



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 21

Effective Friday
September 9, 1955
At 12:01 A.M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

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

A. McALLISTER
General Manager

D. F. WENGERT
General Superintendent

C. H. Burnett, Superintendent.....Pocatello, Ida.
H. J. Bailey, Assistant Superintendent.....Pocatello, Ida.
L. E. Mangum, Assistant Superintendent.....Nampa, Ida.
R. B. Hardin, Terminal Superintendent.....Pocatello, Ida.
R. D. Wright, Assistant Terminal Superintendent.....Pocatello, Ida.
G. L. Jensen, Trainmaster.....Nampa, Ida.
J. B. Shaw, Road Foreman of Engines.....Nampa, Ida.
J. F. Fehrenbacher, Trainmaster.....Pocatello, Ida.
E. L. Chantry, Trainmaster.....Pocatello, Ida.
H. G. Baker, Trainmaster.....Pocatello, Ida.
A. R. Nelson, Master Mechanic.....Pocatello, Ida.
V. L. Orr, 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.
J. J. Kutzman, Safety Representative.....Pocatello, Ida.

H. E. SHUMWAY
General Supt. Transportation

First, Second and Fourth Subdivisions and Branches

W. H. Powers, Chief Train Dispatcher.....Pocatello, Ida.
R. R. Johnson, Assistant Chief Train Dispatcher.....Pocatello, Ida.
H. L. Crawford, Assistant Chief Train Dispatcher.....Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher.....Pocatello, Ida.
K. A. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher.....Pocatello, Ida.

Third Subdivision and Branches

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

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	Simeon Hopper	Surgeon	Hazelton, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	R. George Wolff	Surgeon	Homedale, Ida.
J. E. Comstock	Physician	Pocatello, Ida.	Newell H. Battles	Oculist and Aurist	Idaho Falls, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Harvey E. Guyett	Surgeon	Idaho Falls, Ida.
R. D. Benidict	Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
Blaine B. Jorgensen	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
K. A. MacInnes	Surgeon	Pocatello, Ida.	W. C. Small	Surgeon	Jerome, Ida.
J. P. Merkley	Physician	Pocatello, Ida.	F. F. Young	Surgeon	Kemmerer, Wyo.
C. W. Pond	Oculist and Aurist	Pocatello, Ida.	David E. Harris	Surgeon	Lava Hot Springs, Ida.
Merrill J. Sharp	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
Eugene V. Simison	Oculist and Aurist	Pocatello, Ida.	Carl D. Lusty	Surgeon	Meridian, Ida.
H. Henry Rock	Surgeon	Aberdeen, Ida.	Robert H. Burgoyne	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	R. B. Lindsay	Surgeon	Montpelier, Ida.
Ivan R. Egbert	Surgeon	Arco, Ida.	Malone W. Koelsch	Surgeon	Mountain Home, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	Ernest D. Hunsaker	Oculist and Aurist	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Frederick D. Koehne	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
A. C. Jones, Sr.	Oculist	Boise, Ida.	Thomas E. Mangum, Jr.	Surgeon	Nampa, Ida.
William A. Koelsch	Surgeon	Boise, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Roy L. Peterson	Ear, Nose, Throat	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Warren D. Springer	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Vern H. Anderson	Surgeon	Buhl, Ida.	W. S. Kotas	Surgeon	Payette, Ida.
John W. Davis	Surgeon	Burley, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
John H. Weare	Surgeon	Burns, Ore.	A. C. Truxal	Surgeon	Rexburg, Ida.
Harvey L. Casebeer	Oculist and Aurist	Butte, Mont.	Aldon Tall	Surgeon	Rigby, Ida.
Richard C. Monahan	Surgeon	Butte, Mont.	Otto A. Moellmer	Surgeon	Rupert, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
Lester Shupe	Surgeon	Caldwell, Ida.	Royal G. Neher	Surgeon	Shoshone, Ida.
Robert T. Whiteman	Surgeon	Cambridge, Ida.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
John A. Edwards	Surgeon	Council, Ida.	John R. Moritz	Surgeon	Sun Valley, Ida.
Bernard P. Strouth	Surgeon	Council, Ida.	George B. Saviers	Surgeon	Sun Valley, Ida.
George L. Routledge	Surgeon	Dillon, Mont.	Charles B. Beymer	Surgeon	Twin Falls, Ida.
LaGrande C. Larsen	Surgeon	Driggs, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
A. C. Truxal	Surgeon	Dubois, Ida.	F. W. Schow	Surgeon	Twin Falls, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.	Harwood L. Stowe	Surgeon	Twin Falls, Ida.
Marion J. Kerns	Surgeon	Fairfield, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.	Robert M. Coats	Surgeon	Weiser, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.	Marion S. McGrath	Surgeon	Weiser, Ida.
R. H. Wright	Surgeon	Hailey, Ida.			

WESTWARD		CONDENSED TIME-TABLE										EASTWARD					
FIRST CLASS						Distance from Granger via Boise	Time-Table No. 21 September 9, 1955	FIRST CLASS									
	19 Passenger	11 Mail and Express	105 Streamliner Passenger	457 Passenger	17 Passenger			12 Mail and Express	458 Passenger	106 Streamliner Passenger	18 Passenger	20 Passenger					
							STATIONS										
			6.05	2.05		4.25	0.0	GRANGER	A 9.05		A12.42	A10.45					
			11.10 12.15	5.45 5.55		9.40 10.45	213.9	POCATELLO	3.50 2.50		8.55 4.45	5.20					
			3.40	8.25		2.10	373.8	GLENN'S FERRY	11.40		6.10	1.30					
			5.30	9.40		3.55	448.4	BOISE	9.55		5.00	11.55					
			8.20	11.40		6.50	550.1	M.T. HUNTINGTON	7.10		3.05	9.25					
			7.30	10.40		6.00	649.7	P.T. LA GRANDE	6.00		2.05	8.15					
			10.30	1.05		8.45	723.9	PENDLETON	3.20		11.40	5.35					
			1.00	3.10		11.10	723.9	SEATTLE	12.55		9.38	3.00					
			9.00				941.3	SPOKANE							A 6.30		
			11.27				837.4	AYER							4.05		
			12.30				786.3	WALLULA							2.55		
			1.55	2.05	3.55	12.40	755.3	HINKLE	12.10		9.00	2.10	2.20				
			3.55	4.25	5.30	3.10	855.4	THE DALLES	10.05		7.20	11.50	12.02				
			A 6.10	A 7.10	A 7.30	9.00	939.5	PORTLAND	8.00	A 9.30	5.30	9.45	10.00				
						A 1.00	1122.7	SEATTLE		5.00							
									Daily	Daily	Daily	Daily	Daily				
			(9.10) 40.4	(26.05) 35.0	(18.25) 51.0	(4.00) 45.8	(26.05) 35.0 Thru Time					(24.05) 39.0	(4.30) 40.7	(18.12) 51.6	(24.00) 39.1	(8.30) 43.5
		 Average speed per hour														

WESTWARD		CONDENSED TIME-TABLE										EASTWARD				
FIRST CLASS						Distance from McCammon	Time-Table No. 21 September 9, 1955	FIRST CLASS								
	29 Passenger	33 Passenger	31 Passenger					32 Passenger	34 Passenger	30 Passenger						
							STATIONS									
						0.0	McCAMMON			A 5.40	A 4.05					
			11.00	9.35		22.7	POCATELLO			5.10 4.30	3.30	2.55				
			11.30 12.01	10.10 10.55		73.3	IDAHO FALLS	A 2.30		3.00	1.15					
			1.25	A12.40	7.00	124.3	ASHTON	12.55								
					8.40	169.9	VICTOR	11.10								
					A10.20	180.4	WEST YELLOWSTONE									
						285.8	BUTTE								7.15	
			A 7.25						Daily	Daily	Daily					
			(8.25) 33.9	(3.05) 23.7	(3.20) 29.0	..... Thru Time					(3.20) 29.0	(2.40) 27.5	(8.50) 32.3			
			..... Average speed per hour													
<p>Heavy figures indicate P.M. Light figures indicate A.M.</p>												<p>MILEAGE</p>				
Main Line.....												848.07				
Branches.....												1376.68				
Grand Total.....												2224.75				

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sillings etc. See Rule 6 (A), Page 20.	SECOND CLASS					FIRST CLASS				
	279	263	251	257	277	29	11	105	33	17
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger
144 IPWY		5.00PM		5.00AM			6.05PM	2.05PM		4.25AM
65 P		5.07		5.07			6.09	2.09		4.30
150 P		5.12		5.12			6.13	2.12		4.34
73 P		5.18		5.18			6.18	2.16		4.39
150 P		5.22		5.22			6.21	2.19		4.42
80 P		5.28		5.28			6.26	2.24		4.47
150 P		5.35		5.35 ²⁶⁴			6.30	2.28		4.52
74 P		5.42		5.42			6.35 ²⁶²	2.32		4.57
150 P		5.49		5.49			6.40	2.37		5.02
		5.59		5.59			6.47	2.44		5.09 ²⁶⁴
PTXZ		6.05		6.05			6.55	2.47		5.20
PXY		6.12		6.12			6.59	2.50		5.24
WS 70 P ES 70 X		6.30		6.30			7.12	3.02		5.37
94 PW		6.40		6.40			7.20	3.09		5.45
74 P		6.45		6.45			7.24	3.13		5.49
112 P		6.50		6.50			7.27	3.16		5.53
66 P		6.56		6.56			7.31	3.20		5.58
124 P		7.02		7.19 ¹²			7.35	3.24		6.03
74 P		7.10		7.29			7.40	3.29		6.09
120 120 P		7.18		7.37			7.48	3.34		6.21
74 P		7.24		7.43			7.53	3.38		6.28
124 P		7.29		7.48			7.57	3.42		6.34
74 P		7.36		7.55			8.03	3.47		6.42 ¹²
88 P		7.42		8.01			8.10 ¹⁸	3.52		6.48
69 P		7.50		8.09			8.15	3.57 ²⁶²		6.53
DOPTWYZ		8.05 ¹¹ 8.45		8.20 8.40			8.30 ²⁶³ 8.40	4.05		7.05 7.15
78 P		8.55		8.50			8.48	4.12		7.23
105 P		9.03		8.58			8.54	4.18		7.29
124 P		9.10		9.05			9.00	4.23		7.35
100 P		9.16		9.11			9.05	4.27		7.40
73 P		9.22		9.17			9.10	4.31		7.45
178 PY		9.30		9.25			9.22	4.37		7.57
108 P		9.38		9.33			9.30	4.42		8.05
112 P		9.45		9.55 ¹⁰⁶			9.35	4.46		8.10
225 127 PWY		9.54		10.05			9.44	4.52		8.19
112 P		9.59		10.10			9.49	4.55		8.25
112 P		10.06		10.17			9.55	4.59		8.30
103 P		10.12		10.23			10.00	5.03		8.35
100 P		10.17		10.28			10.03	5.06		8.38
27 PX		10.24		10.35			10.10	5.10		8.45
CS 148 P		10.31		10.42			10.16	5.14		8.51
90 IPXY	11.20PM	10.44	12.10PM	10.55	5.45AM	11.00PM	10.25	5.21	9.35AM	9.00
WS 49 ES 88 PX						11.13	10.38	5.31	9.48	9.13
						11.19	10.45	5.36	9.54	9.20
DOPTWYZ	11.55PM	11.15PM	1.00PM	11.25AM	6.45AM	11.30PM	11.10PM	5.45PM	10.10AM	9.40AM

Time-Table No. 21
September 9, 1955

STATIONS

DN-R GRANGER YL GN
DONOVAN
MOXA
HASSETT
NUTRIA
COSGRIFF
D 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 MX
PESCADERO
GEORGETOWN
CAVANAUGH
MANSON
ROSE
DN SODA SPRINGS YL SD
ALEXANDER
TALMAGE
DN BANCROFT BN
KINPORT
PEBBLE
BROXON
BLASER
DN LAVA HOT SPGS. XY
TOPAZ
DN McCAMMON YL MC
D INKOM KO
PORTNEUF
DN-R POCATELLO YL H-CA PO

BLOCK SIGNALS

Double Track

Double Track

Double Track

..... Thru Time
..... 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 72.

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.

FIRST SUBDIVISION

EASTWARD

Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS					SECOND CLASS						
		30	12	106	34	18	280	262	278	270	264		
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Time Freight	Time Freight	Stock Special	Time Freight	Time Freight		
DN-R GRANGER YL GN	0.0		Af 9.05AM	A12.42PM		A10.45PM				A 7.30PM			A 6.20AM
DONOVAN	4.1		8.55	12.36		10.31				7.18			6.08
MOXA	7.7		8.51	12.33		10.27				7.12			6.02
HASSETT	12.6		8.46	12.29		10.23				7.05			5.55
NUTRIA	15.4		8.43	12.26		10.20				7.00			5.50
COSGRIFF	20.2		8.38	12.22		10.15				6.52			5.42
D OPAL OW	24.5		f 8.33	12.18		10.10				6.45			5.35 ²⁵⁷
FOLGER	29.3		8.28	12.13		10.05				6.35 ¹¹			5.24
WATERFALL	33.6		8.23	12.08		10.00				6.18			5.17
EAST KEMMERER YL	39.0		8.16	12.01PM		9.53				6.10			5.09 ¹⁷
DN KEMMERER YL Z	39.7		s 8.14	(11.59AM)		9.50				6.05			4.55
MOYER JCT. YL	42.3		8.04	11.55		9.39				5.50			4.37
DN FOSSIL YL FI	50.3		f 7.48	11.44		9.23				5.28			4.15
NUGGET	56.0		7.38	11.37		9.13				5.16			4.03
ORR	59.6		7.33	11.33		9.09				5.09			3.55
SAGE	63.1		f 7.28	11.30		9.05				5.03			3.48
CARLSON	67.3		7.23	11.26		9.00				4.56			3.40
BECKWITH	71.3		7.19 ²⁵⁷	11.22		8.55				4.49			3.33
PIXLEY	77.4		7.12	11.17		8.48				4.41			3.25
DN COKEVILLE CK	83.5		s 7.05	11.12		8.40				4.32			3.15
MARSE	88.2		6.55	11.06		8.27				4.25			3.05
BORDER	92.1		6.51	11.03		8.22				4.19			2.59
PEGRAM	97.7		f 6.42 ¹⁷	10.58		8.15				4.11			2.51
HARER	102.9		6.34	10.53		8.10 ¹¹				4.04			2.43
DINGLE	108.0		6.28	10.48		8.03				3.57 ¹⁰⁵			2.35
DN-R MONTPELIER MX	115.0		6.20	10.40		7.55				3.35			2.20
PESCADERO	121.3		5.55	10.30		7.28				2.50			1.32
GEORGETOWN	126.8		5.49	10.25		7.21				2.40			1.23
CAVANAUGH	131.9		5.43	10.20		7.15				2.31			1.16
MANSON	136.1		5.39	10.16		7.11				2.25			1.10
ROSE	140.0		5.35	10.12		7.07				2.19			1.04
DN SODA SPRINGS YL SD	146.0		s 5.27	10.06		6.59				2.07			12.52
ALEXANDER	151.6		5.15	10.00		6.46				1.56			12.41
TALMAGE	156.2		5.09	9.55 ²⁵⁷		6.40				1.45			12.30
DN BANCROFT BN	161.8		f 5.01	9.50		6.32				1.30			12.15
KINPORT	165.6		4.55	9.45		6.25				1.19			12.04AM
PEBBLE	170.3		4.50	9.40		6.20				1.11			11.56PM
BROXON	174.8		4.45	9.35		6.15				1.03			11.48
BLASER	177.4		4.42	9.32		6.12				12.56			11.41
DN LAVA HOT SPGS. XY	180.0		f 4.37	9.29		6.07				12.48			11.33
TOPAZ	184.3		4.29	9.24		5.59				12.33			11.18
DN McCAMMON YL MC	191.2	As 4.05AM	s 4.20	9.17	As 6.40PM	5.50				12.15PM	A 2.00PM	A 6.00PM	11.00
D INKOM KO	201.9	s 3.48	4.05	9.07	s 5.26	5.35							
PORTNEUF	207.7	3.38	3.59	9.02	5.18	5.29							
DN-R POCATELLO YL H-CA PO	213.9	3.30AM	3.50AM	8.55AM	5.10PM	5.20PM				12.25AM	11.30AM	1.15PM	5.25PM

BLOCK SIGNALS

Double Track

Double Track

Double Track

..... Thru Time
..... 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 72.

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 Siding, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS						Time-Table No. 21		
	125 Time Freight	Daily Except Sunday and Monday	105	33	17	49	11	29	September 9, 1955		
			Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express	Passenger	STATIONS		
		Daily	Daily	Daily	Daily	Daily	Daily				
DOPTWYZ	1.45AM		5.55PM	10.55AM	10.45AM	4.00AM	12.15AM	12.01AM	BLOCK SIGNALS		
P				A11.00AM		f 4.15		A12.06AM	POCATELLO YL H-CA PO		
CS 153 P									POCATELLO JCT. YL		
118 P									MICHAUD		
145 P			6.17		s11.13	s 4.35	s12.43		BANNOCK		
120 P									DN AMERICAN FALLS AF		
119 P									BORAH		
119 P									QUIGLEY		
119 P									WAPI		
119 P									DEWOFF		
101 PWY			6.46		s11.55AM	A 5.20AM	s 1.20		HAWLEY		
119 P									DN MINIDOKA RT		
119 P									MAX		
119 P									ADELAIDE		
119 P									KIMAMA		
119 P									SENER		
122 P									OWINZA		
119 P									BESSLEN		
118 P							s 2.00		DIETRICH		
WS 121-115 ES 111-130 PWY			s 7.32		s12.50PM		s 2.20		DN SHOSHONE X		
118 P									TUNUPA		
117 60 P			7.48		s 1.10		s 2.40		DN GOODING GD		
120 P									FULLER		
118 120 PY					s 1.23		s 2.53		BLISS		
CS 120 P WS 99									TICESKA		
CS 139 P			8.14		1.46		s 3.16		KING HILL		
DPTY	A 5.10AM		A s 8.25PM		A 2.00PM		A 3.30AM		DN-R GLENN'S FERRY YL GF		
(159.9)											
		(3.25)	(2.30)	(0.05)	(3.15)	(1.20)	(3.15)	(0.05)	..... Thru Time	
		46.8	64.0	28.8	49.2	43.9	49.2	28.8	..... Average speed per hour	

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

WESTWARD		SECOND SUBDIVISION								EASTWARD	
Time-Table No. 21		FIRST CLASS						SECOND CLASS			
September 9, 1955		12	30	106	34	18	50	126			
STATIONS		Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Time Freight			
BLOCK SIGNALS		213.9	A 2.50AM	A 2.55AM	A 8.45AM	A 4.30PM	A 4.45PM	A10.30PM	A 3.30PM		
POCATELLO YL H-CA PO		216.3		2.40AM		4.15PM					
POCATELLO JCT. YL		224.3						f 9.47			
MICHAUD		230.1									
BANNOCK		238.5	s 2.17		8.19		s 4.11	s 9.30			
DN AMERICAN FALLS AF		242.3									
BORAH		250.1									
QUIGLEY		256.0						f 9.10			
WAPI		259.8									
DEWOFF		267.3									
HAWLEY		272.4	s 1.42		7.49		s 3.35	8.50PM			
DN MINIDOKA RT		276.2									
MAX		284.3									
ADELAIDE		289.0	f 1.21								
KIMAMA		295.7									
SENER		303.5									
OWINZA		309.3									
BESSLEN		313.9									
DIETRICH		321.8	s12.50		s 7.05		s 2.40				
DN SHOSHONE X		330.8									
TUNUPA		337.5	s12.25		6.47		s 2.17				
DN GOODING GD		344.2									
FULLER		350.5	s12.10AM								
BLISS		357.3									
TICESKA		367.1	f11.50PM								
KING HILL		373.8	11.40PM		6.10AM		1.30PM		11.45AM		
DN-R GLENN'S FERRY YL GF									Daily Except Sunday and Monday		
(159.9)											
		(3.10)	(0.15)	(2.35)	(0.15)	(3.15)	(1.40)	(3.45)			
		50.5	9.6	61.9	9.6	49.2	35.1	42.6			

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

WESTWARD					THIRD SUBDIVISION					EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 25.	SECOND CLASS		FIRST CLASS			Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS			SECOND CLASS			
	257	125	105	17	11			106	18	12	126	262		
	Time Freight	Time Freight	Streamliner Passenger	Passenger	Mail and Express			Streamliner Passenger	Passenger	Mail and Express	Time Freight	Time Freight		
Daily	Daily Except Sunday and Monday	Daily	Daily	Daily	STATIONS					Daily	Daily			
DPTY	10.15AM	5.20AM	8.25PM	2.10PM	3.40AM	GLENNS FERRY YL	373.8	As 6.10AM	A 1.20PM	A 11.30PM	A 11.30AM	A 11.10PM		
CS 110 P	10.35	5.31	8.35	2.21	3.51	HAMMETT	382.7	5.59	1.06	11.13	10.55	10.45		
CS 123 PY	11.05	5.48 ¹⁰⁶	8.47	2.37	4.05	DN REVERSE YL RV	393.3	5.48 ¹²⁵	12.54	10.58	10.40	10.25		
71 PY	11.16	6.00	8.56	2.50	4.18	DN MOUNTAIN HOME MZ	401.6	5.41	12.45	10.48	10.30	10.10		
149 P	11.24	6.06	9.01	2.55	4.23	SEBREE	407.6	5.36	12.37	10.39	10.21	10.02		
138 P	11.31	6.12	9.05	3.00	4.28	CLEFT	412.7	5.32	12.33	10.35	10.15	9.55		
122 IPY	11.44	6.23	9.13	3.09	4.38	DN ORCHARD YL OD	423.0	5.24	12.24	10.26	10.04	9.40		
150 P	11.59AM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	OWYHEE	434.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	9.16		
160 P	12.15PM	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	KUNA	446.7	VIA BOISE	VIA BOISE	VIA BOISE	VIA BOISE	8.48		
73 P		6.31	9.20	3.17	4.46	LEONE	B-430.3	5.17	12.16	10.17	9.56			
73 P		6.37	9.25	3.23	4.52	BLACK'S CREEK	B-435.9	5.12	12.10	10.10	9.50			
59 P		6.43	9.31	3.29	5.06 ¹⁰⁶	SHAFFER	B-441.7	5.06 ¹¹	12.03PM	10.03	9.43			
67 PY	VIA KUNA	6.53	9.40 ¹²	3.45	5.20	DN BOISE YL BG	B-448.4	5.00	11.55AM	9.55 ¹⁰⁵	9.35	VIA KUNA		
P				3.55	5.30	BOISE JCT.	B-450.7							
31 P						PERKINS	B-451.4							
29 P						BEATTY	B-454.6							
74 P		7.16	9.50	4.06	5.42	DN MERIDIAN MD	B-457.3	4.46	11.37	9.17	9.14			
22 P						SONNA	B-460.7							
DPTYZ	12.30	7.35	10.08	4.25	6.00	DN-R NAMPA YL AU-Q	456.6	4.36	11.25	9.05	9.00	8.20		
55 P	12.36	7.55	10.12	4.35	6.10	MOSS	460.8	4.24	11.15	8.55	8.30	8.10		
204 P	12.43	8.07 ¹²⁶	10.17	4.55	6.28	DN CALDWELL YL CW	465.6	4.20	11.02	8.43	8.07 ¹²⁵	8.02		
122 P	12.48	8.11	10.20	4.59	6.32	ENROSE	469.2	4.16	10.55	8.35	8.03	7.57		
127 P	12.52	8.15	10.23	5.02	6.36	DN NOTUS U	472.5	4.13	10.52	8.32	7.59	7.53		
160 P	1.03	8.24	10.30	5.15	6.46	DN PARMA MA	480.8	4.06	10.43	8.25	7.50	7.42		
168 PY	1.13	8.33	10.37	5.27	6.56	DN NYSSA YL SY	488.4	3.59	10.33	8.18	7.42	7.32		
ES 170 PY	1.25	8.45	10.48	5.43	7.13	DN ONTARIO YL ON	498.7	3.47	10.18	8.05	7.30	7.15		
160 PY	1.31	8.51	10.54	5.53	7.22 ¹²⁶	DN PAYETTE YL AY	502.5	3.40	10.06	7.51	7.22 ¹¹	7.01		
150 P	1.40	8.59	11.00	6.00	7.29	CRYSTAL	509.3	3.35	10.01	7.46	7.02	6.51		
107 PY	1.48	9.06	11.08	6.12	7.40	DN WEISER YL SR	515.9	3.29	9.55	7.40	6.55	6.41		
160 P	2.01	9.18	11.18	6.24 ²⁶²	7.51	COBB	525.7	3.20	9.42	7.28	6.43	6.24 ¹⁷		
160 P	2.13	9.33 ¹⁸	11.28	6.34	8.01	ROCK ISLAND	534.0	3.12	9.33 ¹²⁵	7.19	6.34	6.03		
P						BLAKES JCT.	537.1							
DOPTWYZ	A 2.30PM	A 10.15AM	A 11.40PM	A 6.50PM	A 8.20AM	DN-R HUNTINGTON YL HU	538.8	3.05AM	9.25AM	7.10PM	6.25AM	5.50PM		
						VIA KUNA (165.0)		Daily	Daily	Daily	Daily Except Sunday and Monday	Daily		
						VIA BOISE (176.3)		Daily	Daily	Daily	Daily	Daily		
	(4.15)	(4.55)	(3.15)	(4.40)	(4.40)	..... Thru Time	(3.05)	(3.55)	(4.20)	(5.05)	(5.20)		
	38.8	35.8	54.3	37.7	37.7	..... Average speed per hour	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 72. 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 Glens 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 25.	SECOND CLASS		FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS		
	251	33	29	30			34	278			
	Time Freight	Passenger	Passenger	Passenger			Passenger	Stock Special			
Daily	Daily	Daily	Daily	Daily	Daily	Daily					
P			11.00AM	12.06AM	POCATELLO JCT. YL	135.1	A 2.40AM	A 4.15PM		A 7.30AM	
124 P	1.30PM		11.05	12.11	MONTANA JCT. YL	136.7	2.35	4.10		7.12	
150 PW	1.36		11.09	12.16	TYHIEE	140.4	2.30	4.06		7.05	
71 P	1.44		11.17	12.21	D FORT HALL FH	145.7	2.23	4.00		6.57	
ES 66 WS 110 PWY	1.51		11.23	12.26	GIBSON	151.0	2.15	3.53		6.49	
	2.01		11.31	12.33	DN BLACKFOOT YL BF	158.1	1.57	3.38		6.34	
72 P	2.10		11.53AM	12.49	WAPELLO	164.0	1.50	3.31		6.19	
123 PW	2.18		12.02PM	12.54	D FIRTH FR	169.4	1.40	3.24		6.09	
105 P	2.28		12.13	1.00	DN SHELLEY SY	175.5	1.30	3.15		5.59	
71 P	2.34		12.18	1.05	COTTON	179.3	1.23	3.08		5.52	
97 P	2.40		12.22	1.09	BACH YL	183.1	1.18	3.04		5.45	
DOPTWYZ	3.00 ³⁴		A 12.40PM	1.15 ³⁰	DN-R IDAHO FALLS YL AX	184.5	1.00 ²⁹	3.00 ²⁵¹		5.40	
51 P	3.20		1.34	1.25	PAYNE	191.2	12.50			4.55	
54 P	3.28		1.40		BASSETT	196.6	12.44			4.45	
54 P	3.37		1.47		D ROBERTS AR	202.0	12.37			4.35	
54 P	3.46		1.53		TENNO	207.0	12.30			4.25	
49 P	3.55		1.59		HAWGOOD	212.1	12.24			4.15	
51 P	4.04		2.06		HAMER	217.5	12.17			4.05	
60 P	4.14		2.13		CAMAS	223.1	12.10			3.55	
49 P	4.23		2.19		JONES	228.2	12.03AM			3.43	
51 PWY	4.50		2.27		DN DUBOIS YL BO	234.9	11.55PM			3.30	
49 P	5.08		2.37		HIGHBRIDGE	242.9	11.41			3.03	
57 P	5.20		2.47 ²⁷⁸		D SPENCER RC	248.5	11.33			2.47 ²⁹	
55 PW	5.46		3.04		HUMPHREY	258.0	11.14			2.15	
61 PY	6.05		3.16		D MONIDA MO	264.7	11.04			1.55	
50 P	6.22		3.30		SNOWLINE	273.7	10.49			1.35	
DPWY	6.50		3.40		DN-R LIMA YL RD	279.9	10.40			1.15	
47 P	7.45		3.50		DEL DE	288.0	10.13			12.08AM	
48 P	8.05		4.05		KIDD	294.0	10.04			11.55PM	
78 P	8.20		4.13		DN ARMSTEAD AD	307.0	9.48			11.28	
48 P	8.42		4.35		GRAYLING	312.9	9.36			11.15	
94 P	8.57		4.45		BARRATTS	320.4	9.25 ²⁵¹			11.00	
94 P	9.25 ³⁰		4.56		DN DILLON YL DN	328.0	9.15			10.45	
36 P	9.45		5.10		BOND	334.4	9.01			10.28	
45 P	10.00		5.20		APEX	340.3	8.54			10.16 ²⁵¹	
47 PY	10.16 ²⁷⁸		5.29		NAVY	348.7	8.38			9.46	
61 PW	10.40		5.45		MELROSE	358.9	8.23			9.23	
37 P	11.10		6.00		QUINN	364.9	8.12			9.06	
39 P	11.30		6.11		D DIVIDE J	370.1	8.02			8.53	
65 P	11.45		6.23		WOODIN	374.3	7.54			8.42	
17 P	11.55PM		6.33		FEELY	380.7	7.45			8.27	
80 P	12.15AM		6.45		BUXTON	384.6	7.38			8.15	
PWY	12.26		6.54		DN-R SILVER BOW YL SB	390.0	7.30PM			8.00PM	
	A 1.00AM		As 7.10AM								
					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.						
					DN BUTTE YL BY	397.0	7.15 PM			7.30 PM	
					(281.0)		Daily	Daily		Daily	
	(15.30)	(1.40)	(7.19)	..... Thru Time	(7.25)	(1.15)			(12.00)	
	18.7	29.6	35.8	..... Average speed per hour	35.3	39.5			21.8	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Between Idaho Falls and Silver Bow, second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes. All Fourth Subdivision trains, except westward second-class and extra trains, will operate via Pocatello Jct., unless otherwise directed by train dispatcher. For stations not shown on schedule pages.—See page 17.

WESTWARD 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. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
21	PTZ	DN-R KEMMERER YL Z	0.0	70 PY	MOYER JCT. YL	0.0	53		GLENCUE JCT. YL	0.0	
		1.0 NO. KEMMERER JCT. YL	1.0	53	4.8 GLENCUE JCT. YL	4.8		3.9 ELKOL	3.9		
		1.4 NO. KEMMERER YL	2.4		4.5 BLAZON JCT.	9.3		(3.9)			
		2.7 PHOSPHATE YL	5.1	16	3.7 MINE NO. 8 YL	13.0					
		4.1 QUEALY YL	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. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
53		GLENCUE JCT. YL	0.0		BLAZON JCT.	0.0	178 PY	DN	SODA SPRINGS YL SD	0.0	
55		1.9 GLENCOE	1.9		0.8 RADIANT	0.8	80	1.8 MONSANTO YL (Spur)	1.8		
		(1.9)			(0.8)		6	1.0 FORMATION (Spur)	2.8		
							6	2.8 PANTING	5.6		
							19 Y	1.4 CONDA	7.0		
								(7.0)			

WESTWARD GRACE BRANCH EASTWARD			WESTWARD GAY BRANCH EASTWARD			WESTWARD GOSHEN BRANCH EASTWARD					
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post
	STATIONS				STATIONS				STATIONS		
108 P		ALEXANDER YL	0.0	150 PW	D FORT HALL PH	0.0	123 PW	D	FIRTH FR	0.0	
16	D	6.0 GRACE GA	6.0	42	9.1 M.P. 9.1	9.1	19	5.2 GOSHEN	5.2		
		(6.0)		132 YZ	11.7 GAY	20.8	22	5.8 GERRARD	11.0		
					(20.8)		11	1.8 INDIAN	12.8		
							14	2.8 HACKMAN	15.6		
							P	6.4 LINCOLN JCT.	22.0		
								(22.0)			

WESTWARD THOMAS BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Time-Table No. 21 September 9, 1955		Mile Post
	STATIONS		
		THOMAS JCT.	0.0
		4.4 THOMAS (Spur)	4.4
12		0.2 END OF TRACK	4.6
		(4.6)	

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

WESTWARD		YELLOWSTONE BRANCH				EASTWARD						
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS			
	491 Mixed Daily Except Sunday	477 Local Freight Daily Except Sunday	31 Passenger Daily				32 Passenger	492 Mixed	478 Local Freight			
DOPTWYZ		7.55AM	4.30AM		7.00AM	DN-R	AK	IDAHO FALLS YL	0.0	A 2.30PM	A 2.00PM	A 6.00PM
17 PY		At 8.05AM	4.40		7.06			3.0 ORVIN YL	3.0		f 1.50	4.10
60 PW			4.55		7.14	D		4.6 UCON UN	7.8	s 2.05	1.40PM	4.00
54 P			5.20		7.25	D		6.2 RIGBY RG	13.8	s 1.55	Via West Belt Branch	3.45
36			5.35		7.31			4.3 LORENZO	18.1	s 1.48		3.25
25 P			5.55		7.36			2.6 THORNTON	20.7	s 1.43		3.15
67 P			6.25		7.46	D		5.3 REXBURG RX	26.0	s 1.35		2.55
51 P			6.40		7.53	D		3.8 SUGAR CITY SC	29.8	s 1.28		2.10
28 PY								1.1 HART	30.9			
110 PWY			6.55		8.05	D		5.9 ST. ANTHONY YL SH	36.8	s 1.18	A 10.50AM	1.50
P								1.5 BELT YL	38.8		10.40AM	
43 P			7.20		8.15			4.5 CHESTER	42.8	s 1.07		1.25
46 PWY			A 7.45AM		A 8.35AM	DN-R		8.2 ASHTON YL HN	51.0	12.55PM		1.05PM
								1.5 INGLING	52.5			
28 P								5.7 WARM RIVER	58.2			
22 P								8.7 GERRIT	66.9			
23								8.8 ECCLES	75.7			
15 P								4.9 ISLAND PARK	80.6			
25 P								4.8 TRUDE	85.4			
25 PWY								5.3 BIG SPRINGS	90.7			
22 PY								6.5 REAS PASS	97.2			
29 PWY								9.9 WEST YELLOWSTONE YL WS	107.1			
								(107.1)		Daily	Daily Except Sunday	Daily Except Sunday
		(0.10)	(3.15)	(1.35)	..... Thru Time			(1.25)		(3.20)	(4.55)	
		18.0	15.7	32.2	..... Average speed per hour			32.2		14.3	10.4	

WESTWARD		TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		SECOND CLASS	
	481 Local Freight Daily Except Sunday	31 Passenger Daily	32 Passenger				482 Local Freight			
46 PWY		6.30AM		8.40AM	DN-R	HN	0.0	A 12.50PM	A 12.30PM	
19		6.40		f 8.44			1.8	f 12.40	12.15	
23		6.55		f 8.52			6.0	f 12.32	12.01PM	
22 PW		7.10		s 8.58	D	MD	8.8	s 12.27	11.50AM	
12		7.25		f 9.06			12.8	f 12.19	11.33	
33 P		7.35		s 9.13			15.8	s 12.13PM	11.23	
21		8.08		s 9.37			26.3	s 11.50AM	10.50	
22 PWY		8.23		s 9.47	D	NA	30.3	s 11.42	10.35	
31		8.42		s 10.02 ⁴⁵²	D	DI	37.2	s 11.28	10.02 ³¹	
19 PWY		A 9.05AM		A 10.20AM	D-R	VR	45.6	11.10AM	9.30AM	
							(45.6)	Daily	Daily Except Sunday	
		(2.35)	(1.40)	..... Thru Time			(1.40)	(3.00)	
		17.6	27.3	..... Average speed per hour			27.3	15.2	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
No. 31 stop daily, except Sunday and holidays, to dispatch mail at 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. 21 September 9, 1955	Mile Post	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	421	409			422	410					
	Mixed	Mixed			Mixed	Mixed					
STATIONS											
68	110	PWY	8.15AM	6.30AM	DN-R	BLACKFOOT YL BF	0.0	A	2.20PM	A	3.05PM
	7	f	8.25	f	6.42	CLARKSON	4.3	f	2.00	f	2.52
	31	f	8.30	f	6.47	MORELAND	5.7	f	1.55	f	2.47
						THOMAS JCT.	5.9				
	P	A	8.35AM	f	6.51	ABERDEEN JCT. YL	7.1		1.45PM	f	2.43
	33	PW		f	7.24	TABER	20.1			f	2.10
	35	PY		f	8.15	SCOVILLE	39.7			f	1.20
	37	PWY		s	9.05	ARCO YL RO	59.1	D	12.30PM	s	12.30PM
	21	P		f	9.27	MOORE	66.7			f	11.58AM
	10			f	9.45	DARLINGTON	72.6			f	11.40
	5			f	10.00	LESLIE	77.3			f	11.25
	68	PY		A	10.25AM	MACKAY YL MY	85.3	D-R			11.00AM
						(85.3)			Daily Except Sunday		Daily Except Sunday
			(0.20)	(3.55)		Thru Time	(0.35)	(4.05)			
			21.3	21.7		Average speed per hour	12.2	20.9			

WESTWARD				EAST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	491				491						
	Mixed				Mixed						
STATIONS											
	17	PY				8.05AM	ORVIN	0.0			
	22		f	8.15			LINCOLN	2.3			
							LINCOLN JCT.	3.1			
	46	P		f	8.27		IONA	5.7			
	21	PW		s	9.05	D	RIRIE RK	16.4			
	11	P		f	9.18		BYRNE	21.4			
	11	P		f	9.30		JENSON	25.6			
	23	P		f	9.40		WALKER	28.2			
	40	P		f	9.52		PARKINSON	32.4			
	11	P		f	9.58		MOODY	34.3			
	12	P		s	10.20	D	NEWDALE NE	38.1			
							BELT YL	44.4			
							(44.4)				
			(2.35)			Thru Time	(2.35)				
						Average speed per hour	17.2				

WESTWARD				ABERDEEN BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	421	422			421	422					
	Mixed	Mixed			Mixed	Mixed					
STATIONS											
	P		8.35AM	ABERDEEN JCT. YL	0.0	A	1.45PM				
	32	f	8.48	ROCKFORD	4.3	f	1.30				
	17	f	8.53	LIBERTY	5.9	f	1.20				
	32	P	f	9.13	PINGREE	10.2	f	12.58			
	31	P	f	9.33	SPRINGFIELD	16.5	f	12.40			
	17	P	f	9.50	STERLING	19.7	f	12.25PM			
	8			FINGAL	26.0						
	37	PWY	A	10.25AM	ABERDEEN YL BN	28.2		11.50AM			
				(28.2)			Daily Except Sunday				
			(1.50)			Thru Time	(1.55)				
			15.4			Average speed per hour	14.7				

WESTWARD				WEST BELT BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	492				492						
	Mixed				Mixed						
STATIONS											
	60	PW		D-R	UCON	UN	0.0	A	1.40PM		
	22	P			LEWISVILLE		8.8	f	1.10		
	60	P		D	MENAN	MN	10.5	s	1.00		
	51	PW			PLANO		25.0	f	12.12		
	18				EDMONDS		26.7	f	12.05PM		
	11	P			EGIN		29.3	f	11.56AM		
	32				HEMAN		31.6	f	11.46		
	19	P			PARKER		33.5	f	11.40		
	110	PWY		D-R	ST. ANTHONY YL	SH	38.7		11.15AM		
					(38.7)			Daily Except Sunday			
								(2.25)			
						Average speed per hour	16.0				

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

WESTWARD				TWIN FALLS BRANCH				EASTWARD											
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post											
	439	475			49	50			440	476									
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight									
STATIONS																			
101	269	PWY	12.20PM	11.45PM		5.30AM	DN-R	MINIDOKA YL	RT	0.0	A	8.45PM		A	1.00AM	A	10.30PM		
	73	P	12.35	12.01AM		f	5.43			8.2	f	8.32			10.35		10.05		
	94	DPWY	12.50	12.16		s	6.10	DN	RUPERT YL	MS	13.5	s	8.25			10.20	9.50		
	13								AMALGA		17.3								
	32	P		1.01	12.27		s	6.18		HEYBURN		19.6	f	8.14			10.05	9.35	
	59	68	PWY		1.15	12.40		s	6.35	DN	BURLEY YL	BU	21.7	s	8.10			10.00	9.30
	76	P		1.37	1.02		f	6.42		STARRI'S FERRY		25.8	f	7.56			9.45	9.15	
	58	P		1.50	1.15		f	6.54		MILNER		33.5	f	7.45			9.30	9.00	
	16	P					f	6.57		PARSONS		35.5	f	7.42					
	71	P		2.05	1.30		s	7.07	D	MURTAUGH	MU	41.4	s	7.33			9.15	8.45	
	53	P		2.15	1.40			7.13		BICKEL		45.1		7.25			9.05	8.35	
	23									BILLS		49.0							
	41	P		2.30	1.55		s	7.20	D	HANSEN	NS	49.7	s	7.18			8.55	8.25	
	60	P		2.43	2.08		s	7.27	D	KIMBERLY	KY	53.3	s	7.10			8.45	8.15	
	31	P						7.32		McMILLAN YL		56.4							
								7.40											
								7.50	DN-R	TWIN FALLS YL	NA	58.9		7.00			8.30AM	8.00PM	
	42						f	7.57		CURRY		63.3	f	6.35					
	60	P					s	8.02	D	FILER	FR	65.9	s	6.30					
	45						f	8.06		PEAVEY		68.5	f	6.25					
	41						f	8.10		CEDAR		71.3	f	6.20					
									A	8.20AM	DN-R	BUHL YL	BO	73.8			6.15PM		
										(73.8)			Daily			Daily Except Sunday	Daily Except Sunday		
			(3.40)	(3.15)		Thru Time	(2.50)					(2.30)		(2.30)		(2.30)	(2.30)		
			16.1	18.1		Average speed per hour	26.0					29.5		23.6		23.6	23.6		

WESTWARD				OAKLEY BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	439	475			49	50			440	476	
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight	
STATIONS											
59	68	PWY		DN-R	BURLEY YL	BU	0.0				
	3				RUBY	(Spur)	3.1				
	28				BEEVILLE		4.3				
	23				PELLA		5.2				
	30				KENYON		8.3				
	11				CHURCHILL		13.5				
	23				TROUT		16.3				
	60				MARION		17.8				
	12				WARR		19.4				
	20	Y		D-R	OAKLEY	OA	21.8				
					(21.8)						

WESTWARD				RAFT RIVER BRANCH				EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS		Time-Table No. 21 September 9, 1955	Mile Post	FIRST CLASS		Time-Table No. 21 September 9, 1955	Mile Post			
	439	475			49	50			440	476	
	Freight	Time Freight			Mixed	Mixed			Freight	Time Freight	
STATIONS											
59	68	PWY		DN-R	BURLEY YL	BU	0.0				
	34				UNITY		3.1				
	15				EVANS	(Spur)	4.7				
	22				SPRINGDALE		6.0				
	16				DECLO		9.1				
					(9.1)						

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.

WESTWARD		WELLS BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
	DOPWYZ	7:00PM	DN-R	TWIN FALLS YL NA	0.0	
31	f	7:25		BERGER	10.9	
26	s	7:45		HOLLISTER	19.4	
9	f	7:54		AMSTERDAM (Spur)	23.2	
21	PWY	s	8:10	ROGERSON	28.8	
38	f	8:35		METEOR	38.7	
34	f	9:05		IDAVADA	50.1	
34	P	f	9:19	DELAPLAIN	56.1	
34	f	9:35		SAN JACINTO	60.7	
34	P	s	9:59	CONTACT	68.8	
33	PW	f	10:14	HENRY	75.1	
33	f	10:44		SHORES	86.7	
48	PY	f	11:04	WILKINS	93.6	
37	f	11:15 ⁴⁴⁰		HERRELL	97.3	
44	PY	s	11:34	SUMMER CAMP	102.5	
44	f	11:54PM		MELANDCO	108.9	
35	f	12:10AM		TOWN CREEK	116.1	
	PWY	A	12:30AM	WELLS YL HU	123.4	
(123.4)						
(5.30) Thru Time (5.30) 22.4 Average speed per hour 22.4						

WESTWARD		KETCHUM BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	441 Mixed			442 Mixed		
STATIONS						
WS 121-115 ES 111-130	PWY	6:00AM	DN-R	SHOSHONE YL X	0.0	
39	PWY	s	6:35	RICHFIELD YL FK	15.3	
29	f	6:50		PAGARI	21.7	
27	f	7:10		TIKURA	29.7	
59	PW	s	7:30	PICABO XN	37.3	
6	f	7:40		HAY	41.8	
10	f	7:45		GANNETT	44.3	
30	s	8:05		BELLEVUE	52.1	
17	W	s	8:16	HAILEY RI	57.2	
22	f	8:22		BARITE	60.0	
13	f	8:40		TRIUMPH	67.6	
30	W Loop	A	8:45AM	KETCHUM YL KU	69.4	
(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 72.
For stations not shown on schedule pages.—See page 17.

WESTWARD		HOMESTEAD BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
	P			BLAKES JCT.	0.0	
4	P			HOME (Spur)	14.0	
10				MINERAL (Spur)	15.3	
2				STILL (Spur)	16.2	
15				STURGILL (Spur)	27.1	
34	PT		D-R	ROBINETTE YL RQ	32.9	
(32.9)						

WESTWARD		PAYETTE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	483 Mixed			484 Mixed		
STATIONS						
92	PY	f	6:00AM	DN-R	PAYETTE YL AY	0.0
18	f	6:20		EFFIE	3.9	
27	P	s	6:30	D	FRUITLAND FU	5.1
19	f	6:40		BUCKINGHAM	6.8	
30	P	s	7:00	D	NEW PLYMOUTH NP	11.1
11	f	7:27		LETHA	21.6	
96	PWY	A	7:50AM	D-R	EMMETT YL MF	29.7
(29.7)						
(1.50) Thru Time (1.45) 16.2 Average speed per hour 16.8						

WESTWARD		STODDARD BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
	DPYZ			DN-R	NAMPA YL AU-Q	0.0
17				DEAL	4.4	
44				BOWMONT	8.9	
28				MELBA	14.6	
54				STODDARD	17.1	
END OF TRACK						
(20.0)						

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

WESTWARD		NORTH SIDE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
94	DPWY	DN-R		RUPERT YL MS	0.0	
34	P			MYERS YL	4.4	
36	P	D		PAUL YL DJ	5.9	
20				BUDGE	7.9	
54				SCHODDE	15.9	
21				McHENRY	19.8	
22	D			HAZELTON AZ	24.0	
28				BLACK	26.9	
63	W	D		EDEN DX	28.1	
54				PERRINE	34.8	
12				SUGAR LOAF	38.3	
25				FALLS CITY	40.6	
10				BARRYMORE	42.6	
54	WY	DN		JEROME YL JO	47.9	
54	D			WENDELL ND	56.7	
17				KING	58.1	
54				TUTTLE	66.2	
118 120	PY			BLISS YL	73.6	
(73.6)						

WESTWARD		HILL CITY BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	441 Mixed			442 Mixed		
STATIONS						
39	PWY	D-R		RICHFIELD YL FK	0.0	
10				RAWSON	4.5	
12				BURMAH	9.4	
43	P			MAGIC	21.5	
32				MACON	31.2	
13	P			BLAINE	34.0	
7				HANDS	36.8	
17				SELBY	39.7	
42	PW	D		FAIRFIELD FD	43.8	
32				CORRAL	51.7	
50	WY	D-R		HILL CITY YL HC	57.8	
(57.8)						

WESTWARD		HOMEDALE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
168	PY	DN-R		NYSSA YL SY	0.0	
19				OVERSTREET	8.1	
20				ADRIAN	10.6	
32				NAPTON	16.9	
62	PWY	D		HOMEDALE YL HR	24.4	
19				CLAYTONIA	31.0	
19	PY	D-R		MARSING YL MR	33.1	
(33.1)						

WESTWARD		WILDER BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	483 Mixed			484 Mixed		
STATIONS						
204	P	DN-R		CALDWELL YL CW	0.0	
40				SIMPLOT YL	2.5	
21				WEITZ YL	3.7	
26				DOLES YL	5.1	
9				GREENLEAF (Spur)	7.0	
13				ALLENDALE	9.7	
43				WILDER YL WR	11.5	
(11.5)						

WESTWARD		BOISE BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21 September 9, 1955	Mile Post	SECOND CLASS		
	439 Mixed			440 Mixed		
STATIONS						
	P			BOISE JCT.	0.0	
22				FAIR GROUNDS YL	1.1	
	PTWZ	D-R		BOISE FREIGHT YL BD	3.2	
10				PENITENTIARY SPUR	5.0	
10				VERNON (Spur)	6.3	
				BARBER	8.4	
(8.4)						

Westward IDAHO NORTHERN BRANCH Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21	Mile Post
	485 Mixed	September 9, 1955	
STATIONS			
DPYZ	8:30AM	DN-R NAMP A YL AU-Q	0.0
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	BANKS	64.1
25 PW	f 2:10	BIG EDDY	75.4
31 PWY	s 3:00	SMITHS FERRY	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. 21	Mile Post	
	September 9, 1955		
STATIONS			
107 P	DN-R WEISER YL SR	0.0	
130 TY	REBECCA	6.0	
48	CONCRETE	19.1	
23 P	MIDVALE	31.8	
35 P	D CAMBRIDGE RA	40.5	
3 W	GOODRICH	49.8	
26	MESA	56.6	
12	COUNCIL YL CN	60.2	
59 PWY	D HOOPER YL	61.6	
7	GLENDAL	72.0	
6	RUBICON YL	84.1	
43	D-R NEW MEADOWS YL DS	89.7	
(89.7)			

WESTWARD OREGON EASTERN BRANCH EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 21	Mile Post
	459 Mixed	September 9, 1955	
STATIONS			
ES 170 P	1:00PM	DN-R ONTARIO YL ON	0.0
WS 252 Y	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 PY	f 2:20	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	(156.8)		
WYZ	Daily Except Sunday		
(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. 21	Mile Post	
	September 9, 1955		
STATIONS			
134 PY	D-R VALE YL VA	0.0	
20	LANCASTER (Spur)	11.4	
29	JAMESON	17.3	
31 PY	BROGAN YL	23.3	
(23.3)			

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

STATIONS NOT SHOWN ON SCHEDULE PAGES					
Location	Mile Post	Car Capacity of Sidings, etc., See Rule 6(A), Page 23	Switch Connection	Location	Mile Post
First Subdivision		Spur 2.4 Mi. PY	Both	Ketchum Branch	
Leefe.....	64.8		West	Priest.....(5).....	33.9
Onyx.....	197.5	13 P	East	Gimlet.....(5).....	63.2
Inkom Ballast Quarry.....	202.9	140 P			
Second Subdivision		{43 PX	Both	Payette Branch	
Don.....	219.6	{72	Both	Little Rock.....	18.9
Schiller.....	226.5	11 P	Both	Stoddard Branch	
Coates.....	369.5	8 P	West	Westma.....	11.6
Sand Bank.....	370.9	42 PX	Both	Idaho Northern Branch	
Third Subdivision				Maddens.....(6).....	6.1
Hillerest.....	B-445.1	14 P	Both	Josephson.....(6).....	12.6
Apple Valley.....	485.9	26	Both	Amsco.....	13.6
Arcadia.....	491.7	45 P	Both	Bramwell.....(6).....	22.2
Washoe Spur.....	500.9	32	West	Black Canyon.....(6).....	33.0
Wood.....	506.2	10	Both	Archabal.....(6).....	127.4
Feltham.....	512.7	23	Both	Oregon Eastern Branch	
Fourth Subdivision				Lawen.....(7).....	138.4
Chubbuck.....	138.2	36	Both	New Meadows Branch	
Mitchell.....	176.9	17	Both	Presley.....	11.7
Red Rock.....(1).....	302.8	25	Both	Diamond.....	26.7
Rock.....	314.6	62 P	Both	Tamarack.....	81.9
Dalys.....(1).....	316.4	14 P	Both		
Glen.....(1).....	347.8	8	West		
Maiden Rock..(1).....	366.0	{12	Both		
Goshen Branch					
Cox.....	9.2	11	West		
Ammon.....	18.1	30	West		
Wilkinson.....	21.0	3	West		
Yellowstone Branch					
St. Leon.....	3.7	16	East		
Mark.....	22.2	24	Both		
Jolley.....	27.6	10	Both		
Pineview.....	72.5	5 P	Both		
Teton Valley Branch					
Judkins.....(2).....	22.3	{ 6	East		
Dwight.....(2).....	32.7	None	Both		
Fox Creek.....(2).....	42.3	12	None		
Mackay Branch					
Collins.....(3).....	2.1	10	West		
Aiken.....(3).....	3.8	{10	Both		
Cerro Grande..(3).....	35.5	None	East		
West Belt Branch					
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		
East Belt Branch					
Gale Spur.....	27.5	10	East		
North Side Branch					
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. 485-486.
- (7) 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
17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
17	Any station Second and Third Subdivisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
18	Any station First Sub-division.	Pocatello or beyond.	Green River or beyond.
18	Any station Second and Third Subdivisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
105	Minidoka, Gooding, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha or beyond.	Portland or beyond.
106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, 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 locomotive and all light-weight roller-bearing passenger equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel 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.	Psg.	Frt.		Str.	Psg.	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	
No. 125 and No. 126, maximum speed.		60	60				35	
No. 49 and No. 50 between Pocatello and Minidoka, maximum speed.		60	60				20	
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30		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
Inspection bus cars.		40	40					25
Battery motor car 01836.		50						20
When caboose is handled in train consisting of passenger train equipment.		60					15	
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 dead steam locomotives: With a side rod or main rod removed.			15
No. 125 and No. 126, within yard limits.		40	40		With side rods and main rods in place.			25
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		Jordan spreaders and other machines of spreader type, when in operation.			15
Diesel 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	Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. On other branch lines.			30 20	
1500 class Diesel road freight locomotives.	50	50	50	Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines			20	
Diesel freight and road switch locomotives.	65	65	50	Trains handling U. P. ore cars Nos. 8000 to 8499.			45	
1000-1100 class Diesel yard switch locomotives in road service.	35	35	35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.			20 6	
1800 class Diesel yard locomotives in road service.	50	50	50	Passing fueling stations— On main lines. On branch lines.	50	40 30	25 15	
Steam engines running backward.	20	20	20	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement.	20	20	20	
7000-7800 class engines, except between McCammon and Pocatello.		70	50	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero.	20	20	20	
7000-7800 class engines, between McCammon and Pocatello.		75	50	When using cross-overs or turn-outs: Forward movement. Back-up movement.	15 10	15 10	15 10	
MacArthur type engines with 63-inch drivers.		55	50	When using No. 14 turn-outs at power operated switches or at end of double track.	25	20	20	
MacArthur type engines with 57-inch drivers.		35	35	On wye tracks.	6	6	6	
3700 and 3900 class engines.		65	50	Through tunnels, branch lines.		10	10	
3800 class engines.		60	50	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	
5000 class engines.		50	50				15	
Consolidation type engines.		35	35					

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 Over streets and alleys.	30	30	30	Alexander Between M.P. 152.1 and 152.4.	60	50	40
Granger Between M.P. 0.0 and 0.8.	40	35	25		Between M.P. 87.4 and 87.7.	60	50		40	Bancroft Between M.P. 163.6 and 163.9.	70	60	50
Between M.P. 3.4 and 3.7.	70	60	50	Border Between M.P. 92.9 and 93.1.	60	50	40	Between M.P. 164.2 and 164.7.	70		60	50
Moxa Between M.P. 12.1 and 12.3.	70	60	50		Between M.P. 96.7 and 90.9.	70	60	50	Kinport Between M.P. 167.5 and 168.1.	70	60	50
Hassett Between M.P. 14.4. and 14.6.	70	60	50	Pegram Between M.P. 98.3 and 99.2.	60	50	40	Between M.P. 168.9 and 169.3.		60	50	40
Nutria Between M.P. 16.1 and 16.4.	70	60	50		Between M.P. 99.5 and 99.7.	70	60	50	Pebble Between M.P. 171.2 and 171.7.	60	50	40
Between M.P. 18.1 and 18.3.	60	50	40	Between M.P. 102.6 and 104.9.	60	50	40	Between M.P. 171.9 and 174.7.		70	60	50
Cosgriff Between M.P. 21.1 and 21.5.	70	60	50	Harer Between M.P. 105.2 and 105.4.	70	60	50	Broxon Between M.P. 176.3 and 176.7.	70	60	50
Between M.P. 23.6 and 23.8.	70	60	50		Between M.P. 114.9 and 115.2.	50	40		25	Blaser Between M.P. 177.4 and 178.5.	60	50	40
Opal Between M.P. 28.7 and 29.6.	70	60	50	Montpelier Between M.P. 115.9 and 116.2.	50	40	25	M.P. 179.0 to 180.0 (Westward).	45		35	20
Between M.P. 31.3 and 32.3.	50	40	30		Between M.P. 120.6 and 123.4.	60	50	40	M.P. 180.0 to 179.0 (Eastward).	50	40	35
Between M.P. 33.0 and 33.1.	70	60	50	Between M.P. 125.1 and 125.3.	70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.7.	70	60	50
Waterfall 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. 181.8 and 183.1.	60	50	40
Between M.P. 35.5 and 36.5.	50	40	25	Georgetown Between M.P. 127.6 and 127.9.	70	60	50	Between M.P. 183.2 and 184.8.	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	Topaz Between M.P. 185.5 and 185.7.	70	60	50
Kemmerer 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. 186.1 and 187.3.		50	40	30
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. 187.4 and 187.9.	60	50	40
Cavanaugh Between M.P. 135.5 and 135.8.	70	60	50	Manson Between M.P. 138.6 and 139.3.	60	50	40	Onyx Between M.P. 197.7 and 200.3.	70	60	50
Between M.P. 44.0 and 49.2.	50	40	30		Between M.P. 141.0 and 141.9.	60	50		40	Between M.P. 200.4 and 201.1.	60	50	40
Between M.P. 49.2 and 49.4.	40	35	25	Between M.P. 142.4 and 143.5.	70	60	50	Inkom Between M.P. 202.3 and 202.5.	60	50	40
Fossil Between M.P. 54.5 and 57.8.	40	35	25	Between M.P. 143.7 and 143.9.	60	50	40		Between M.P. 207.2 and 208.4.	70	60	50
Nugget Between M.P. 58.0 and 59.5.	70	60	50	Orr Between M.P. 60.9 and 61.2.	70	60	50	Soda Springs Over streets and alleys.	30	30	30
Sage Between M.P. 63.6 and 65.4.	60	50	40		Between M.P. 144.6 and 145.2.	60	50		40	Pocatello Within platform limits of passenger depot.	6
Between M.P. 66.5 and 68.2.	70	60	50	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.
Pocatello Within platform limits of passenger depot.	6	6	6	Minidoka Between M.P. 272.4 and 273.0.	20	20	20	Ticeska Between M.P. 357.3 and 360.2.	70	60	50
On enginehouse lead and tracks.			6	Adelaide Between M.P. 285.8 and 286.2.	70	60	50	Between M.P. 360.2 and 360.8.	60	50	40
American Falls Between M.P. 237.9 and 239.4.	70	60	50	Dietrich 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	Shoshone Over Greenwood Street.	15	15	15	King Hill Between M.P. 367.4 and 368.3.	70	60	50
Between M.P. 240.0 and 240.3.	40	25	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	Sand Bank Engines using west switch to Sand Bank set-out track.			5
Borah 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
Wapi Between M.P. 258.9 and 259.2.	70	60	50	Gooding 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	Glenns Ferry			
				Between M.P. 342.3 and 343.4.	60	50	40				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.		Str.	Psg.	Fr.
Glenns Ferry Eastward, over Commercial Street Crossing.	20	20	20	Leone Between M.P. B-431.0 and B-433.8.	70	60	50	Nampa 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	Caldwell Over streets and alleys.	25	25	25
Between M.P. 378.6 and 379.3.	45	40	25	Black's Creek Between M.P. B-435.8 and B-436.1.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 384.7 and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 484.5 and 485.0.	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	Washoe Spur With 5000 class engines.			5
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Ontario No. 106, to exchange mail.	10		
Mountain Home Over street crossings.	25	25	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Payette Between Payette and Weiser, trains handling logs.			30
Orchard Between M.P. 428.4 and 429.0.	60	50	40	Between M.P. B-450.5 and B-451.0.	70	60	50	Weiser Between M.P. 523.1 and 526.1.	70	60	50
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.			20 40	Between M.P. 526.4 and 535.9.	60	50	40
Nampa				Sonna Between M.P. B-467.0 and B-467.8.	40	25	25	Between M.P. 535.9 and 539.0.	40	25	25
Orchard Between M.P. B-423.5 and B-423.9.	60	50	40	Huntington							
Between M.P. B-429.1 and B-430.0.	60	50	40								

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Maximum speed. Between Pocatello Jet. and Idaho Falls.	70	50	Hamer Between M.P. 218.3 and 218.5.	50	40	Dillon Between M.P. 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	40	Dubois Between M.P. 236.0 and 236.6.	35	25	Bond 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	Apex Between M.P. 341.1 and 341.4.	50	40
Pocatello Jct. 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
Montana Jct. Between M.P. 139.9 and 140.1.	60	50	Highbridge Between M.P. 244.4 and 246.7.	40	30	Between M.P. 343.3 and 343.5.	30	20
Tyhee Between M.P. 142.3 and 142.5.	50	40	Spencer 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
Gibson 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
Blackfoot Over streets and alleys.	20	20	Between M.P. 252.7 and 257.5.	25	20	Navy Between M.P. 351.0 and 354.4.	35	25
Wapello Between M.P. 166.8 and 167.0.	60	50	Humphrey Between M.P. 258.3 and 258.5.	35	25	Between M.P. 357.2 and 357.7.	40	30
Firth Between M.P. 169.7 and 169.9.	60	50	Between M.P. 258.6 and 259.2.	45	35	Melrose Between M.P. 361.8 and 366.3, watch for rocks.	25	20
Shelley Over streets and alleys.	30	30	Between M.P. 262.9 and 267.6.	35	25	Between M.P. 360.3 and 366.6.	20	20
Idaho Falls 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	Snowline 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	Lima Over Center Street east of depot.	20	15	Divide Between M.P. 373.6 and 374.6.	40	30
Roberts Between M.P. 205.4 and 206.0.	50	40	Westward within yard limits.	25	15	Woodin Between M.P. 375.2 and 377.8.	35	25
Tenno Between M.P. 208.4 and 210.2.	50	40	Armstead Between M.P. 307.7 and 308.0.	50	40	Between M.P. 379.0 and 381.1.	35	25
Hawgood Between M.P. 213.7 and 214.0.	50	40	Between M.P. 308.9 and 310.3.	35	25	Feely 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	Buxton Between M.P. 386.6 and 388.1.	35	25
			Grayling 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	Silver Bow On interchange tracks beyond N. P. crossing, with 3800, 5000 and 7000 class engines.	5	5

BRANCHES

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

BRANCHES (Continued)								
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Mackay Branch Between Blackfoot and M.P. 60.0: Diesel engines. Steam engines.	30	25	Teton Valley Branch 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
Mackay 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
Thomas Branch Maximum speed.	15		Between M.P. 25.0 and 25.4.	15	15	Hill City Branch Maximum speed.		25
Aberdeen Branch Maximum speed.	25		Twin Falls Branch Maximum speed.	50	40	Over trestles 21.6 and 23.40 with snow plows.		15
Goshen Branch Maximum speed.	25		First Class Trains, within yard limits.	30	30	Boise Branch Between Boise Jet. and Boise Freight.		25
Light MacArthur type engines.	20		3800 class engines.	30	30	Between Boise Freight and Barber.		15
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Rupert, on west leg of wye.	10	10	Stoddard Branch 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	Idaho Northern Branch 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 M.P. 63, watch for rocks.		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	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Between M.P. 55.4 and 55.7.	20	15	Buhl, on mill and elevator track with MacArthur type engines.		5	Trains handling logs or high cars between Banks and M.P. 81.0.		12
Between M.P. 59.6 and 65.9.	20	15	North Side Branch Maximum speed.		30	Between Smiths Ferry and Cabarton, watch for rocks.		20
Between M.P. 72.9 and 73.2.	35	25	Heavy MacArthur type engines.		15	M.P. 31.4.		20
Between M.P. 74.0 and 74.2.	30	25	Between M.P. 30.0 and 30.5.		20	Between M.P. 33.0 and 35.4.		10
Between M.P. 85.2 and 85.5.	35	25	Raft River Branch Maximum speed.		20	Bridge 36.61.		20
Between M.P. 86.4 and 87.0.	20	15	Burley, within city limits.		20	Between M.P. 99.6 and 108.3.		20
Between M.P. 92.1 and 95.0.	20	15	Burley, over street crossings.		12	Between M.P. 111.4 and 111.6.		20
Between M.P. 99.9 and 100.8.	20	15	Oakley Branch Maximum speed.		25	Between M.P. 113.0 and 113.3.		20
East Belt Branch Maximum speed.		25	Light MacArthur type engines.		20	Between M.P. 128.2 and 128.5.		15
Light MacArthur type engines between Lincoln Jet. and Orvin.		20	Burley, within city limits.		20	McCall, over street crossings.		10
Light MacArthur type engines between Lincoln Jet. and Ririo.		15	Burley, over street crossings.		12	Wilder Branch Maximum speed.		25
Truss bridges.		15	Wells Branch Maximum speed.		30	Homedale Branch Maximum speed.		25
West Belt Branch Maximum speed.		25	Between M.P. 31.1 and 36.1.		25	Oregon Eastern Branch Maximum speed.		25
Truss bridges.		15	Between M.P. 45.9 and 53.3.		25	Hope Between M.P. 29.5 and 33.5, watch for rocks.		20
Highway Crossing M.P. 37.44.	5	5	Between M.P. 69.6 and 71.6.		25	Little Valley Between M.P. 36.5 and 37.6, watch for rocks.		20
			Between M.P. 91.1 and 91.4.		25			
			Wells yard.		15			
			Ketchum Branch Maximum speed.	40	30			
			Bridge 16.04 with MacArthur type engines.	15	15			
			Bellevue, over streets and alleys.	12	12			

BRANCHES (Continued)											
Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
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.					15 10
Between M.P. 37.7 and 38.2, watch for rocks.		20	Brogan Branch Maximum speed.		20	Between M.P. 30.0 and 55.0. Straight track. On curves.					25 15
Juntura Between M.P. 78.6 and 80.7, watch for rocks.		20	Payette Branch 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
Long Between M.P. 80.6 and 89.0, watch for rocks.		20	New Meadows Branch Maximum speed.		25	Engines running backwards.					20
Dunnean Between M.P. 103.5 and 106.5.		20	Between Weiser and Concrete. Straight track. On curves.		25 20	Homestead Branch 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 column provided in time-table indicate:
D—diesel oil station;
I—interlocking;
O—fuel oil station;
P—dispatcher's telephone;
T—turntable;
W—water station;
X—cross-over;
Y—wye;
Z—track scales;
AI—automatic interlocking;
CS—center siding;
ES—eastward siding;
WS—westward siding.

Standard clocks are located as shown below:

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