch</b>			
Don.....	219.6	(72 PX	Both	Ingard.....	3.3	8	Both
Schiller.....	226.5	11 P	Both	Falks.....(6).....	17.2	5	East
Coates.....	369.5	8 P	West	Little Rock.....	18.9	9	Both
Sand Bank.....	370.9	42 PX	Both	<b>Stoddard Branch</b>			
				Westma.....	11.6	9	East
<b>Third Subdivision</b>				<b>Idaho Northern Branch</b>			
Hillcrest.....	B-445.1	14 P	Both	Maddens.....(7).....	6.1	5	East
Apple Valley.....	485.9	26	Both	Josephson.....(7).....	12.6	12	Both
Arcadia.....	491.7	45 P	Both	Amseo.....	13.6	12	Both
Washoe Spur.....	500.9	32	West	Bramwell.....(7).....	22.2	5	East
Wood.....	506.2	10	Both	Black Canyon.....(7).....	33.0	5	East
Feltham.....	512.7	23	Both	Archabal.....(7).....	127.4	9	Both
<b>Fourth Subdivision</b>				<b>Oregon Eastern Branch</b>			
Chubbuck.....	138.2	36	Both	Lawen.....(8).....	138.4	3	East
Mitchell.....	176.9	17	Both	<b>New Meadows Branch</b>			
Red Rock.....(1).....	302.8	25	Both	Presley.....	11.7	9	Both
Rock.....	314.6	62 P	Both	Diamond.....	26.7	4 W	West
Dalys.....(1).....	316.4	14 P	Both	Tamarack.....	81.9	29	Both
Glen.....(1).....	347.8	8	West				
Maiden Rock.....(1).....	366.0	(12	Both				
		12	Both				
<b>Goshen Branch</b>							
Cox.....	9.2	11	West				
Ammon.....	18.1	30	West				
Wilkinson.....	21.0	3	West				
<b>Yellowstone Branch</b>							
St. Leon.....	3.7	16	East				
Mark.....	22.2	24	Both				
Jolley.....	27.6	10	Both				
Pineview.....	72.5	5 P	Both				
<b>Teton Valley Branch</b>							
Judkins.....(2).....	22.3	{ 6	East				
Dwight.....(2).....	32.7	None	Both				
Fox Creek.....(2).....	42.3	12	None				
<b>Mackay Branch</b>							
Collins.....(3).....	2.1	10	West				
Aiken.....(3).....	3.8	(10	Both				
Cerro Grande.....(3).....	35.5	None	East				
<b>West Belt Branch</b>							
Coltman.....(4).....	2.8	19 P	East				
Grant.....(4).....	4.8	18 P	East				
Barlow.....	7.0	17	East				
Midway.....	9.4	(31	Both				
Pyke.....(4).....	35.3	19	West				
		5	West				
<b>East Belt Branch</b>							
Gale Spur.....	27.5	10	East				
<b>North Side Branch</b>							
Travers.....	3.5	18	Both				
Haytown.....	44.7	4	Both				
Hydra.....	45.8	7	Both				
Appleton.....	52.9	12	Both				

- (1) Flag stop for Nos. 29-30.
- (2) Flag stop for Nos. 31-32.
- (3) Flag stop for Nos. 409-410.
- (4) Flag stop for No. 492.
- (5) Flag stop for Nos. 441-442.
- (6) Flag stop for Nos. 483-484.
- (7) Flag stop for Nos. 485-486.
- (8) Flag stop for Nos. 459-460.

**CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS**

Train	At	Discharge Passengers From	Pick up Passengers Destined To
12	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Cheyenne or beyond.	Pendleton or beyond.
18	Any station First Sub-division.	Pendleton or beyond.	Cheyenne or beyond.
18	Any station Second and Third Subdivisions.	Pendleton or beyond.	Ogden, Cheyenne or beyond.
105	Minidoka, Gooding, Caldwell, Nyssa, Ontario, Payette, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Payette, Ontario, Nyssa, Caldwell, Gooding, Minidoka.	Portland or beyond.	Omaha or beyond.

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	79	50	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
No. 125 and No. 126, maximum speed.		60	60	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. On curves. Between Idaho Falls and Ashton. On other branch lines.			30 25 20 15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling dead steam locomotives: With a side rod or main rod removed.			15
Inspection bus cars.		40	40	With side rods and main rods in place.			25
Battery motor car 01886.		50		Jordan spreaders and other machines of spreader type, when in operation.			15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20
Within yard limits— Protected by continuous block signal system. Not protected by continuous block signal system. On branch lines.	60 50 30	50 40 30	25 25 15	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20
No. 125 and No. 126, within yard limits.		40	40	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15
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 40	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement. Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20 20	20 20
1500 class Diesel-electric road freight locomotives.	50	50	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10
Diesel-electric freight and road switch locomotives.	65	65	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20
1000-1100 class Diesel-electric yard switch locomotives in road service.	35	35	35	On wye tracks.	6	6	6
1800 class Diesel-electric yard locomotives in road service.	50	50	50	Through tunnels, branch lines.		10	10
Steam engines running backward.	20	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. On branch lines. (Slower speed must be observed where conditions require.)			25 15
7000-7800 class engines, except between McCammon and Pocatello.		70	50				
7000-7800 class engines, between McCammon and Pocatello.		75	50				
MacArthur type engines with 63-inch drivers.		55	50				
MacArthur type engines with 57-inch drivers.		35	35				
3700 and 3900 class engines.		65	50				
3800 class engines.		60	50				
5000 class engines.		50	50				
Consolidation type engines.		35	35				
0-6-0 and 0-8-0 type yard engines.		20	20				

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	75	75	50	<b>Cokeville</b> Over streets and alleys.	30	30	30	<b>Alexander</b> Between M.P. 152.1 and 152.4.	60	50	40
<b>Granger</b> Between M.P. 0.0 and 0.8.	40	35	25	Between M.P. 87.4 and 87.7.	60	50	40	<b>Bancroft</b> Between M.P. 161.2 and 164.7.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	<b>Border</b> Between M.P. 92.9 and 93.1.	60	50	40	<b>Kinport</b> Between M.P. 167.5 and 168.1.	70	60	50
<b>Moxa</b> Between M.P. 12.1 and 12.3.	70	60	50	Between M.P. 96.7 and 96.9.	70	60	50	Between M.P. 168.9 and 169.3.	60	50	40
<b>Hassett</b> Between M.P. 14.4. and 14.6.	70	60	50	<b>Pegram</b> Between M.P. 98.3 and 99.2.	60	50	40	<b>Pebble</b> Between M.P. 171.2 and 171.7.	60	50	40
<b>Nutria</b> Between M.P. 16.1 and 16.4.	70	60	50	Between M.P. 99.5 and 99.7.	70	60	50	Between M.P. 171.9 and 174.7.	70	60	50
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	<b>Broxon</b> Between M.P. 176.3 and 176.7.	70	60	50
<b>Cosgriff</b> Between M.P. 21.1 and 21.5.	70	60	50	<b>Harer</b> Between M.P. 105.2 and 105.4.	70	60	50	<b>Blaser</b> Between M.P. 177.4 and 178.5.	60	50	40
Between M.P. 23.6 and 23.8.	70	60	50	Between M.P. 114.9 and 115.2.	50	40	25	M.P. 179.0 to 180.0 (Westward).	45	35	20
<b>Opal</b> Between M.P. 28.7 and 29.6.	70	60	50	<b>Montpelier</b> Between M.P. 115.9 and 116.2.	50	40	25	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 31.3 and 32.3.	50	40	30	Between M.P. 120.6 and 123.4.	60	50	40	<b>Lava Hot Springs</b> Between M.P. 180.1 and 181.7.	70	60	50
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	Between M.P. 181.8 and 183.1.	60	50	40
<b>Waterfall</b> Between M.P. 34.6 and 34.8.	60	50	40	Between M.P. 125.8 and 126.7.	60	50	40	Between M.P. 183.2 and 184.8.	70	60	50
Between M.P. 35.5 and 36.5.	50	40	25	<b>Georgetown</b> Between M.P. 127.6 and 127.9.	70	60	50	<b>Topaz</b> Between M.P. 185.5 and 185.7.	70	60	50
Between M.P. 36.5 and 38.9.	40	35	25	Between M.P. 128.2 and 128.7.	60	50	40	Between M.P. 186.1 and 187.3.	50	40	30
<b>Kemmerer</b> 7000 and heavier type engines, turntable lead. Passing coal chute.	30	30	25	Between M.P. 129.5 and 130.0.	60	50	40	Between M.P. 187.4 and 187.9.	60	50	40
Between M.P. 43.1 and 44.0, watch for rocks.	25	20	20	Between M.P. 131.6 and 132.2.	70	60	50	Between M.P. 188.1 and 190.3.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30	<b>Cavanaugh</b> Between M.P. 135.5 and 135.8.	70	60	50	<b>McCammon</b> Between M.P. 195.0 and 195.4.	60	50	40
Between M.P. 49.2 and 49.4.	40	35	25	<b>Manson</b> Between M.P. 138.6 and 139.3.	60	50	40	<b>Onyx</b> Between M.P. 197.7 and 200.3.	70	60	50
<b>Fossil</b> Between M.P. 54.5 and 57.8.	40	35	25	<b>Rose</b> Between M.P. 141.0 and 141.9.	60	50	40	Between M.P. 200.4 and 201.1.	60	50	40
<b>Nugget</b> Between M.P. 58.0 and 59.5.	70	60	50	Between M.P. 142.4 and 143.5.	70	60	50	<b>Inkom</b> Between M.P. 202.3 and 202.5.	60	50	40
<b>Orr</b> Between M.P. 60.9 and 61.2.	70	60	50	Between M.P. 143.7 and 143.9.	60	50	40	Between M.P. 207.2 and 208.4.	70	60	50
<b>Sage</b> Between M.P. 63.6 and 65.4.	60	50	40	Between M.P. 144.6 and 145.2.	60	50	40	<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6
Between M.P. 66.5 and 68.2.	70	60	50	<b>Soda Springs</b> Over streets and alleys.	30	30	30				
				Between M.P. 148.0 and 148.3.	70	60	50				

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>Pocatello</b> Within platform limits of passenger depot.	6	6	6	<b>Minidoka</b> Between M.P. 272.4 and 273.0.	20	20	20	<b>Ticeska</b> Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	<b>Adelaide</b> Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
<b>American Falls</b> Between M.P. 237.9 and 239.4.	70	60	50	<b>Dietrich</b> M.P. 316.3 to 315.8 (Eastward).	70	60	50	Between M.P. 360.8 and 365.9.	70	60	50
Bridge 239.78.	40	25	25	<b>Shoshone</b> Over Greenwood Street.	15	15	15	<b>King Hill</b> Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	40	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	<b>Sand Bank</b> Engines using west switch to Sand Bank set-out track.			5
<b>Borah</b> Between M.P. 244.5 and 244.8.	70	60	50	Between M.P. 325.0 and 326.6.	70	60	50	Between M.P. 371.1 and 373.4.	45	40	25
<b>Wapi</b> Between M.P. 258.9 and 259.2.	70	60	50	<b>Gooding</b> Over streets and alleys.	30	30	30	Between M.P. 373.4 and 373.8.	20	20	20
				Between M.P. 340.7 and 341.2.	60	50	40	<b>Glenns Ferry</b>			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

<b>Glenns Ferry</b> Eastward, over Commercial Street Crossing.	20	20	20	<b>Leone</b> Between M.P. B-431.0 and B-433.8.	70	60	50	<b>Nampa</b> Between passenger depot and M.P. 456.3.	15	15	15
Between M.P. 376.5 and 377.6.	60	50	40	Between M.P. B-433.9 and B-434.3.	60	50	40	<b>Caldwell</b> Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	<b>Black's Creek</b> Between M.P. B-435.8 and B-436.1.	70	60	50	<b>Parma</b> Over streets and alleys.	30	30	30
<b>Hammett</b> Between Hammett and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	<b>Washoe Spur</b> With 5000 class engines.			5
<b>Mountain Home</b> Over street crossings.	25	25	25	<b>Boise</b> Between M.P. B-448.3 and B-449.1.	50	40	25	<b>Ontario</b> No. 106, to exchange mail.	10		
<b>Orchard</b> Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Between Payette and Weiser, trains handling logs.			30
<b>Kuna</b> Between M.P. 447.5 and 450.8.	60	50	40	<b>Meridian</b> No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	<b>Weiser</b> Between M.P. 523.1 and 526.1.	70	60	50
<b>Nampa</b>				<b>Sonna</b> Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 526.4 and 535.9.	60	50	40
<b>Orchard</b> Between M.P. B-423.5 and B-423.9.	60	50	40					Between M.P. 535.9 and 539.0.	40	25	25
Between M.P. B-429.1 and B-430.0.	60	50	40	<b>Huntington</b>							

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	70	50	<b>Hamer</b> Between M.P. 218.3 and 218.5.	50	40	<b>Dillon</b> Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	<b>Dubois</b> Between M.P. 236.0 and 236.6.	35	25	Between M.P. 337.0 and 337.2.	50	40
Between Idaho Falls and Silver Bow. MacArthur type engines with 63-inch drivers.	50	40	Between M.P. 237.8 and 238.0.	40	30	<b>Apex</b> Between M.P. 341.1 and 341.4.	50	40
<b>Pocatello Jct.</b> Between M.P. 135.1 and 136.7.	35	25	Between M.P. 239.1 and 239.3.	50	40	Between M.P. 342.7 and 342.9.	50	40
<b>Montana Jct.</b> Between M.P. 139.9 and 140.1.	60	50	<b>Highbridge</b> Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
<b>Tyhee</b> Between M.P. 142.3 and 142.5.	50	40	<b>Spencer</b> Between M.P. 248.5 and 248.9.	45	35	Between M.P. 343.5 and 345.8.	35	25
Between M.P. 143.3 and 143.5.	50	40	Between M.P. 249.5 and 249.7.	40	30	Between M.P. 346.0 and 346.3.	30	20
<b>Gibson</b> Between M.P. 152.6 and 152.9.	50	40	Between M.P. 251.0 and 251.4.	40	30	Between M.P. 347.9 and 348.2.	40	30
<b>Blackfoot</b> Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	<b>Navy</b> Between M.P. 351.0 and 351.4.	35	25
<b>Wapello</b> Between M.P. 166.8 and 167.0.	60	50	<b>Humphrey</b> Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
<b>Firth</b> Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	<b>Melrose</b> Between M.P. 361.8 and 366.3. watch for rocks.	25	20
<b>Shelley</b> Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 366.3 and 366.6.	20	20
<b>Idaho Falls</b> Over streets and alleys.	12	12	Between M.P. 269.7 and 269.9.	40	30	Curve M.P. 366.4 with 5000 class engines.	10	10
Between M.P. 185.5 and 185.9.	15	5	Between M.P. 271.0 and 271.7.	40	30	Between M.P. 366.7 and 367.5.	35	25
Between M.P. 187.4 and 188.6.	40	30	<b>Snowline</b> Between M.P. 277.4 and 278.3.	35	25	Between M.P. 367.9 and 368.2.	30	20
Between M.P. 190.7 and 191.0.	45	35	<b>Lima</b> Over Center Street east of depot.	20	15	<b>Divide</b> Between M.P. 373.6 and 374.6.	40	30
<b>Roberts</b> Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	<b>Woodin</b> Between M.P. 375.2 and 377.8.	35	25
<b>Tenno</b> Between M.P. 208.4 and 210.2.	50	40	<b>Armstead</b> Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
<b>Hawgood</b> Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	<b>Feely</b> Between M.P. 382.3 and 383.7.	25	20
			Between M.P. 310.4 and 310.6.	25	20	Between M.P. 384.3 and 385.1.	35	25
			Between M.P. 311.0 and 311.8.	45	35	<b>Buxton</b> Between M.P. 386.6 and 388.1.	35	25
			<b>Grayling</b> Between M.P. 316.0 and 316.5. watch for rocks.	25	20	Between M.P. 389.8 and 390.1.	20	20
			Between M.P. 316.5 and 318.7.	35	25	<b>Silver Bow</b> On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5

BRANCHES

<b>Kemmerer Branch.</b> Maximum speed.	15	<b>Blazon Branch.</b> Maximum speed.	15	<b>Leefe Spur.</b> Maximum speed.	15
<b>Cumberland Branch.</b> Maximum speed.	15	<b>Grace Branch.</b> Maximum speed.	20	<b>Gay Branch.</b> Maximum speed.	25
<b>Glencoe Branch.</b> Maximum speed.	15	Bridge 5.33 with MacArthur type engines.	10	Between M.P. 3.0 and Gay.	15
<b>Elkol Branch</b> Maximum speed.	15	<b>Conda Branch.</b> Maximum speed.	15		

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Mackay Branch</b> Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.		30 25	<b>Teton Valley Branch</b> Maximum speed.	35	25	Between Hailey and Ketchum, over truss bridges.	15	15
Between M.P. 60.0 and Mackay, All engines.		20	Bridges 4.48, 6.96 and 19.97.	12	12	Between M.P. 63.1 and 64.6.	30	20
<b>Mackay</b> On curve on low line smelter.		6	Between M.P. 19.1 and 19.4.	15	15	Between M.P. 68.4 and 68.5.	10	10
<b>Thomas Branch</b> Maximum speed.		15	Between M.P. 25.0 and 25.4.	15	15	<b>Hill City Branch</b> Maximum speed.		25
<b>Aberdeen Branch</b> Maximum speed.		25	<b>Twin Falls Branch</b> Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
<b>Goshen Branch</b> Maximum speed.		25	First Class Trains, within yard limits.	30	30	<b>Boise Branch</b> Between Boise Jet. and Boise Freight.		25
Light MacArthur type engines.		20	3800 class engines.	30	30	Between Boise Freight and Barber.		15
<b>Yellowstone Branch</b> Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	<b>Stoddard Branch</b> Maximum speed.		20
Between Idaho Falls and West Yellowstone with MacArthur type engines.	40	30	Rupert, over streets and alleys.	12	12	Between Stoddard and end of track.		15
Between Ashton and Gerrit, watch for rocks.	35	25	Bridge 20.10.	25	25	<b>Idaho Northern Branch</b> Maximum speed.		30
Between Gerrit and Big Springs	50	35	Burley, within city limits.	20	20	Between Jenness and Bramwell.		20
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Burley, over street crossings.	12	12	Trains handling high cars between Jenness and Bramwell.		12
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Kimberly, within city limits.	40	40	Between Plaza and Banks. Watch for rocks between Black Canyon and Banks.		25
St. Anthony, over highway crossing just west of depot.	8	8	McMillan, on tracks leading to sugar factory, with 3800 class engines.	10	10	Banks, westward around curve east of east passing track switch, to east switch.		5
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Between Banks and Smiths Ferry, watch for rocks.		15
Between M.P. 59.6 and 65.9.	20	15	<b>North Side Branch</b> Maximum speed.		30	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	M.P. 31.4.		20
Between M.P. 85.2 and 85.5.	35	25	<b>Raft River Branch</b> Maximum speed.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Bridge 36.61.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 99.6 and 113.6 on curves.		20
Between M.P. 99.9 and 100.8.	20	15	<b>Oakley Branch</b> Maximum speed.		25	Between M.P. 103.75 and 103.90.	10	10
<b>East Belt Branch</b> Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jct. and Orvin.		20	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jct. and Ririe.		15	Burley, over street crossings.		12	<b>Wilder Branch</b> Maximum speed.		25
Truss bridges.		15	Between M.P. 31.1 and 36.1.		25	Between M.P. 69.6 and 71.6.		25
<b>West Belt Branch</b> Maximum speed.		25	Between M.P. 45.9 and 53.3.		25	Between M.P. 91.1 and 91.4.		25
Truss bridges.		15	Between M.P. 60.6 and 61.6.		25	Between Herrell and Melandeo.		20
<b>Annis Branch</b> Maximum speed.		15	Wells yard.		15	<b>Wells Branch</b> Maximum speed.		30
			Between M.P. 31.1 and 36.1.		25	Between M.P. 31.1 and 36.1.		25
			Between M.P. 45.9 and 53.3.		25	Between M.P. 45.9 and 53.3.		25
			Between M.P. 60.6 and 61.6.		25	Between M.P. 60.6 and 61.6.		25
			Between M.P. 91.1 and 91.4.		25	Between M.P. 91.1 and 91.4.		25
			Between Herrell and Melandeo.		20	Between Herrell and Melandeo.		20
			Wells yard.		15	Wells yard.		15
			<b>Ketchum Branch</b> Maximum speed.	40	30	<b>Ketchum Branch</b> Maximum speed.	40	30
			Bridge 16.04 with MacArthur type engines.	15	15	Bridge 16.04 with MacArthur type engines.	15	15
			Bellevue, over streets and alleys.	12	12	Bellevue, over streets and alleys.	12	12
						<b>Little Valley</b> Between M.P. 36.5 and 37.6, watch for rocks.		20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
<b>Little Valley (Continued)</b> Between M.P. 37.6 and 37.7, soft spot.		10	<b>Circle Bar</b> Between M.P. 119.0 and 124.0, watch for rocks.		20	Between Concrete and M.P. 30.0. Straight track. On curves.		15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	<b>Brogan Branch</b> Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.		25 15
<b>Juntura</b> Between M.P. 78.6 and 80.7, watch for rocks.		20	<b>Payette Branch</b> Maximum speed.		25	Between M.P. 55.0 and 55.5.		10
Between M.P. 80.7 and 81.0, watch for rocks.		10	Payette Jct., on curve.		10	Between M.P. 55.5 and 66.5. Straight track. On curves.		25 15
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. 66.5 and New Meadows. Straight track. On curves.		15 10
<b>Long</b> Between M.P. 86.6 and 89.0, watch for rocks.		20	<b>New Meadows Branch</b> Maximum speed.		25	Between Weiser and Concrete. Straight track. On curves.		25 20
<b>Dunnean</b> Between M.P. 103.5 and 106.5.		20	Engines running backwards.		10	<b>Homestead Branch</b> Maximum speed, watch for rocks.		20
Bridge 106.14.		15				On curves.		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;  
I—interlocking;  
O—fuel 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:

Blackfoot.....	Telegraph Office	Nampa.....	Train Dispatcher's Office
Boise Freight.....	Yard Telegraph Office	Nampa.....	East End Switch Shanty
Boise Freight.....	13th Street Yard Office	Nampa.....	West End Switch Shanty
Buhl.....	Telegraph Office	New Meadows.....	Telegraph Office
Burns.....	Telegraph Office	Nyssa.....	Telegraph Office
Emmett.....	Telegraph Office	Ontario.....	Telegraph Office
Glenns Ferry.....	Telegraph Office	Payette.....	Telegraph Office
Glenns Ferry Roundhouse	Register Room	Pocatello.....	Train Dispatcher's Office
Glenns Ferry.....	Yard Office	Pocatello.....	Yard Telegraph Office
Huntington.....	Yard Office	Pocatello.....	Switchmen's Locker Room
Huntington.....	Telegraph Office	Pocatello.....	Engine Crew Dispatcher's Office
Idaho Falls.....	Telegraph Office	Pocatello.....	Train Crew Dispatcher's Office
Idaho Falls.....	Yard Office	Pocatello.....	West End Yardmaster's Office
Idaho Falls.....	Enginemen's Register Room	Pocatello.....	Tower Locker Room
Jerome.....	Telegraph Office	Pocatello.....	Passenger Conductors' Register Room, Passenger Station
Kemmerer.....	Telegraph Office	Rupert.....	Telegraph Office
Ketchum.....	Telegraph Office	Shoshone.....	Telegraph Office
Lima.....	Telegraph Office	Silver Bow.....	Telegraph Office
Marsing.....	Telegraph Office	Twin Falls.....	Telegraph Office
McCall.....	Telegraph Office	Twin Falls.....	Freight Office
Minidoka.....	Telegraph Office	Victor.....	Telegraph Office
Montpelier.....	Telegraph Office	Weiser.....	Telegraph Office
Montpelier.....	Engineers' Register Room	Wells.....	Telegraph Office
Nampa.....	Telegraph Office	West Yellowstone.....	Telegraph Office
Nampa.....	Central Yard Switch Shanty		
Nampa.....	Roundhouse 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.		