

UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



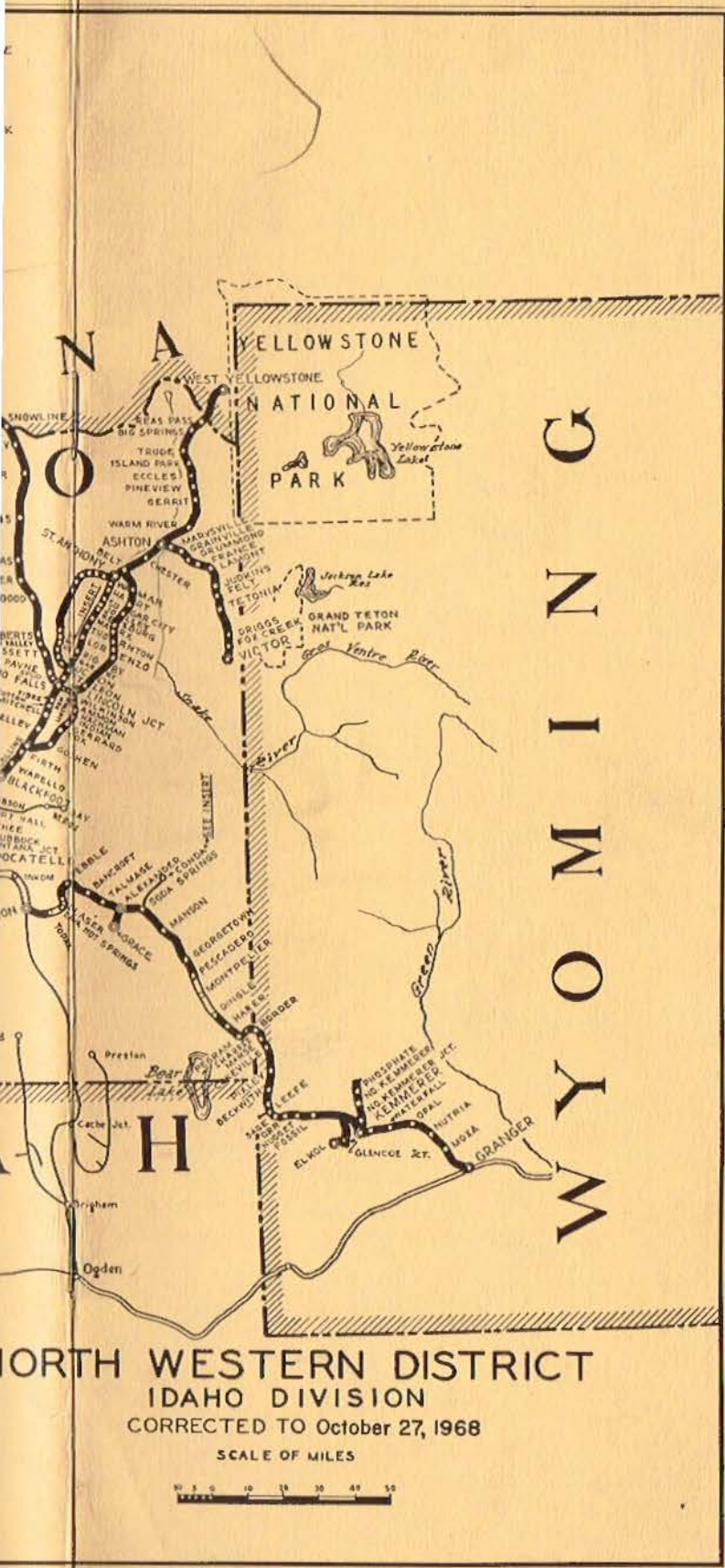
IDAHO DIVISION
TIME-TABLE
No. 44

Effective Sunday
December 7, 1969
At 12:01 A.M. Mountain Time

*Safety Gains Where
Courtesy Reigns*

FOR EMPLOYEES ONLY

PRESS OF PAUL GIESEY / ADCRAFTERS, PORTLAND, OREGON, U. S. A.



G. H. BAKER
General Manager

J. BOWEN
General Supt. Transportation

R. L. RICHMOND
General Superintendent

H. J. Bailey, Superintendent Pocatello, Ida.
G. L. Jensen, Assistant Superintendent Pocatello, Ida.
T. P. Rogers, Assistant Superintendent Pocatello, Ida.
F. M. Ladd, Assistant Superintendent Nampa, Ida.
J. J. Kutzman, Terminal Superintendent Pocatello, Ida.
J. Lagos, Assistant Terminal Superintendent Pocatello, Ida.
F. L. Hebdon, Assistant Terminal Superintendent Pocatello, Ida.
J. L. Turner, Terminal Trainmaster Pocatello, Ida.
F. Bealer, Trainmaster Pocatello, Ida.
R. F. Kelly, Trainmaster Pocatello, Ida.
K. J. Hennessy, Trainmaster Pocatello, Ida.
R. E. Riley, Trainmaster Nampa, Ida.
R. P. Neeley, Master Mechanic Pocatello, Ida.
A. B. Ziegler, General Road Foreman of Engines Portland, Ore.
E. I. Payne, Road Foreman of Engines Montpelier, Ida.
M. D. Muck, Road Foreman of Engines Pocatello, Ida.
C. W. Rands, Road Foreman of Engines Pocatello, Ida.
O. J. Madsen, Road Foreman of Engines Pocatello, Ida.
V. L. Orr, Road Foreman of Engines Glenns Ferry, Ida.

J. B. Shaw, Road Foreman of Engines Nampa, Ida.
C. W. Sowell, Division Engineer Pocatello, Ida.
T. B. Armstrong, General Roadmaster Pocatello, Ida.
J. A. Cerva, General Roadmaster Nampa, Ida.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy Portland, Ore.
T. A. Wingstad, Asst. Supt. of Safety and Courtesy Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

H. R. Humphrey, Chief Train Dispatcher Pocatello, Ida.
W. P. Helsley, Assistant Chief Train Dispatcher Pocatello, Ida.
L. V. Leger, Assistant Chief Train Dispatcher Pocatello, Ida.
I. G. Perkins, Assistant Chief Train Dispatcher Pocatello, Ida.
C. F. Adams, Assistant Chief Train Dispatcher Pocatello, Ida.

Third Subdivision and Branches

G. C. Leger, Chief Train Dispatcher Nampa, Ida.
M. G. Clegg, Assistant Chief Train Dispatcher Nampa, Ida.
B. D. Spratt, Assistant Chief Train Dispatcher Nampa, Ida.
J. L. Clute, Assistant Chief Train Dispatcher Nampa, Ida.

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

Name	Title	Location	Name	Title	Location
R. R. Merrell	District Surgeon	Pocatello, Ida.	R. P. Rawlinson	Surgeon	Emmett, Ida.
R. K. Gorton	Asst. to District Surgeon	Pocatello, Ida.	Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
R. D. Benedict	Surgeon	Pocatello, Ida.	Marion V. Klingler	Surgeon	Gooding, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.	Alden M. Packer	Surgeon	Hailey, Ida.
Richard B. Gresham	Orthopedic Surgeon	Pocatello, Ida.	Leonard J. Bingham	Surgeon	Idaho Falls, Ida.
Harry R. Gilerest	Ophthalmologist	Pocatello, Ida.	Kim O. Johnson	Surgeon	Idaho Falls, Ida.
Edward B. Shaw	Orthopedic Surgeon	Pocatello, Ida.	Milton T. Rees	Surgeon	Idaho Falls, Ida.
H. K. Staheli	Surgeon	Pocatello, Ida.	Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
Clark T. Parker	Surgeon	Pocatello, Ida.	W. C. Small	Surgeon	Jerome, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.	G. W. Davis	Surgeon	Kemmerer, Wyo.
Richard E. Ostler	Surgeon	Pocatello, Ida.	J. H. Stewart	Surgeon	McCall, Ida.
H. D. McGee	Ear, Nose, Throat	Pocatello, Ida.	Jonathan H. Daines	Surgeon	Montpelier, Ida.
L. N. Diana	Eye Specialist	Pocatello, Ida.	Paul H. Daines	Surgeon	Montpelier, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.	G. W. Schoper	Surgeon	Montpelier, Ida.
Robert F. Barter	Surgeon	Arco, Ida.	T. C. Horton, Jr.	Surgeon	Nampa, Ida.
R. R. Stevenson	Surgeon	Ashton, Ida.	John R. Mangum	Surgeon	Nampa, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.	G. O. Cross	Surgeon	Nampa, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.	Sharadan E. Lisk	Surgeon	Nampa, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.	K. A. Danford	Surgeon	Nyssa, Ore.
J. Wayne Tyler	Oculist	Boise, Ida.	K. E. Kerby	Surgeon	Nyssa, Ore.
Herbert L. Newcombe	Surgeon	Boise, Ida.	Wilfred N. Sanders	Surgeon	Ontario, Ore.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.	L. W. Scott	Surgeon	Ontario, Ore.
Norman D. Sower	Surgeon	Boise, Ida.	Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Robert S. Smith	Surgeon	Boise, Ida.	Murland F. Rigby	Surgeon	Rexburg, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.	A. C. Truxal	Surgeon	Rexburg, Ida.
John W. Davis	Surgeon	Burley, Ida.	Aldon Tall	Surgeon	Rigby, Ida.
Chas. A. Terhune	Surgeon	Burley, Ida.	Howard W. Crawford	Surgeon	Rupert, Ida.
John H. Weare	Surgeon	Burns, Ore.	Arthur F. Dalley	Surgeon	Rupert, Ida.
George M. Gilbooy	Surgeon	Butte, Mont.	Emory L. Soule	Surgeon	St. Anthony, Ida.
F. H. Burton	Oculist and Aurist	Butte, Mont.	Royal G. Neher	Surgeon	Shoshone, Ida.
John V. Plett	Oculist and Aurist	Butte, Mont.	Allen H. Tigert	Surgeon	Soda Springs, Ida.
Gerald C. Bauman	Surgeon	Caldwell, Ida.	Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Donald D. Price	Surgeon	Caldwell, Ida.	Victor V. Telford	Surgeon	Twin Falls, Ida.
J. F. Moser	Surgeon	Cascade, Ida.	Wallace Bond	Oculist and Aurist	Twin Falls, Ida.
Wm. A. Pogue	Surgeon	Council, Ida.	W. M. Peterson	Surgeon	Twin Falls, Ida.
John C. Seidensticker	Surgeon	Dillon, Mont.	John W. McKain	Surgeon	Twin Falls, Ida.
K. E. Head	Surgeon	Driggs, Ida.	C. J. Kopp	Surgeon	Vale, Ore.
A. C. Truxal	Surgeon	Dubois, Ida.	Harold F. Holsinger	Surgeon	Wendell, Ida.
			Richard J. Giever	Surgeon	Weiser, Ida.
			Marion S. McGrath	Surgeon	Weiser, Ida.

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from Granger via Boise	Time-Table No. 44		FIRST CLASS			
105	19	457	17		December 7, 1969		20	18	106	458
Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily			STATIONS				
5.05			2.20	0.0		GRANGER		A 4.00	A 1.00	
8.30			6.30	213.9		POCATELLO		11.35	7.00	
8.40			6.45					11.25	6.50	
11.01			9.55	373.8		GLENNS FERRY		8.40	4.00	
12.16			11.25	448.4		BOISE		7.15	2.40	
2.05			1.35	550.1	M.T.	HUNTINGTON	M.T.	5.05	12.50	
1.06			12.40		P.T.		P.T.	4.00	11.49	
3.25			3.15	649.7		LA GRANDE		1.35	9.30	
5.30			5.30	723.9		PENDLETON		11.25	7.16	
	10.45			941.3		SPOKANE	A 5.30			
6.10	A 3.15		6.20	755.3		HINKLE	1.00	10.45	6.41	
7.30			8.05	855.4		THE DALLES		9.05	5.15	
A 9.15		9.45	A 10.00	939.5		PORTLAND		7.00	3.30	A 9.30
		A 1.30		1122.7		SEATTLE				5.30
							Daily	Daily	Daily	Daily
(17.10)	(4.30)	(3.45)	(20.40)			..... Thru Time.....	(4.30)	(20.00)	(18.30)	(4.00)
54.7	40.7	48.9	45.4			..... Average speed per hour.....	40.7	46.9	50.8	45.8

WESTWARD

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS				Distance from McCannon	Time-Table No. 44		FIRST CLASS			
			35		December 7, 1969		36			
			Passenger				Passenger			
			Monday Thursday Saturday			STATIONS				
			11.25	0.0		McCAMMON	A 3.15			
			11.55	22.7		POCATELLO	2.45			
			12.25				2.05			
			1.40	73.3		IDAHO FALLS	12.55			
			A 7.30	285.8		BUTTE	7.30			
							Sunday Tuesday Friday			
			(8.05)			..... Thru Time.....	(7.45)			
			35.4			..... Average speed per hour.....	36.9			

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

MILEAGE

Main Line.....	844.9
Branches.....	1342.3
Grand Total.....	2187.2

WESTWARD

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 44

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

35 Passenger	105 Passenger	17 Passenger
Monday Thursday Saturday	Daily	Daily

December 7, 1969

Mile Post

36 Passenger	106 Passenger	18 Passenger
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STATIONS

Car Capacity	Station	Time	Day	Direction	Station	Mile Post	Direction	Station	Time	Day
124	IPY				DN-R	GRANGER YL	GN	0.0		
129	P					7.7			A 11:00AM	As 4:00AM
129	P					7.7				
129	P					15.4				
129	P					9.1			f 2:44	
129	P					24.5				f 3:35
131	PTZ					33.6				
137	PTZ				DN	KEMMERER	AY	39.7	f 5:43	s 3:05
129	P					48.0			f 10:10	s 3:10
129	P					53.0				
129	P					59.6				
129	PY					64.8				
129	P					71.3				
129	P					77.4				
151	P				D	COKEVILLE	CK	83.5		s 3:55
129	P					88.2				s 2:20
129	P					94.5				
129	P					102.9				
24	P					108.0				
	DPTYZ				DN-R	MONTPELIER	MX YL	115.0	s 6:55	4:25 4:30
	P					121.3				s 8:45
168	P					126.8				1:45 1:40
129	P					136.1				
129	PY				DN	SODA SPRINGS	SD	146.0	7:23	s 5:05
129	P					151.6				
129	P					156.2				
129	P					161.8				
164	P				D	BANCROFT	BN	161.8		f 5:23
129	P					170.3				f 12:47
	P					177.4				
24	PX					180.0				f 5:43
	P					186.0				
CS 133	PY				DN	McCAMMON MC	MC	191.2	11:25PM	f 6:01
99	P					201.9				f 6:12
	DPTYZ				DN-R	POCATELLO YL	H-CA	213.9	A 11:55PM	A 8:30PM
									A 6:30AM	A 6:30AM

CENTRALIZED TRAFFIC CONTROL

TWO MAIN TRACKS

Main Tracks

TWO MAIN TRACKS

(213.9)

(0.30)	(3.25)	(1.10)	..... Thru Time.....	(0.30)	(4.00)	(4.25)
45.4	62.6	51.3	..... Average speed per hour.....	45.4	53.4	48.1

For conditional stops to discharge or pick up revenue passengers.— See page 15.
For stations not shown on schedule pages.— See page 15.

WESTWARD

SECOND SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

FIRST CLASS

105 Passenger	17 Passenger	49 Mixed	35 Passenger
Daily	Daily	Daily	Sunday Tuesday Friday

Time-Table No. 44
December 7, 1969

Mile Post

FIRST CLASS

36 Passenger	106 Passenger	18 Passenger	50 Mixed
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STATIONS

DPYZZ	8.40PM	6.45AM	4.00AM	12.25AM	POCATELLO YL	Mile Post	2.05AM	6.50AM	11.25PM	10.30PM
P				A12.30AM	POCATELLO JCT, YL	216.3	1.55AM			
CS 127 P			f 4.15		MICHAUD	224.3				f 9.47
146 P					BANNOCK	230.1				
125 P		s 7.18	s 4.35		AMERICAN FALLS	238.5			s 10.55	s 9.30
104 P					BORAH	242.3				
146 P					QUIGLEY	250.1				
103 P			f 4.55		WAPI	258.0				f 9.10
146 P					DEWOFF	259.8				
104 P					HAWLEY	267.3				
108 PY	9.28	s 7.53	A 5.20AM		MINIDOKA	272.4		5.44	s 10.25	8.50PM
103 P					MAX	276.2				
142 P					ADELAIDE	284.3				
103 P					KIMAMA	289.0				
103 P					SENER	295.7				
146 P					OWINZA	303.5				
103 P					BESLEN	309.3				
100 P					DIETRICH	313.9				
104-99 PY	s 10.00	s 8.46			SHOSHONE	321.8		s 4.57	s 9.35	
146 P					TUNUPA	330.8				
146 52 P		s 9.04			GOODING	337.5			s 9.18	
146 P					FULLER	344.2				
102 104 PY		f 9.19			BLISS	350.5				
CS 104 86 P					TICESKA	357.3				
CS 146 P					KING HILL	367.1				
PTY	A s 11.01PM	A 9.50AM			GLENN'S FERRY YL	373.8		4.00AM	8.40PM	
					(159.9)		Monday Wednesday Saturday	Daily	Daily	Daily

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

TWO MAIN TRACKS

TWO MAIN TRACKS

(2.21)	(3.05)	(1.20)	(0.05)	..... Thru Time.....	(0.10)	(2.50)	(2.45)	(1.40)
68.2	51.8	43.9	28.8	..... Average speed per hour.....	14.4	56.4	58.1	35.1

For conditional stops to discharge or pick up revenue passengers.—See page 15.
For stations not shown on schedule pages.—See page 15.

WESTWARD

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 44

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.

105
Passenger
Daily

17
Passenger
Daily

December 7, 1969

Mile Post

106
Passenger

18
Passenger

STATIONS

PTY		11:01 PM	9:55 AM																
CS 141 P						DN-R	GLENN'S FERRY YL	GF	373.8	As	4:00 AM	A	8:35 PM						
CS 146 P							HAMMETT	8.9	382.7										
							REVERSE	10.6	393.3										
140 PY							MOUNTAIN HOME	8.3	401.6		3:28	s	8:05						
140 P							SEBREE	5.9	407.6										
140 P							CLEFT	5.2	412.7										
159 P							ORCHARD	10.3	423.0										
140 P							OWYHEE	11.7	434.7										
140 P							KUNA	12.0	440.7		VIA BOISE		VIA BOISE						
								9.9											
52 P							BLACK'S CREEK	12.9	B-435.9										
60 PY							BOISE YL	12.5	B-448.4	s	2:40		7:15						
P							BOISE JCT.	2.3	B-450.7				7:10						
101 P							MERIDIAN	6.6	B-457.3				7:00						
								10.6											
DPTYZ							NAMPA YL	4.2	B-456.6	s	2:15		6:50						
48 P							MOSS	4.8	460.8				6:40						
140 P							CALDWELL	3.6	465.6	2:00	s	6:25							
105 P							ENROSE	3.3	469.2										
140 P							NOTUS	8.3	472.5				f	6:16					
140 P							PARMA	7.6	480.8				s	6:08					
149 PY							NYSSA	10.3	488.4	1:39	s	6:00							
144 PY							ONTARIO	3.8	498.7	1:30	s	5:50							
133 P							PAYETTE	6.8	502.5				s	5:45					
140 P							CRYSTAL	6.6	509.3										
140 PY							WEISER	9.8	515.9	1:13	s	5:31							
133 P							COBB	7.1	525.7										
140 P							ROCK ISLAND	6.0	532.8										
							HUNTINGTON		538.8	12:50 AM		5:05 PM							
							VIA KUNA (165.0)			Daily		Daily							
							VIA BOISE (176.3)												

CENTRALIZED TRAFFIC CONTROL

(3.04) (3.40) Thru Time.....
57.6 45.1 Average speed per hour.....

(3.10) (3.30)
55.7 50.3

For conditional stops to discharge or pick up revenue passengers.—See page 15.
For stations not shown on schedule pages.—See page 15.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Time-Table No. 44 December 7, 1969	Mile Post	FIRST CLASS		SECOND CLASS	
	277 Time Freight	Daily	35 Passenger	Sunday Tuesday Friday			36 Passenger	278 Stock Special		
									STATIONS	
P			12.30 ^{AM}		POCATELLO JCT. YL	135.1	A 1.55 ^{AM}		A 8.40 ^{AM}	
P	1.30 ^{PM}		12.35		1.6 MONTANA JCT. YL	136.7	1.52		8.32	
107 P	1.36		12.39		3.7 TYHEE	140.4	1.48		8.25	
129 P	1.44		12.45		5.3 FORT HALL	145.7	f 1.43		8.17	
62 P	1.51		12.50		5.3 GIBSON	151.0	1.37		8.09	
67 PY	2.01		s 1.00		7.1 DN BLACKFOOT YL BF	158.1	s 1.30		7.54	
63 P	2.10		1.07		5.9 WAPELLO	164.0	1.20		7.39	
106 P	2.18		f 1.13		5.4 D FIRTH FR	169.4	f 1.13		7.29	
90 P	2.28		f 1.20		6.1 DN SHELLEY SY	175.5	s 1.05		7.19	
62 P	2.34		1.24		3.8 COTTON	179.3	1.00		7.12	
DPTYZ	3.00		1.30 1.40		3.7 DN-R IDAHO FALLS YL AK	183.0	12.55 12.45		7.00	
45 P	3.20		f 1.52		8.2 PAYNE	191.2	f 12.31		6.27	
47 P	3.28		f 1.58		5.3 BASSETT	196.5	f 12.25		6.17	
47 P	3.37		s 2.06		5.5 ROBERTS	202.0	s 12.19		6.07	
43 P	3.55		2.19		10.1 HAWGOOD	212.1	12.07		5.47	
45 P	4.04		f 2.27		5.4 HAMER	217.5	f 12.01 ^{AM}		5.37	
44 P	4.14		f 2.36		5.6 CAMAS	223.1	f 11.55 ^{PM}		5.27	
92 PY	4.50		s 2.50		11.8 DUBOIS YL	234.9	s 11.43		5.02	
50 P	5.20		s 3.12		13.6 Back Signals SPENCER	248.5	s 11.23		4.27	
129 P	5.46		f 3.29		9.5 HUMPHREY	258.0	f 11.06		4.01	
53 PY	6.05		f 3.41 ²⁷⁸		6.7 D MONIDA YL MO	264.7	s 10.57		3.41 ³⁵	
44 P	6.22		f 3.55		9.0 SNOWLINE	273.7	f 10.43		3.01	
PY	6.50 7.30		s 4.10		6.2 DN-R LIMA YL RD	279.9	s 10.34		2.40 12.30	
41 P	7.50		f 4.27		8.1 DELL	288.0	f 10.21		12.08 ^{AM}	
42 P	8.05		f 4.34		6.0 KIDD	294.0	f 10.13		11.55 ^{PM}	
134 P	8.25		f 4.45		7.8 RED ROCK	301.8	s 10.04		11.33	
138 P	9.00		f 5.10		18.6 BARRETTTS	320.4	f 9.35		11.00	
129 P	9.25 ³⁶		s 5.27		7.6 DN DILLON YL DN	328.0	s 9.25 ²⁷⁷		10.45	
39 P	10.16 ²⁷⁸		f 5.43		12.3 APEX	340.3	f 9.05		10.16 ²⁷⁷	
41 PY	10.40		f 5.50		8.4 NAVY	348.7	f 8.53		9.45	
53 P	11.10		f 6.13		10.2 MELROSE	358.9	f 8.38		9.23	
33 P	11.30		f 6.24		6.0 QUINN	364.9	f 8.27		9.06	
34 P	11.45 ^{PM}		f 6.35		5.2 D DIVIDE J	370.1	s 8.17		8.53	
16 P	12.15 ^{AM}		f 6.53		10.6 FEELY	380.7	f 8.00		8.27	
PY	A 1.00 ^{AM}		As 7.15 ^{AM}		9.3 DN-R SILVER BOW YL SB	390.0	s 7.45 ^{PM}		8.00 ^{PM}	

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by Operating Rules, time-table and special instructions of Northern Pacific Ry.

	A 5.00 ^{AM}		A 7.30 ^{AM} DN	BUTTE YL BY	397.0	7.30 ^{PM}		7.35 ^{PM}
				(261.9)		Sunday Tuesday Friday		Daily

(15.30) (7.00) Thru Time (6.25) (13.05)
18.7 37.4 Average speed per hour 40.8 20.0

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

Between Idaho Falls and Silver Bow, second-class and extra trains must clear 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 16.

WESTWARD CUMBERLAND BRANCH EASTWARD

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

131 137	PTZ	DN-R	KEMMERER YL AV	0.0
			4.5 GLENCOE JCT. YL	4.8
45			1.2 END OF TRACK	6.0
			(6.0)	

WESTWARD**ELKOL BRANCH****EASTWARD**

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

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

WESTWARD CONDA BRANCH EASTWARD

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

129	PY	DN	SODA SPRINGS YL SD	0.0
68			1.8 MONSANTO YL (Spur)	1.8
5			1.0 FORMATION YL (Spur)	2.8
15			3.1 EPCO YL	5.9
16	Y		1.1 CONDA YL	7.0
			(7.0)	

WESTWARD**GRACE BRANCH****EASTWARD**

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

129	P		ALEXANDER YL	0.0
14		D	6.0 GRACE GA	6.0
			(6.0)	

WESTWARD GAY BRANCH EASTWARD

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

129	P		FORT HALL	0.0
30			9.1 M.P. 9.1	9.1
329	YZ		11.7 GAY	20.8
			(20.8)	

WESTWARD**GOSHEN BRANCH****EASTWARD**

Time-Table No. 44

December 7, 1969

Mile
Post**STATIONS**

106	P	D	FIRTH FR	0.0
16			5.2 GOSHEN	5.2
19			5.8 GERRARD	11.0
9			1.8 INDIAN	12.8
12			2.8 HACKMAN	15.6
			6.4 LINCOLN JCT.	22.0
			(22.0)	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages, see page 15.

WESTWARD				YELLOWSTONE BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS				477 Local Freight Daily Except Sunday	Time-Table No. 44 December 7, 1969	Mile Post	478 Local Freight	SECOND CLASS			
									STATIONS			
DPTYZ				6.00AM	DN-R	IDAHO FALLS YL AK	0.0	A 4.40PM				
15 PY				6.10		3.0 ORVIN YL	3.0	4.25				
51 P				6.23		4.6 UCON	7.6	4.15				
46 P				6.42	D	6.2 RIGBY RG	13.8	4.00				
31 P				6.50		4.3 LORENZO	18.1	3.45				
21				6.57		2.6 THORNTON	20.7	3.35				
57 P				7.10	D	5.3 REXBURG RX	26.0	3.20				
44 P				7.20	D	3.8 SUGAR CITY SC	29.8	3.10				
31 PY						1.1 HART	30.9					
95 PY				7.35	D	5.9 ST. ANTHONY YL SH	36.8	2.55				
P						1.5 BELT YL	38.3					
37 P				7.50		4.5 CHESTER	42.8	2.40				
39 PY				A 8.10AM	D-R	8.2 ASHTON YL HN	51.0	2.20PM				
24						7.2 WARM RIVER	58.2					
19						8.7 GERRIT	66.9					
24						5.6 PINEVIEW	72.5					
19						3.2 ECCLES	75.7					
13						4.9 ISLAND PARK	80.6					
22						4.8 TRUDE	85.4					
21 Y						5.3 BIG SPRINGS	90.7					
19						6.5 REAS PASS	97.2					
24 Y						9.9 WEST YELLOWSTONE YL	107.1					
						(107.1)						Daily Except Sunday

(2.10) Thru Time
23.1 Average speed per hour

(2.20)
21.1

WESTWARD				TETON VALLEY BRANCH				EASTWARD				
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.					477 Local Freight Daily Except Sunday	Time-Table No. 44 December 7, 1969	Mile Post	478 Local Freight				
									STATIONS			
39 PY					D-R	ASHTON YL HN	0.0					
28						6.0 GRAINVILLE	6.0					
19						2.6 DRUMMOND	8.6					
10						4.2 FRANCE	12.8					
28						3.0 LAMONT	15.8					
18						10.5 FELT	26.3					
19 Y					D	4.0 TETONIA NA	30.3					
26					D	6.9 DRIGGS DI	37.2					
16 Y					D	8.4 VICTOR YL VR	45.6					
						(45.6)						

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 15.

WESTWARD			MACKAY BRANCH			EASTWARD			Westward			EAST BELT BRANCH			Eastward			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		Time-Table No. 44 December 7, 1969			Mile Post	SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		Mile Post	STATIONS		Mile Post			
		409 Local Freight Daily Except Sunday						410 Local Freight										
67 YP		8:00AM	DN-R	BLACKFOOT YL	BE	0.0		A	5:00PM									
6		8:10		COLLINS YL		2.1			4:46									
6		8:16		CLARKSON		4.3			4:40									
26		8:20		MORELAND		5.7			4:36									
		8:24		ABERDEEN JCT, YL		7.1			4:32									
28		8:56		TABER		20.1			4:00									
30 Y		9:43		SCOVILLE		39.7			3:13									
32 Y		10:30	D	ARCO YL	RO	59.1			2:26									
18		11:00		MOORE		66.7			1:56									
9		11:24		DARLINGTON		72.6			1:32									
4		11:44AM		LESLIE		77.3			1:12									
58 Y		12:20PM	D-R	MACKAY YL	MY	85.3			12:40PM									
				(85.3)					Daily Except Sunday									
			(4.20)	..... Thru Time					(4.20)									
			19.8	..... Average speed per hour					19.8									

WESTWARD			ABERDEEN BRANCH			EASTWARD			WESTWARD			WEST BELT BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		Mile Post	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		Mile Post	STATIONS		Mile Post			Mile Post			
				ABERDEEN JCT, YL		0.0												
27				ROCKFORD		4.3												
16				LIBERTY		5.9												
27				PINGREE		10.2												
26				SPRINGFIELD		16.5												
15				STERLING		19.7												
7				PINGAL		26.0												
32 Y			D	ABERDEEN YL	BN	28.2												
				(28.2)														

WESTWARD			WEST BELT BRANCH			EASTWARD								
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		Mile Post	STATIONS		Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969		Mile Post	STATIONS		Mile Post		
				UCON		0.0								
19				LEWISVILLE		8.8								
33			D	MENAN	MN	10.5								
44				PLANO		25.0								
15				EDMONDS		26.7								
9				EGIN		29.3								
27				HEMAN		31.6								
16				PARKER		33.5								
95 PY			D-R	ST, ANTHONY YL	SH	38.7								
				(38.7)										

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See page 15.

WESTWARD

TWIN FALLS BRANCH

EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS		FIRST CLASS		Time-Table No. 44 December 7, 1969	Mile Post	FIRST CLASS		SECOND CLASS				
	475 Local Freight	439 Local Freight		49 Mixed			50 Mixed		440 Local Freight	476 Local Freight			
	Daily Except Saturday	Daily Except Sunday		Daily									
STATIONS													
108 231	PY	11:45 PM	12:01 PM		5:30 AM	DN-R	MINIDOKA YL	RT	0.0	A 8:40 PM		A1 1:00 AM	A10:30 PM
					8.2		ACEQUIA		8.2	f 8:28		10:35	10:05
62	P	12:01 AM	12:16		5:43		5.3						
167	DPY	12:16	12:30		6:10	DN	RUPERT YL	MS	13.5	s 8:20		10:20	9:50
13							2.9						
							SCHOW		16.4				
27	P	12:27	12:40		6:18		3.2			f 8:08		10:05	9:35
							HEYBURN		16.6				
50 54	PY	12:40	12:55		6:35	DN	BURLEY YL	BU	21.7	s 8:04		10:00	9:30
65	P	1:02	1:17		6:42		4.1			f 7:53		9:45	9:15
							STARRH'S FERRY		25.8				
29							2.5						
							HOBSON		28.3				
50	P	1:15	1:30		6:54		5.2			f 7:41		9:30	9:00
							MILNER		33.6				
14	P				6:57		2.0			f 7:38			
							PARSONS		35.5				
61	P	1:30	1:45		7:07	D	5.9			s 7:29		9:15	8:45
							MURTAUGH	MU	41.4				
45	P	1:40	1:55		7:13		3.7			7:23		9:05	8:35
							BICKEL		45.1				
20							3.9						
							BILLS		49.0				
35	P	1:55	2:10		7:20	D	0.7			s 7:16		8:55	8:25
							HANSEN	NS	49.7				
51	P	2:08	2:23		7:27	D	3.6			s 7:10		8:45	8:15
							KIMBERLY	KY	53.3				
26	P				7:35		3.1						
							McMILLAN YL		56.4				
	DPYZ	A 3:00 AM	A 3:40 PM		8:10 8:20	DN-R	TWIN FALLS YL	NA	58.9	7:00 6:45		8:30 AM	8:00 PM
36					8:27		4.4			f 6:35			
							CURRY		63.3				
51	P				8:32	D	2.6			s 6:30			
							FILER	FR	65.9				
38					8:36		2.6			f 6:25			
							PEAVEY		68.5				
35					8:40		2.8			f 6:20			
							CEDAR		71.3				
	PY				8:45 AM	DN-R	BUHL YL	BO	73.8	6:15 PM			
							(73.8)			Daily		Daily Except Sunday	Daily Except Sunday
		(3.15) 18.1	(3.39) 16.1		(3.15) 22.7		..... Thru Time			(2.25) 30.5		(2.30) 23.6	(2.30) 23.6
							..... Average speed per hour						

WESTWARD		OAKLEY BRANCH		EASTWARD		WESTWARD		RAFT RIVER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969				Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969				Mile Post
	STATIONS										
	50 54	PY	DN-R	BURLEY YL			BU	0.0	50 54	PY		DN-R	BURLEY YL	BU	0.0
			4.3						3.1		3.1
24			BEEVILLE		4.3	29			UNITY		3.1
			0.9						0.9		4.0
20			PELLA		5.2	24			ELCOCK		4.0
			3.1						0.7		4.7
56			NORTH KENYON		8.3	13			EVANS (Spur)		4.7
			1.3						1.3		6.0
8			KENYON		9.6	19			SPRINGDALE		6.0
			3.0						1.5		7.5
9			CHURCHILL		13.5	21			HATCH		7.5
			2.8						1.6		9.1
20			TROUT		16.3	14			DECLO		9.1
			1.5						(9.1)		
7			MARION		17.8						
			1.6								
21			WARR		19.4						
			2.4								
17			OAKLEY		21.8						
			(21.8)								

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Second-class and extra trains must clear the time of opposing first-class trains not less than ten minutes.
 For stations not shown on schedule pages.—See page 15.

WESTWARD		WELLS BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44			Mile Post	
		December 7, 1969				
		STATIONS				
DPYZ		DN-R	TWIN FALLS YL NA	0.0		
26			10.9 BERGER	10.9		
22			8.5 HOLLISTER	19.4		
8			3.8 AMSTERDAM (Spur)	23.2		
18	Y		5.6 ROGERSON	28.8		
32			9.9 METEOR	38.7		
29			11.4 IDAVADA	50.1		
29			6.0 DELAPLAIN	56.1		
29			12.7 CONTACT	68.8		
28			6.3 HENRY	75.1		
28			11.6 SHORES	86.7		
41	Y		6.9 WILKINS	93.6		
38	Y		8.9 SUMMER CAMP	102.5		
38			6.4 MELANDCO	108.9		
30			7.2 TOWN CREEK	116.1		
Y			7.3 WELLS YL	123.4		
			(123.4)			

Westward		NORTH SIDE BRANCH			Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44			Mile Post	
		December 7, 1969				
		STATIONS				
167	DPY	DN-R	RUPERT YL MS	0.0		
48-47			4.4 MYERS YL	4.4		
48			1.5 PAUL YL	5.9		
31			2.0 BUDGE	7.9		
17			8.0 SCHODDE	15.9		
46			3.9 McHENRY	19.8		
18			4.2 HAZELTON AZ	24.0		
19		D	2.9 BLACK	26.9		
24			1.2 EDEN	28.1		
54			6.7 PERRINE	34.8		
46			3.5 SUGAR LOAF	38.3		
10			2.3 FALLS CITY	40.6		
21			2.0 BARRYMORE	42.6		
9			5.3 JEROME YL JO	47.9		
46	Y	D	8.8 WENDELL ND	56.7		
46		D	1.4 KING	58.1		
15			15.5 BLISS YL	73.6		
102						
104	PY					
			(73.6)			

WESTWARD		KETCHUM BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		SECOND CLASS	Time-Table No. 44		Mile Post	SECOND CLASS
		441	December 7, 1969			442
		Local Freight	STATIONS			Local Freight
104-99			DN-R	SHOSHONE YL X	0.0	A11.35AM
96-112	PY	6.00AM		15.3 RICHFIELD YL	15.3	11.04
33	Y	6.31		6.4 PAGARI	21.7	10.51
25		6.44		15.6 PICABO	37.3	10.19
50		7.16		4.5 HAY	41.8	10.10
5		7.25		10.3 BELLEVUE	52.1	9.49
26		7.46		5.1 HAILEY RI	57.2	9.35
15		8.00	D	2.8 BARITE	60.0	9.29
19		8.06		9.4 KETCHUM YL KU	69.4	9.00AM
26	Loop	A 8.35AM	D-R			
				(69.4)		
		(2.35)		Thru Time.....	(2.35)	
		26.8		Average speed per hour.....	26.8	

Westward		HILL CITY BRANCH			Eastward	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44			Mile Post	
		December 7, 1969				
		STATIONS				
33	Y			RICHFIELD YL	0.0	
10				9.4 BURMAH	9.4	
36				12.1 MAGIC	21.5	
6				15.3 RANDES	36.8	
15				2.9 SELBY	39.7	
36			D	4.1 FAIRFIELD FD	43.8	
27				7.9 CORRAL	51.7	
43	Y			6.1 HILL CITY YL	57.8	
				(57.8)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 For stations not shown on schedule pages.—See page 15.

WESTWARD		BROGAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
115	D-R	VALE YL	VA	0.0	
		11.4			
17		LANCASTER	(Spur)	11.4	
		5.9			
51		JAMIESON YL		17.3	
		1.3			
		END OF TRACK YL		18.6	
		(18.6)			

WESTWARD		HOMEDALE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
149	PY	DN-R	NYSSA YL SY	0.0	
			8.1		
34			OVERSTREET	8.1	
			2.5		
17			ADRIAN	10.6	
			6.3		
27			NAPTON	16.9	
			7.5		
53		D	HOMEDALE YL HR	24.4	
			8.7		
16	Y	D-R	MARSING YL MR	33.1	
			(33.1)		

WESTWARD		PAYETTE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
133	P	DN-R	PAYETTE YL AY	0.0	
			3.9		
15			EFFIE	3.9	
			1.2		
23		D	FRUITLAND FU	5.1	
			1.7		
16			BUCKINGHAM	6.8	
			4.3		
26		D	NEW PLYMOUTH NP	11.1	
			10.5		
9			LETHA	21.6	
			8.1		
82	YZ	D-R	EMMETT YL MF	29.7	
			(29.7)		

WESTWARD		WILDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
140	P	DN-R	CALDWELL YL CW	0.0	
			2.5		
34			SIMPLOT YL	2.5	
			1.2		
18			WEITZ YL	3.7	
			1.4		
22			DOLES YL	5.1	
			1.9		
8			GREENLEAF (Spur)	7.0	
			2.7		
11			ALLEDALE	9.7	
			1.8		
37			WILDER YL	11.5	
			(11.5)		

WESTWARD		STODDARD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
DPYZ		DN-R	NAMPA YL AU-Q	0.0	
			4.4		
15			DEAL	4.4	
			4.5		
38			BOWMONT	8.9	
			2.7		
6			MELMONT (Spur)	11.6	
			3.0		
24			MELBA	14.6	
			2.5		
46			STODDARD	17.1	
			0.7		
			END OF TRACK	17.8	
			(17.8)		

WESTWARD		BOISE BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 21.		Time-Table No. 44		Mile Post	
		December 7, 1969			
		STATIONS			
P			BOISE JCT. YL	0.0	
			1.1		
19			FAIR GROUNDS YL	1.1	
			2.1		
PTZ			BOISE FREIGHT YL	3.2	
			3.1		
9			VERNON YL (Spur)	6.3	
			2.1		
			BARBER YL	8.4	
			(8.4)		

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
For stations not shown on schedule pages.—See page 15.

Westward IDAHO NORTHERN BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS
	485 Local Freight Monday Wednesday Friday			486 Local Freight
STATIONS				
DPYZ	7.00AM	DN-R NAMPA YL AU-Q	0.0	A 2.00PM
42 P	7.10	CTC FISCHER YL	2.4	1.52
12	7.30	MIDDLETON	9.3	1.37
13	7.50	JENNESS	18.9	1.17
82 YZ	9.00	D-R EMMETT YL MF	27.0	12.50
36	9.12	PLAZA	31.8	12.34
37	9.44	MONTOUR	41.1	12.03PM
27	10.15	D HORSESHOE BEND HIB	49.7	11.37AM
27	10.28	GARDENA	55.1	11.19
30	10.55	BANKS YL	64.1	10.55
21	11.41AM	BIG EDDY	75.4	10.07
26 Y	12.14PM	SMITHS FERRY YL	83.0	9.35
13	12.45	CABARTON	92.7	9.01
27	12.53	BELVIDERE	95.5	8.55
27 Y	1.26	D CASCADE YL CD	99.2	8.45
26	2.03	ARLING	111.0	7.51
28	2.23	DONNELLY	119.4	7.32
12	2.36	NORWOOD	124.7	7.20
27 Y	A 3.00PM	D-R McCALL YL NE	132.8	7.00AM
			(132.8)	Tuesday Thursday Saturday

(8.00) Thru Time (7.00)
16.6 Average speed per hour 19.0

WESTWARD OREGON EASTERN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	SECOND CLASS	Time-Table No. 44 December 7, 1969	Mile Post	SECOND CLASS
	459 Local Freight Daily Except Sunday			460 Local Freight
STATIONS				
144 PY	12.01PM	DN-R ONTARIO YL ON	0.0	A 3.45PM
12	12.10	CAIRO	3.7	3.33
32	12.18	LUSE	6.9	3.25
115	12.39	D-R VALE YL VA	15.5	3.04
39	12.59	HOPE	23.5	2.44
44	1.30	LITTLE VALLEY	34.8	2.14
45	1.55 ⁴⁰⁰	HARPER	42.0	1.55 ⁴⁵⁰
43	2.18	NAMORF	51.2	1.29
23	2.45	JONESBORO	62.2	1.02
45 Y	3.13	JUNTURA	73.0	12.34PM
43	3.50	LONG	86.6	11.57AM
42	4.07	RIVERSIDE	92.7	11.40
26	4.32	DUNNEAN	102.8	11.15
25	4.52	VENATOR	110.2	10.55
25	5.11	CIRCLE BAR	117.9	10.36
26	5.35	CRANE	126.6	10.12
26	6.15	REDESS	143.5	9.32
20 YZ	A 6.50PM	D-R BURNS YL BR	156.8	9.00AM
			(156.8)	Daily Except Sunday

(6.49) Thru Time (6.45)
23.0 Average speed per hour 23.2

Westward NEW MEADOWS BRANCH Eastward

Car Capacity of Sidings, etc. See Rule 6(A), Page 21.	Time-Table No. 44 December 7, 1969	Mile Post
	STATIONS	
140 PY	DN-R WEISER YL SR	0.0
30	REBECCA	6.0
41	CONCRETE	19.1
20	MIDVALE	31.8
30	D CAMBRIDGE RA	40.5
22	MESA	56.6
10	COUNCIL YL CN	60.2
50 Y	D HOOPER YL	61.6
6	GLENDALE	72.0
5	RUBICON YL	84.1
37	D-R NEW MEADOWS YL DS	89.7
		(89.7)

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

For stations not shown on schedule pages.—See page 15.

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity of tracks etc., See Rule 6(A), Page 21	Switch Connection	Location	Mile Post	Car Capacity of tracks, etc., See Rule 6(A), Page 21	Switch Connection
First Subdivision				Oakley Branch			
Sage.....(1).....	63.1	81 P	Both	Ruby.....	3.1	2	West
Border.....(1).....	92.1	26 P	Both	Ketchum Branch			
Pegram.....(1).....	97.7	37 P	Both	Gannett.....	44.3	None	None
Second Subdivision				Gimlet.....	63.2	27	East
Don.....	219.6	38 PX	Both	Payette Branch			
Schiller.....	226.5	50 P	Both	Little Rock.....	18.9	8	Both
Sand Bank.....	370.9	37 PX	Both	Wilder Branch			
Third Subdivision				Hop.....	4.4	11	East
Hillcrest.....	B-445.1	12 P	Both	Idaho Northern Branch			
Perkins.....	B-451.4	26 P	Both	Maddens.....	6.1	5	Both
Beatty.....	B-454.6	25 P	Both	Josephson.....	12.6	10	Both
Sonna.....	B-460.7	19 P	Both	Amso.....	13.6	10	Both
Mangum.....	476.3	21 P	Both	Bramwell.....	22.2	4	East
Apple Valley.....	485.9	22 P	Both	Archabal.....	127.4	8	Both
Arcadia.....	491.7	38 P	Both	Oregon Eastern Branch			
Washoe Spur.....	500.9	27 P	West	Claude.....	2.7	7	West
Wood.....	506.2	9 P	Both	Lawen.....	138.4	2	East
Feltham.....	512.7	20 P	Both	New Meadows Branch			
Wix.....	514.3	12 P	West	Presley.....	11.7	8	Both
Fourth Subdivision				Tamarack.....	81.9	25	Both
Chubbuck.....	138.2	31	Both	(1) Flag stop for No. 17. (3) Flag stop for No. 36.			
Mitchell.....	176.9	15	Both	(2) Flag stop for No. 35. (4) Regular stop for No. 36.			
Fibre.....	180.4	7	East	CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Spud.....	189.6	13	East	Train	At	Discharge Passengers From	Pick up Passengers Destined To
Golden Valley.....	198.2	24	East	17	Any station First Sub-division.	Green River or beyond.	Pocatello or beyond.
Waco.....	228.6	30 P	Both	17	Any station Second and Third Sub-divisions.	Ogden, Pocatello or beyond.	Huntington or beyond.
Dalys.....(2)(3).....	316.4	12 P	Both	18	Any station First Subdivision.	Pocatello or beyond.	Green River or beyond.
Ford.....	322.2	23 P	Both	18	Any station Second and Third Sub-divisions.	Huntington or beyond.	Pocatello, Ogden or beyond.
Bond.....	334.2	10	East	35	Inkom.	McCammon or beyond.	Pocatello or beyond.
Glen.....(2)(4).....	347.8	None	None	36	Inkom.	Pocatello or beyond.	McCammon or beyond.
Maiden Rock.....(2)(3).....	366.0	10	Both	105	Soda Springs, Minidoka, Mountain Home, Caldwell, Nyssa, Ontario, Weiser.	Omaha, Denver or beyond.	Portland, Spokane or beyond.
Goshen Branch				106	Weiser, Ontario, Nyssa, Caldwell, Mountain Home, Minidoka, Soda Springs.	Portland, Spokane or beyond.	Denver, Omaha or beyond.
Cox.....	9.2	9	West				
Ammon.....	18.1	26	West				
Wilkinson.....	21.0	2	West				
Yellowstone Branch							
St. Leon.....	3.7	14	East				
Garry.....	12.5	7	East				
Mark.....	22.2	21	Both				
Jolley.....	27.6	9	Both				
Wamar.....	31.5	10	East				
Teton Valley Branch							
Marysville.....	1.8	16	Both				
Judkins.....	22.3	5	East				
Fox Creek.....	42.3	5	Both				
Mackay Branch							
Aiken.....	3.8	9	Both				
Rouse.....	7.6	3	East				
Havens.....	14.1	1	East				
Olsen.....	16.0	11	East				
Fullmer.....	18.8	9	East				
West Belt Branch							
Coltman.....	2.8	16	East				
Grant.....	4.8	15	East				
Barlow.....	7.0	14	Both				
Midway.....	9.4	26	Both				
Pyke.....	35.3	16	West				
East Belt Branch							
Ken.....	0.4	5	West				
Mikami.....	14.0	6	East				
Gale Spur.....	27.5	9	East				
North Side Branch							
Travers.....	3.5	15	Both				
Hynes.....	11.4	15	Both				
Haytown.....	44.7	3	Both				
Hydra.....	45.8	6	Both				
Appleton.....	52.9	10	Both				
Tuttle.....	66.2	26	Both				

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

Designation "Psgr."—Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars, other than train movement.

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

Where two speeds are shown on "Reduce Speed" signs, highest speed applies to passenger trains as referred to above; lowest speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
Passenger trains handling 6 cars or less, except No. 105 and No. 106.	70		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.		
All work trains.		50			35
All regularly assigned locals.		50			25
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 14 turn-outs.	25	20			
When using other turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs.		40
Within yard limits protected by continuous block signal system.	60	35			10
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.		50
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65		Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 inclusive and U.P. 99500-99962.		50
	50	50		Trains handling company scrap.		50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Freight trains handling tonnage in excess of 75 tons per operative brake.		40			
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		Wye tracks except those portions used as main track or siding.	6
		35			
		20	Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.		Psgr.	Frt.
Maximum speed.	79	70	Cokeville Over streets and alleys.	40	40	Between Mile Posts— Alexander 152.1 and 152.4.	60	45
Between Mile Posts— Granger 0.0 and 0.8.	40	25	Between Mile Posts— 87.4 and 87.7.	60	45	Bancroft 163.5 and 164.7.	70	55
3.4 and 3.7.	70	55	92.9 and 93.1.	60	45	167.5 and 168.1.	70	55
Moxa 12.1 and 12.3.	70	55	Chausse 96.7 and 96.9.	70	55	168.9 and 169.3.	60	45
14.4 and 14.6.	70	55	98.3 and 99.2.	60	45	Pebble 171.2 and 171.7.	60	45
Nutria 16.1 and 16.4.	70	55	99.5 and 99.7.	70	55	171.9 and 174.7.	70	55
21.1 and 21.5.	70	55	102.6 and 104.8.	60	45	176.3 and 176.7.	70	55
23.6 and 23.8.	70	55	104.8 and 105.4.	70	55	Blaser 177.4 and 178.5.	60	45
Opal Trains switching through turn-outs east end El Paso tracks.		5	Montpelier 115.0 and 116.0.	20	20	179.0 and 180.0 (No. 1 Track).	45	30
Between Mile Posts— 28.7 and 29.6.	70	55	120.6 and 123.4.	60	45	179.0 and 180.0 (No. 2 Track).	45	30
31.3 and 32.3.	45	30	125.2 and 125.3.	70	55	Lava Hot Springs 180.0 and 181.7.	70	55
33.0 and 33.1.	70	55	125.8 and 126.7.	60	45	181.8 and 183.1.	60	45
Waterfall 34.6 and 34.8.	60	45	Georgetown Central Farmers Industry spur.		15	183.2 and 184.8.	70	55
35.5 and 35.9.	45	30	Between Mile Posts— 127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
36.5 and 40.8.	40	25	128.3 and 130.1.	60	45	188.2 and 190.2.	65	50
43.1 and 44.5.	60	45	131.6 and 132.2.	70	55	McCammon 192.1 and 192.7.	60	45
Nugget 51.5 and 57.8.	40	25	135.6 and 135.8.	70	55	195.0 and 195.3.	60	45
58.0 and 61.2.	70	55	Manson 138.7 and 139.3.	60	45	197.7 and 199.7.	70	55
63.6 and 65.4.	60	45	141.0 and 141.9.	55	40	199.7 and 201.0.	60	45
66.5 and 68.2.	70	55	142.4 and 143.4.	70	55	Inkom 202.3 and 202.6.	60	45
			143.7 and 145.2.	55	40	Over switch M.P. 213.3 (No. 1 Track).	20	20
			Soda Springs Over streets and alleys.	30	30	Pocatello Within platform limits of passenger depot.	15	15
			Between Mile Posts— 148.0 and 148.3.	70	55	On Eastward and Westward running tracks.	10	10

SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello and Dietrich.	79	70	Between Mile Posts— Wapi 258.9 and 259.2.	70	55	Ticeska Westward trains Ticeska to Glenns Ferry (No. 2 Track).	30	30
Between Dietrich and Glenns Ferry.	79	60	Dietrich Westward trains Dietrich to Shoshone (No. 2 Track).	30	30	Eastward trains Glenns Ferry to Ticeska (No. 1 Track).	30	30
Pocatello Within platform limits of passenger depot.	15	15	Eastward trains Shoshone to Dietrich (No. 1 Track).	30	30	Between Mile Posts— 357.3 and 360.2.	65	50
On Eastward and Westward running tracks.	10	10	Between Mile Posts— 316.3 and 314.7 (Eastward trains No. 2 Track).	60	45	360.2 and 360.8.	55	40
On enginehouse lead and tracks.		5	321.5 and 321.8.	20	20	360.8 and 365.9.	65	50
Westward trains on No. 2 track over switches Pocatello Jet.	15	15	Shoshone 323.3 and 323.9.	70	55	King Hill 367.5 and 368.3.	70	55
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50	325.0 and 326.6.	70	55	369.1 and 371.0.	60	45
218.8 and 220.0 (No. 2 Track).	45	45	Gooding Over streets and alleys.	30	30	Sand Bank Engines using west switch to Sand Bank set-out track.		5
Bannock 237.9 and 241.2.	65	50	Between Mile Posts— 310.7 and 311.2.	60	45	Between Mile Posts— 371.1 and 373.2.	45	25
Borah 244.6 and 244.8.	70	55	312.3 and 313.1.	60	45	373.2 and 374.5.	20	20
						Glenns Ferry		

THIRD SUBDIVISION

Maximum speed.	79	70	Between Mile Posts— B-431.0 and B-433.9.	70	55	Between Mile Posts— 461.9 and 466.0.	20	20
Glenns Ferry			B-433.9 and B-434.3.	60	45	482.8 and 483.0.	70	55
Between Mile Posts— 373.2 and 374.5.	20	20	B-435.8 and B-436.1.	70	55	484.5 and 485.0.	70	55
376.5 and 377.6.	60	45	B-438.5 and B-438.8.	70	55	Payette Over streets and alleys.	60	60
378.7 and 379.3.	40	25	B-439.5 and B-440.4.	50	25	Between Payette and Weiser, trains handling logs.		30
Hammett 384.9 and 393.1.	60	40	B-440.4 and B-446.1.	60	45	Crystal Trains using turn-out east switch Crystal.	15	15
Mountain Home Over street crossings.	50	50	Boise Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.	30	30	Between Mile Posts— 515.8 and 516.2.	55	45
Between Mile Posts— Orchard 428.4 and 429.0.	60	45	Boise Jct. B-450.7 and B-450.9.	70	55	523.1 and 524.9.	70	55
Kuna 447.3 and 450.8.	60	45	Meridian Over streets and road crossings.	60	60	524.9 and 528.1.	60	45
Nampa 456.6 and 457.2.	20	20	Between Mile Posts— Sonna B-467.1 and B-467.7.	40	25	529.4 and 535.5.	70	55
Orchard B-423.7 and B-424.0.	60	45	Nampa 456.6 and 457.2.	20	20	535.5 and 536.9.	60	45
B-429.2 and B-430.0.	60	45				536.9 and 539.0.	40	25
						Huntington		

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed. Between Pocatello Jct. and Idaho Falls.	79	50	Between Mile Posts— Hawgood 213.7 and 214.0.	50	40	Between Mile Posts— Dillon 328.6 and 329.2.	35	25
Between Idaho Falls and Silver Bow.	59	49	Hamer 218.3 and 218.5.	50	40	337.0 and 337.2.	50	40
Between Mile Posts— Pocatello Jct. 135.1 and 136.7.	35	25	Dubois 236.0 and 236.6.	35	25	Apex 341.1 and 341.4.	50	40
Montana Jct. 139.9 and 140.1.	60	50	237.8 and 238.0.	50	40	342.7 and 342.9.	50	40
Tyhee 142.3 and 142.5.	50	40	239.1 and 239.3.	50	40	343.3 and 343.5.	30	20
143.3 and 143.5.	50	40	244.4 and 246.7.	40	30	343.5 and 345.8.	35	25
Gibson 152.6 and 152.9.	50	40	Spencer 248.5 and 248.9.	45	35	346.0 and 346.3.	30	20
Blackfoot Over streets and alleys.	20	20	251.0 and 251.4.	40	30	347.9 and 348.2.	40	30
Between Mile Posts— Wapello 166.8 and 167.0.	60	50	252.7 and 257.5.	25	20	Navy 351.0 and 351.4.	35	25
Firth Over streets and alleys.	35	35	Humphrey 258.3 and 258.5.	35	25	357.2 and 357.7.	50	40
Between Mile Posts— 169.7 and 169.9.	60	50	258.6 and 259.2.	45	35	Melrose 361.8 and 366.3, watch for rocks.	25	20
Shelley Over streets and alleys.	30	30	262.9 and 267.6.	35	25	366.3 and 366.6.	20	20
Between Mile Posts— 182.6 and 183.5.	25	25	269.7 and 269.9.	40	30	366.7 and 367.5.	35	25
Idaho Falls Over streets and alleys.	12	12	271.0 and 271.7.	40	30	367.9 and 368.2.	30	20
Between Mile Posts— 185.5 and 185.9.	15	5	Snowline 277.4 and 278.3.	35	25	Divide 373.6 and 374.6.	40	30
187.4 and 188.6.	40	30	Lima Over Center Street east of depot.	20	15	375.2 and 377.8.	35	25
190.7 and 191.0.	45	35	Westward, within yard limits.	25	15	379.0 and 381.1.	35	25
Roberts 205.4 and 206.0.	50	40	Between Mile Posts— Red Rock 309.2 and 310.2.	35	25	382.3 and 383.7.	25	20
208.4 and 210.2.	50	40	312.9 and 313.5.	55	45	384.3 and 385.1.	35	25
			316.0 and 316.5, watch for rocks.	25	20	386.6 and 388.1.	35	25
			316.5 and 319.1.	35	25	389.8 and 390.1.	20	20
						Silver Bow		

BRANCHES

Cumberland Branch Maximum speed.	15	Conda Branch Maximum speed.	15	Gay Branch Maximum speed.	25
Elkol Branch Maximum speed.	15	EPCO Industry Spur (Operated by El Paso Products Co.) Maximum speed.	30	Between M.P. 3.0 and Gay.	15
Leefe Spur Maximum speed.	15	Between Mile Posts— 3.5 and 4.0.	20	Mackay Branch Between Blackfoot and M.P. 60.0.	25
Grace Branch Maximum speed.	20	4.5 and 4.9.	20	Spur at Collins.	10
Truss Bridge M.P. 5.33.	10	5.3 and 9.6.	25	Between M.P. 60.0 and Mackay.	15
				Aberdeen Branch Maximum speed.	20

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Goshen Branch Maximum speed.		25	Between Ucon and M.P. 14.0. Straight track. On Curves.		20 15	Between Mile Posts— 45.9 and 53.3.		25
Between Mile Posts— 4.4 and 4.6.		15	Highway Crossing M.P. 37.44.		5	69.6 and 72.0.		25
Yellowstone Branch Between Idaho Falls and Ashton.	50	35	Between M.P. 35.2 and St. Anthony. Straight track. On curves.		20 15	91.1 and 91.4.		25
Between Ashton and Gerrit, watch for rocks.	35	25				97.5 and Melandeo.		20
Between Gerrit and Big Springs.	50	35	Teton Valley Branch Maximum speed.	35	25	Wells yard.		15
Between Big Springs and West Yellowstone, watch for rocks.	35	25	Bridges 4.48, 6.96 and 19.97.	12	12	Ketchum Branch Maximum speed.	40	30
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20	20	Between Mile Posts— 19.1 and 19.4.	15	15	Bellevue, over streets and alleys.	12	12
St. Anthony over highway crossing, just west of depot.	8	8	25.0 and 25.4.	15	15	Between Hailey and Ketchum, over truss bridges.	15	15
Between Mile Posts— 55.4 and 55.7.	20	15	Twin Falls Branch Maximum speed.	50	40	Between Mile Posts— 63.1 and 64.6.	30	20
59.6 and 65.9.	20	15	First-class trains, within yard limits.	30	30	68.4 and 68.5.	10	10
72.9 and 73.2.	35	25	Rupert, over streets and alleys.	12	12	Ketchum On balloon track.	10	10
74.0 and 74.2.	30	25	Heyburn, over street crossings.	25	25	Hill City Branch Maximum speed.		25
85.2 and 85.5.	35	25	Bridge 20.10.	25	25	Over trestles 21.6 and 23.40 with snow plows.		15
86.4 and 87.0.	20	15	Burley, within city limits.	20	20	Boise Branch Between Boise Jet. and Boise Freight.		10
92.1 and 95.0.	20	15	Burley, over street crossings.	12	12	Between Boise Freight and Barber.		15
99.9 and 100.8.	20	15	Burley, Salt Lake yard tracks.	5	5	Stoddard Branch Maximum speed.		20
East Belt Branch Maximum speed.		25	Kimberly, within city limits.	40	40	Between Stoddard and end of track.		15
Truss bridges.		10	North Side Branch Maximum speed.		30	Idaho Northern Branch Maximum speed.		30
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Between Mile Posts— 30.0 and 30.5.		20	Between Mile Posts— 0.0 and 2.3.		20
Between Mile Posts— 4.7 and 4.9.		15	Raft River Branch Maximum speed.		20	Between Jenness and Bramwell.		20
4.9 and 20.2.		20	Burley, within city limits.		20	Trains handling high cars be- tween Jenness and Bramwell.		12
20.2 and 24.0.		15	Burley, over street crossings.		12	Emmett, over street crossings.		12
24.0 and 36.5.		20	Burley, Salt Lake yard tracks.		5	M.P. 31.4.		20
36.5 and 37.0.		15	Oakley Branch Maximum speed.		15	Between Plaza and M.P. 63, watch for rocks.		25
37.0 and Belt.		20	Burley, over street crossings.		12	Between Mile Posts— 33.0 and 35.4.		10
West Belt Branch Maximum speed.		20	Burley, Salt Lake yard tracks.		5	Bridge 36.61.		20
Truss bridges.		10	Wells Branch Maximum speed.		30	Between M.P. 63 and Smiths Ferry, watch for rocks.		15
Trains handling any loaded car in train exceeding gross wt. 220000 pounds.		15	Between Mile Posts— 31.1 and 36.1.		25			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
Trains handling logs or high cars between Banks and M.P. 81.0.		12	Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks.		20	Brogan Branch Maximum speed.		15
Between Smiths Ferry and Cabarton, watch for rocks.		20	37.6 and 37.7, soft spot.		10	Payette Branch Maximum speed.		25
Between Mile Posts— 99.6 and 108.3.		20	37.7 and 38.2, watch for rocks.		20	Payette Jet., on curve.		10
111.4 and 111.6.		20	Jonesboro 65.1 and 69.0, watch for rocks.		20	Trains handling logs between Payette and Emmett on curves.		20
113.0 and 113.3.		20	Juntura 78.6 and 80.7, watch for rocks.		20	Emmett, over street crossings.		12
128.2 and 128.5.		15	80.7 and 81.0, watch for rocks.		10	New Meadows Branch Maximum speed.		25
McCall, over street crossings.		10	81.0 and 86.6, watch for rocks.		20	Between Weiser and M.P. 18.0. Straight track. On curves.		25 20
Wilder Branch Maximum speed.		25	Long 86.6 and 90.3, watch for rocks.		20	Between Mile Posts— 18.0 and 29.5.		15
Homedale Branch Maximum speed.		25	Dunnean 103.5 and 106.5.		20	32.0 and 39.2.		15
Oregon Eastern Branch Maximum speed, except between M.P. 140.0 and 145.0.		25	Bridge 106.14.		15	39.2 and 57.0.		10
Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.		20	Circle Bar 119.0 and 121.0, watch for rocks.		20	57.0 and 67.0.		15
			Crane 140.0 and 145.0.		30	Between M.P. 67.0 and New Meadows.		10

SYMBOLS AND ABBREVIATIONS

Rules 6 and 6(A)

Rule 6

The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive.

Rule 6(A)

The following letters placed in column with station name in time-table indicate:

- D—day operator;
- N—night operator;
- DN—day and night operator;
- R—train register;
- YL—yard limits.

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

- D—diesel oil station;
- I—interlocking;
- O—fuel oil station;
- P—dispatcher's telephone;
- T—turntable;
- X—cross-over;
- Y—wye;
- Z—track scales;
- AI—automatic interlocking;
- CS—center siding;
- ES—eastward siding;
- WS—westward siding.

Standard clocks are located as shown below:

Boise Freight.....13th Street Yard Office	Nyssa.....Telegraph Office
Buhl.....Telegraph Office	Ontario.....Telegraph Office
Burns.....Telegraph Office	Pocatello.....Train Dispatcher's Office
Glenns Ferry.....Telegraph Office	Pocatello.....Train, Yard and Engine Crew
Huntington.....Telegraph Office	Pocatello.....Dispatcher's Office
Idaho Falls.....Telegraph Office	Pocatello.....Switchmen's Locker Room
Idaho Falls.....Switchmen's Register Room,	Pocatello.....Switchmen's Locker Room
North End Yard Office	Pocatello.....Switchmen's Locker Room
Lima.....Telegraph Office	Pocatello.....Switchmen's Locker Room
Montpelier.....Telegraph Office	Pocatello.....Roundhouse Foreman's Office
Montpelier.....Yard Office	Pocatello.....Conductor's Register Room,
Nampa.....Telegraph Office	Pocatello.....Passenger Station
Nampa.....Central Yard Switchmen's	Rupert.....Telegraph Office
Locker Room	Twin Falls.....Telegraph Office
Nampa.....Crew Dispatcher's Office	Twin Falls.....Enginemen's Register Room
Nampa.....Enginemen's Register Room	Weiser.....Telegraph Office
at Roundhouse	
Nampa.....Train Dispatcher's Office	
Nampa.....East End Yard 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.		



