



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 16

Effective Sunday
January 10, 1954
At 12:01 A.M. Mountain Time

*Safety Is
 No Accident*

FOR EMPLOYEES ONLY

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

WESTWARD

FIRST SUBDIVISION

Table with columns for Class (Second Class, First Class), Time (Time Freight, Passenger), and Stations. Includes sub-headers for 'Time-Table No. 16 January 10, 1954'.

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 5-72.

FIRST SUBDIVISION

EASTWARD

Table with columns for Class (First Class, Second Class), Time (Time Freight, Passenger, Stook Special), and Stations. Includes sub-headers for 'Time-Table No. 16 January 10, 1954'.

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 5-72.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 16
January 10, 1954

Car Capacity of Siding, etc. See Rule 6(A), Page 23.	FIRST CLASS								STATIONS
	29	11	105	33	17	49	25		
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mixed	Mail and Express		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
COPTWYZ	11.30PM	11.15PM	5.55PM	10.40AM	10.35AM	3.40AM	1.15AM		
P	A11.35PM			A10.45AM					
CS 153 P		11.27	6.06		10.47	f 3.55	1.27		
118 P									
145 PW		s11.43PM	6.17		s11.03	s 4.15	f 1.45		
120 P									
119 P						f 4.38			
119 PW									
119 P									
119 P									
101 269 COPWY		s12.18AM	6.46		s11.45AM	A 5.05AM	2.30		
119 P									
119 P									
119 PW									
119 P		12.39	7.06		12.06PM		2.56		
122 P									
119 P									
116 P		12.53	7.20		12.21		s 3.18		
WS 121-115 ES 111-130 CPWY		s 1.05	s 7.32		s12.40		s 3.50		
118 P									
117 60 PW		s 1.23	7.48		s 1.00		s 4.11		
120 P									
118 120 PWY		1.35	7.59		s 1.13		s 4.26		
CS 120 WS 99 PY									
CS 139 PWX		1.50	8.14		1.36		s 4.50		
COPTWY		A 2.05AM	A s8.25PM		A 1.50PM		A 5.15AM		

..... Thru Time
..... 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.

SECOND SUBDIVISION

EASTWARD

Time Table No. 16
January 10, 1954

FIRST CLASS

Mile Post	FIRST CLASS							
	12	30	106	34	18	26	50	
	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express	Mixed	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
213.9	A 3.00AM	A 3.05AM	A 8.45AM	A 4.30PM	A 4.45PM	A 7.00PM	A 11.00PM	
216.3		2.50AM		4.15PM				
224.3	2.36		8.30		4.25	6.20	f 10.12	
230.1								
238.5	s 2.22		8.19		s 4.11	s 5.57	s 9.55	
242.3								
250.1								
256.0							f 9.30	
259.8								
267.3								
272.4	s 1.45		7.49		s 3.35	s 5.20	9.10PM	
276.2								
284.3								
289.0						f 4.59		
295.7	1.18		7.27		3.08	4.49		
303.5								
309.3								
313.9	1.01		7.13		2.51	s 4.32		
321.8	s12.50		7.05		s 2.40	s 4.20		
330.8								
337.5	s12.25		6.47		s 2.17	s 3.52		
344.2								
350.5	s12.10AM		6.36		2.02	s 3.35		
357.3								
366.8	11.49PM		6.19		1.39	f 3.10		
373.8	11.40PM		6.10AM		1.30PM	3.00PM		

..... Thru Time
..... 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		WELLS BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16			Mile Post	SECOND CLASS
	439 Mixed	January 10, 1954				440 Mixed
STATIONS						
	COPWYZ	f 7:00PM	DN-R	TWIN FALLS YL NA	0.0	A 8:00AM
31		f 7:25		10.9 BERGER	10.9	f 7:15
28		s 7:45		8.5 HOLLISTER	19.4	s 6:55
9		f 7:54		3.8 AMSTERDAM (Spur)	23.2	f 6:44
21	PWY	s 8:10	D	5.6 ROGERSON RG	28.8	s 6:30
38		f 8:35		9.9 METEOR	38.7	f 6:03
34		f 9:05		11.4 IDAVADA	50.1	f 5:36
34	PW	f 9:19		6.0 DELAPLAIN	56.1	f 5:22
34		f 9:35		4.6 SAN JACINTO	60.7	f 5:12
34	P	s 9:55		8.1 CONTACT	68.8	s 4:55
33	CPW	f 10:10		6.3 HENRY	75.1	f 4:38
33		f 10:40		11.6 SHORES	86.7	f 4:14
48	PWY	f 11:00		6.9 WILKINS	93.6	f 3:59
37		f 11:10		3.7 HERRELL	97.3	f 3:49
44	PY	s 11:30		5.2 SUMMER CAMP	102.5	s 3:33
44		f 11:50PM		6.4 MELANDCO	108.9	f 3:04
35		f 12:05AM		7.2 TOWN CREEK	116.1	f 2:47
	PWY	A 12:30AM	DN-R	7.3 WELLS YL HU	123.4	2:30AM
				(123.4)		Daily Except Monday
		(5.30) Thru Time			(5.30)	
		22.4 Average speed per hour			22.4	

WESTWARD		KETCHUM BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16			Mile Post	SECOND CLASS
	441 Mixed	January 10, 1954				442 Mixed
STATIONS						
WS 121-115 ES 111-130	COPWYZ	f 6:00AM	DN-R	SHOSHONE YL X	0.0	A 12:45PM
3		f 6:35		10.9 MARLEY	10.9	f 12:05PM
39	PWY	s 6:35	D-R	4.4 RICHFIELD YL FK	15.3	s 12:05PM
29		f 6:50		6.4 PAGARI	21.7	f 11:45AM
27		f 7:10		8.0 TIKURA	29.7	f 11:25
59	PW	s 7:30	D	7.6 PICABO XN	37.3	s 11:05
6		f 7:40		4.5 HAY	41.8	f 10:50
10		f 7:45		2.5 GANNETT	44.3	f 10:45
30		s 8:05		7.8 BELLEVUE	52.1	s 10:25
17	W	s 8:16	D	5.1 HAILEY RI	57.2	s 10:05
22		f 8:22		2.8 BARITE	60.0	f 9:52
13		f 8:40		7.6 TRIUMPH	67.6	f 9:35
30	W Loop	A 8:45AM	D-R	1.8 KETCHUM YL KU	69.4	9:30AM
				(69.4)		Monday Wednesday Friday
		(2.45) Thru Time			(3.15)	
		25.2 Average speed per hour			21.4	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-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. 16			Mile Post	SECOND CLASS
	483 Mixed	January 10, 1954				484 Mixed
STATIONS						
	P			BLAKES JCT.	0.0	
4	P			14.0 HOME (Spur)	14.0	
10				1.3 MINERAL (Spur)	15.3	
2				0.9 STILL (Spur)	16.2	
15				10.9 STURGILL (Spur)	27.1	
34	PT		D-R	5.8 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. 16			Mile Post	SECOND CLASS
	483 Mixed	January 10, 1954				484 Mixed
STATIONS						
92	OPWYZ	f 6:00AM	DN-R	PAYETTE YL AY	0.0	A 2:45PM
18		f 6:20		3.9 EIFFIE	3.9	f 2:30
27	P	s 6:30	D	1.2 FRUITLAND FU	5.1	s 2:25
19		f 6:40		1.7 BUCKINGHAM	6.8	f 2:06
30	P	s 7:00	D	4.3 NEW PLYMOUTH NP	11.1	s 1:55
11		f 7:27		10.5 LETHA	21.6	f 1:23
96	PWY	A 7:50AM	D-R	8.1 EMMETT YL MF	29.7	1:00PM
				(29.7)		Daily Except Sunday
		(1.50) Thru Time			(1.45)	
		16.2 Average speed per hour			16.8	

WESTWARD		STODDARD BRANCH			EASTWARD	
Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	SECOND CLASS	Time-Table No. 16			Mile Post	SECOND CLASS
	483 Mixed	January 10, 1954				484 Mixed
STATIONS						
	OPTWYZ		DN-R	NAMPA YL AU-Q	0.0	
17				4.4 DEAL	4.4	
44				4.5 BOWMONT	8.9	
28				5.7 MELBA	14.6	
54				2.5 STODDARD	17.1	
				2.9 END OF TRACK	20.0	
				(20.0)		

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

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.

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

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psg.	Frt.		Str.	Psg.	Frt.	
Maximum speed.	79	79	50	Trains handling company roadway machines on their own wheels, except wrecking derricks— On main line and Twin Falls Branch: On straight track. 30 On curves. 25 Between Idaho Falls and Ashton. 20 On other branch lines. 15				
Inspection bus cars.		40	40					
Battery motor car 01886.		50						
When caboose is handled in train consisting of passenger train equipment.		60						
Within yard limits— Protected by continuous block signal system. 60 Not protected by continuous block signal system. 50 On branch lines. 30		50	25		Jordan spreaders and other machines of spreader type, when in operation. 15			
Diesel-electric locomotives running light, dynamic brake not in operation, on descending grade in excess of 1 percent.			35		Trains handling scale test cars— On main line, Twin Falls Branch and between Idaho Falls and Ashton. 30 On other branch lines. 20			
Diesel-electric locomotives in road or helper service: Backing up shoving a train. (Speed of train being helped will govern). Backing up pulling train. 40 Backing up light. 40		40	40		Trains handling water cars converted from Vanderbilt (round) type tender, on branch lines. 20			
1500 class Diesel-electric road freight locomotives. 50		50	50		Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. 20 Through truss bridges. 6			
Diesel-electric freight and road switch locomotives. 65		65	50		Passing fueling stations— On main lines. 50 On branch lines. 30	50	40	25
1000-1100 class Diesel-electric yard switch locomotives in road service. 35		35	35		When using cross-overs and turn-outs: 9000 class engines; Forward movement. 10 Back-up movement. 6		10	10
1800 class Diesel-electric yard locomotives in road service. 50		50	50	All other class engines, except when using No. 14 cross-overs or turn-outs; Forward movement. 15 Back-up movement. 10	15	15	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	20	
7000-7800 class engines, except between McCammon and Pocatello. 70		70	50	Over spring switches, where movement is over facing point switches, except at Reverse, Blaser and Pescadero. 20	20	20	20	
7000-7800 class engines, between McCammon and Pocatello. 75		75	50	When using No. 14 turn-outs at power operated switches or at end of double track. 25	25	20	20	
MacArthur type engines with 63-inch drivers. 55		55	50	On wye tracks. 6	6	6	6	
MacArthur type engines with 57-inch drivers. 35		35	35	Through tunnels, branch lines. 10		10	10	
3700 and 3900 class engines. 65		65	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line. 25 On branch lines. 15 (Slower speed must be observed where conditions require.)				
3800 class engines. 60		60	50					
4000, 9000 and 2-10-2 type engines. 50		50	50					
Consolidation type engines. 35		35	35					
Mallet type engines, 3500 to 3599, incl., and 3670 to 3674, incl. 35		35	35					
0-6-0 and 0-8-0 type yard engines. 20		20	20					
Trains handling wrecking derricks: Derricks with 6-wheel trucks. 40 Derricks with 4-wheel trucks. 35 (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)								

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. 3.4 and 3.7. 70	60	50		Between M.P. 87.4 and 87.7. 60	50	40	Bancroft Over streets and alleys. 25	25	25		
Moxa Between M.P. 12.1 and 12.3. 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		
Hassett Between M.P. 14.4. and 14.6. 70	60	50		Between M.P. 96.7 and 96.9. 70	60	50	Kinport Between M.P. 167.5 and 168.1. 70	60	50		
Nutria Between M.P. 16.1 and 16.4. 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		
Between M.P. 18.1 and 18.3. 60	50	40		Between M.P. 99.5 and 99.7. 70	60	50	Pebble Between M.P. 171.2 and 171.7. 60	50	40		
Cosgriff Between M.P. 21.1 and 21.5. 70	60	50		Between M.P. 102.6 and 104.9. 60	50	40	Between M.P. 171.9 and 174.7. 70	60	50		
Between M.P. 23.6 and 23.8. 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		
Opal Between M.P. 28.7 and 29.6. 70	60	50		Montpelier Between M.P. 120.6 and 123.4. 60	50	40	Blaser Between M.P. 177.4 and 178.5. 60	50	40		
Between M.P. 31.3 and 32.3. 50	40	30		Between M.P. 125.1 and 125.3. 70	60	50	M.P. 179.0 to 180.0 (Westward). 45	35	20		
Between M.P. 33.0 and 33.1. 70	60	50		Between M.P. 125.8 and 126.7. 60	50	40	M.P. 180.0 to 179.0 (Eastward). 50	40	25		
Waterfall Between M.P. 34.6 and 34.8. 60	50	40		Georgetown Between M.P. 127.6 and 127.9. 70	60	50	Lava Hot Springs Between M.P. 180.1 and 181.7. 70	60	50		
Between M.P. 35.5 and 36.5. 50	40	25		Between M.P. 128.2 and 128.7. 60	50	40	Between M.P. 181.8 and 183.1. 60	50	40		
Between M.P. 36.5 and 38.9. 40	35	25		Between M.P. 129.5 and 130.0. 60	50	40	Between M.P. 183.2 and 184.8. 70	60	50		
Kemmerer 7000 and heavier type engines, turntable lead. 30 Passing coal chute. 30	30	25	5	Between M.P. 131.6 and 132.2. 70	60	50	Topaz Between M.P. 185.5 and 185.7. 70	60	50		
Between M.P. 43.1 and 44.0, watch for rocks. 25	20	20		Cavanaugh Between M.P. 135.5 and 135.8. 70	60	50	Between M.P. 186.1 and 187.3. 50	40	30		
Between M.P. 44.0 and 49.2. 50	40	30		Manson Between M.P. 138.6 and 139.3. 60	50	40	Between M.P. 187.4 and 187.9. 60	50	40		
Between M.P. 49.2 and 49.4. 40	35	25		Fossil Between M.P. 54.5 and 57.8. 40	35	25	Between M.P. 188.1 and 190.3. 70	60	50		
Nugget Between M.P. 58.0 and 59.5. 70	60	50		Rose Between M.P. 141.0 and 141.9. 60	50	40	McCammion Between M.P. 192.4 and 192.7. 60	50	40		
Orr Between M.P. 60.9 and 61.2. 70	60	50		Between M.P. 142.4 and 143.5. 70	60	50	Between M.P. 195.0 and 195.4. 60	50	40		
Sage Between M.P. 63.6 and 65.4. 60	50	40		Between M.P. 143.7 and 143.9. 60	50	40	Onyx Between M.P. 197.7 and 200.3. 70	60	50		
Between M.P. 66.5 and 68.2. 70	60	50		Between M.P. 144.6 and 145.2. 60	50	40	Between M.P. 200.4 and 201.1. 60	50	40		
				Soda Springs Over streets and alleys. 30	30	30	Between M.P. 202.3 and 202.5. 60	50	40		
				Between M.P. 148.0 and 148.3. 70	60	50	Between M.P. 207.2 and 208.4. 70	60	50		
							Pocatello Within platform limits of passenger depot. 6	6	6		

SECOND SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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	District 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	40	25	Between M.P. 321.5 and 322.2.	20	20	20	Between M.P. 369.1 and 371.0.	60	50	40
Between M.P. 240.4 and 241.3.	70	60	50	Between M.P. 323.2 and 323.9.	70	60	50	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.	Psgr.	Fr.		Str.	Psgr.	Fr.		Str.	Psgr.	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	Parma Over streets and alleys.	30	30	30
Hammett Between Hammett and Reverse.	65	60	40	Between M.P. B-438.5 and B-438.8.	70	60	50	Between M.P. 482.8 and 483.0.	70	60	50
Between M.P. 385.6 and 387.0.	60	50	40	Between M.P. B-439.4 and B-440.4.	50	40	25	Between M.P. 484.5 and 485.0.	70	60	50
Between M.P. 389.8 and 390.6.	60	50	40	Between M.P. B-440.4 and B-446.1.	60	50	40	Washoe Spur With 5000 class engines.			5
Mountain Home Over street crossings.	25	25	25	Boise Between M.P. B-448.3 and B-449.1.	50	40	25	Ontario No. 106, to exchange mail.	10		
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	Between Payette and Weiser, trains handling logs.			30
Kuna Between M.P. 447.5 and 450.8.	60	50	40	Meridian No. 17, to exchange mail. No. 18, to dispatch mail.				Weiser Between M.P. 523.1 and 526.1.	70	60	50
Nampa								Between M.P. 526.4 and 535.9.	60	50	40
Orchard Between M.P. B-429.1 and B-430.0.	60	50	40	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
								Huntington			

FOURTH SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.		Psgr.	Fr.
Maximum speed. Between Pocatello Jct. 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.	60	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. 366.3 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 and 5300 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 3500, 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		

