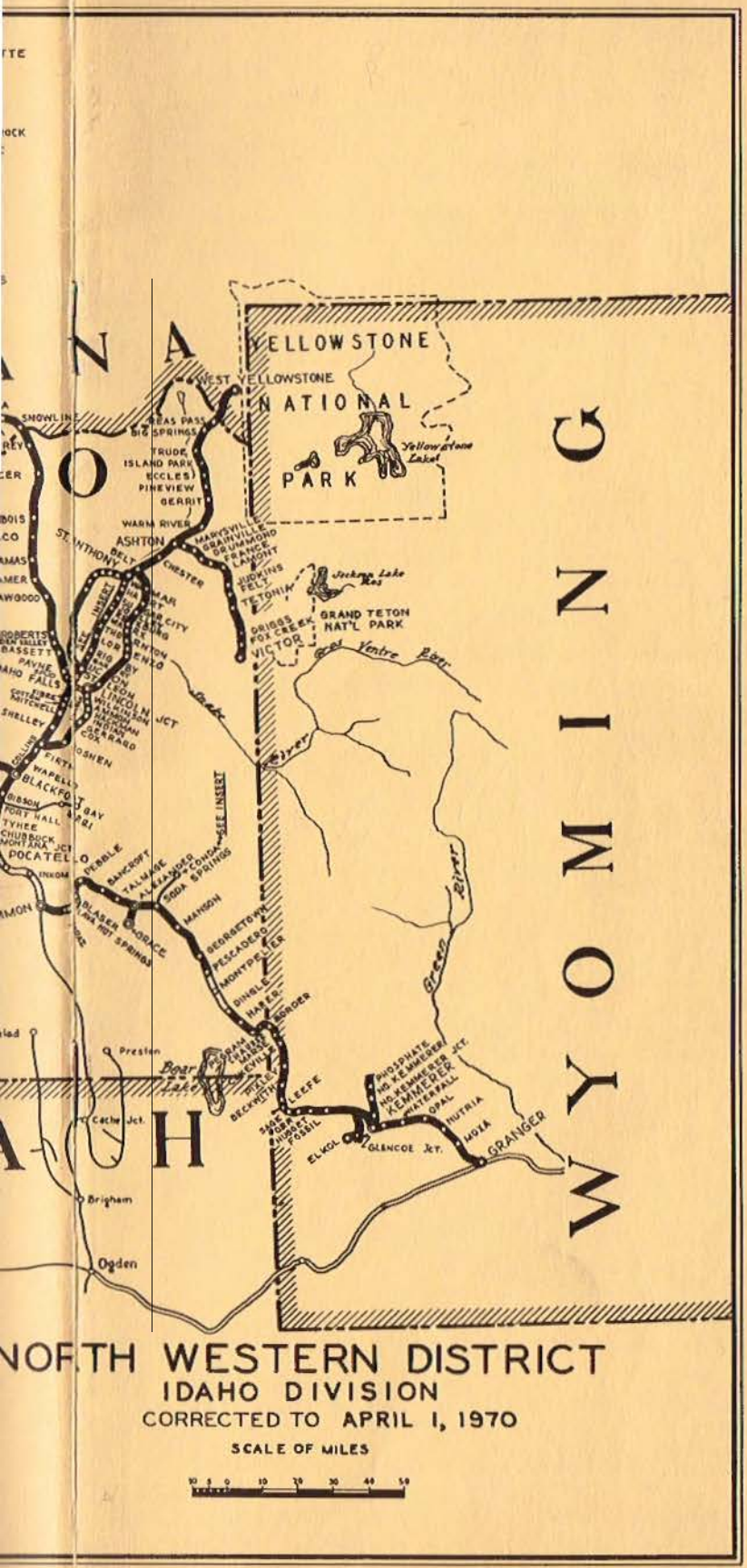


NORTH WESTERN DISTRICT
IDAHO DIVISION
CORRECTED TO APRIL 1, 1970
SCALE OF MILES

UNION PACIFIC RAILROAD COMPANY

NORTHWESTERN DISTRICT

IDAHO DIVISION

TIME-TABLE No. 46

Effective Monday
May 1, 1972
At 12:01 A.M. Mountain Time

Safety Gains Where Courtesy Reigns

FOR EMPLOYES ONLY

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

G. H. BAKER
General Manager

J. BOWEN
General Supt. Transportation

J. E. PETERSEN
General Superintendent

T. P. Rogers, Superintendent ..... **Pocatello, Ida.**
K. J. Hennessy, 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.
L. J. Schreiber, Assistant Terminal Superintendent ... Pocatello, Ida.
F. Bealer, Trainmaster ..... Pocatello, Ida.
R. F. Kelly, Trainmaster ..... Pocatello, Ida.
R. E. Riley, Trainmaster ..... Nampa, Ida.
J. R. Davis, Trainmaster ..... Idaho Falls, Ida.
J. B. Daly, Terminal Superintendent ..... Idaho Falls, Ida.
A. W. Campbell, Master Mechanic ..... Pocatello, Ida.
A. B. Ziegler, General Road Foreman of Engines ..... Portland, Ore.
E. I. Payne, Road Foreman of Engines ..... Pocatello, Ida.
M. D. Muck, Road Foreman of Engines ..... Pocatello, Ida.
G. R. Spencer, 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.
P. B. Armstrong, General Roadmaster ..... Pocatello, Ida.
T. R. King, General Roadmaster ..... Nampa, Ida.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy ... Portland, Ore.
M. A. Devich, 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.
L. D. Tomblison, 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.

SYMBOLS AND ABBREVIATIONS

Rules 6, 6(A), 6(B) and 6(C)

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;
R—train register;
YL—yard limits.

Rule 6(B)

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

A—automatic interlocking;
F—fueling station;
I—manual interlocking;
P—dispatcher's telephone;
T—turntable;
X—cross-over;
Y—wye.

Rule 6(C)

Capacity of sidings in the column provided in the time-table in car lengths based on 55 feet per car. Then following letters placed before the capacity of sidings indicate:

C—center siding;
E—eastward siding;
W—westward siding.

Standard clocks are located as shown below:

Boise Freight ..... 13th Street Yard Office
Burns ..... Telegraph Office
Glenns Ferry ..... Telegraph Office
Huntington ..... Telegraph Office
Idaho Falls ..... Telegraph Office
Idaho Falls .... Switchmen's Register Room
Lima ..... Telegraph Office
Montpelier ..... Telegraph Office
Nampa ..... Telegraph Office
Nampa ..... Central Yard Switchmen's Locker Room
Nampa ..... Crew Dispatcher's Office
Nampa ..... Enginemen's Register Room at Roundhouse
Nampa ..... Train Dispatcher's Office
Nampa ..... East End Yard Office
Nyssa ..... Telegraph Office
Ontario ..... Telegraph Office
Pocatello ..... Train Dispatcher's Office
Pocatello ..... Train, Yard and Engine Crew Dispatcher's Office
Pocatello ..... Switchmen's Locker Room New Yard
Pocatello ..... Switchmen's Locker Room Hump
Pocatello ..... Switchmen's Locker Room Sherman St.
Pocatello .... Roundhouse Foreman's Office
Pocatello ..... Conductor's Register Room, Passenger Station
Rupert ..... Telegraph Office
Twin Falls ..... Telegraph Office
Emmett ..... 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
40″	90.	50″	72.	1′	60.	1′ 10″	51.4	2′	30.
41″	87.8	51″	70.6	1′ 1″	59.	1′ 11″	50.7	2′ 15″	26.6
42″	85.7	52″	69.2	1′ 2″	58.	1′ 12″	50.	2′ 30″	24.
43″	83.7	53″	67.9	1′ 3″	57.1	1′ 15″	48.	2′ 45″	21.8
44″	81.8	54″	66.6	1′ 4″	56.2	1′ 20″	45.	3′	20.
45″	80.	55″	65.4	1′ 5″	55.3	1′ 25″	42.3	3′ 30″	17.1
46″	78.3	56″	64.2	1′ 6″	54.5	1′ 30″	40.	4′	15.
47″	76.6	57″	63.1	1′ 7″	53.7	1′ 35″	37.9	5′	12.
48″	75.	58″	62.	1′ 8″	52.9	1′ 40″	36.	6′	10.
49″	73.5	59″	61.	1′ 9″	52.1	1′ 45″	34.3	7′	8.6
						1′ 50″	32.7	8′	7.5
						1′ 55″	31.3	10′	6.

MILEAGE

Main Line	844.9
Branches	1342.3
Grand Total	2187.2

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.

GENERAL

Location	Miles Per Hour	
	Psgr.	Frt.
When using No. 20 turn-outs, unless a different speed is specified.	40	40
When using No. 20 equilateral.	60	60
When using No. 14 turn-outs.	25	25
When using other turn-outs.	15	15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20
Within yard limits protected by continuous block signal system.	35	35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20
When using sidings in CTC territory.	20	20
When using other sidings and tracks other than main tracks unless a different speed is specified.	15	15
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35 50	35 50
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35
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
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 35 20

Location	Miles Per Hour	
	Psgr.	Frt.
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.		35 25 25
Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
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 10
Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.		40
Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.		50
Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive.		50
Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.		20 6
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
Wye tracks except those portions used as main track or siding.	6	6
Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

WESTWARD ⇦ CAPACITY OF SIDINGS		Time-Table No. 46 May 1, 1972				⇨ EASTWARD	
Cars	Feet	STATIONS				MILE POST	RULE 6(B)
124	6800						
124	6800	DN-R	**GRANGER**	GN		0.0	IPY
			7.7				
129	7310		MOXA			7.7	P
			7.7				
129	7304		NUTRIA			15.4	P
			9.1				
129	7295		OPAL			24.5	P
			9.1				
129	7320		WATERFALL			33.6	P
			6.1				
131	7205						
137	7535	D	**KEMMERER**	AV		39.7	P
			8.3				
129	7280		FOSSIL			48.0	P
			5.0				
129	7324		NUGGET			53.0	P
			6.6				
129	7303		ORR			59.6	P
			5.2				
129	7345		LEEFE			64.8	PY
			6.5				
129	7292		BECKWITH			71.3	P
			6.1				
129	7349		PIXLEY			77.4	P
			6.1				
151	8516	D	COKEVILLE	CK		83.5	P
			4.7				
129	7317		MARSE			88.2	P
			6.3				
129	7281		CHAUSSE			94.5	P
			8.4				
130	7355		HARER			102.9	P
			5.1				
			DINGLE		Two Main Tracks	108.0	P
			7.0				
		DN-R	**MONTPELIER**	MX YL		115.0	FPTY
			5.4				
			PESCADERO			120.4	P
			6.4				
168	9990		GEORGETOWN			126.8	P
			9.3				
129	7304		MANSON			136.1	P
			9.9				
132	7416	DN	**SODA SPRINGS**	SD		146.0	PY
			5.6				
129	7247		**ALEXANDER**			151.6	P
			4.6				
129	7376		TALMAGE			156.2	P
			5.6				
127	7095						
164	9020	D	BANCROFT	BN		161.8	P
			8.5				
129	7287		PEBBLE			170.3	P
			7.1				
			BLASER		Two Main Tracks	177.4	P
			2.6				
24	1320		LAVA HOT SPRINGS			180.0	P
			6.0				
			TOPAZ			186.0	P
			5.2				
C 133	7682	D	**McCAMMON**	MC		191.2	PXY
			10.7		Two Main Tracks		
99	5710		INKOM			201.9	P
			12.0				
		DN-R	**POCATELLO**	CA YL		213.9	FPTY
			(213.9)				

CENTRALIZED TRAFFIC CONTROL

ADDITIONAL STATIONS

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
First Subdivision				
Sage	63.1	81 P	4712	Both
Pegram	97.7	37 P	2035	Both

CLEARANCE REQUIREMENTS

Trains enroute to Utah Division at McCammon must receive Utah Division clearance, in addition to Idaho Division clearance at Pocatello, must identify opposing trains between Pocatello and McCammon and need not receive clearance at McCammon.

Trains from Utah Division at McCammon must receive Idaho Division clearance in addition to Utah Division clearance at Cache Junction and need not receive clearance at McCammon.

Trains to or from Conda Branch need not receive clearance at Soda Springs.

Trains to or from Grace Branch need not receive clearance at Alexander.

MOVEMENTS AT GRANGER

At Granger, on Idaho Division, Automatic Block Signal Rules apply between "END OF CTC" sign and interlocking home signal near depot.

Clearance received by an eastward train at its initial station on First Subdivision confers authority to proceed from end of CTC to interlocking limits and clearance received by a westward train at Granger confers authority to proceed from interlocking limits to beginning of CTC, being governed by indication of signals.

Note 2 to Rule 99 is in effect on First Subdivision.

SPEED RESTRICTIONS—FIRST SUBDIVISION

Location	Miles Per Hour	
	Psgr.	Frt.
Maximum speed.	79	70
Between Mile Posts— Granger 0.0 and 0.8.	40	25
3.4 and 3.7.	70	55
Moxa 12.1 and 12.3.	70	60
14.4 and 14.6.	70	55
Nutria 16.1 and 16.4.	70	55
21.1 and 21.5.	70	55
23.6 and 23.8.	70	55
Opal Trains switching through turnouts east end El Paso tracks.		5
Between Mile Posts— 28.7 and 29.6.	70	55
31.3 and 32.3.	45	30
33.0 and 33.1.	70	55
Waterfall 34.6 and 34.8.	60	45
35.5 and 40.8.	40	30
Kemmerer 43.1 and 44.6.	60	50
Nugget 54.5 and 57.8.	40	30
58.0 and 61.2.	70	55
63.6 and 65.4.	60	45
66.5 and 68.2.	70	55

Location	Miles Per Hour	
	Psgr.	Frt.
Cokeville Between Mile Posts— 87.4 and 87.7.	60	50
92.9 and 93.1.	60	50
Chausse 96.7 and 96.9.	70	55
98.3 and 99.2.	60	50
99.5 and 99.7.	70	55
102.6 and 104.8.	60	50
104.8 and 105.4.	70	55
Montpelier 115.0 and 116.0.	20	20
120.6 and 123.4.	60	50
125.2 and 125.3.	70	55
125.8 and 126.7.	60	50
Georgetown Central Farmers Industry spur.		15
Between Mile Posts— 127.6 and 127.9.	70	55
128.3 and 130.1.	60	50
131.6 and 132.2.	70	55
135.6 and 135.8.	70	55
Manson 138.7 and 139.3.	60	50
141.0 and 141.9.	55	45
142.4 and 143.4.	70	55
143.7 and 145.2.	55	45
Soda Springs Over streets and alleys.	40	40
Between Mile Posts— 148.0 and 148.3.	70	55

Location	Miles Per Hour	
	Psgr.	Frt.
Alexander Between Mile Posts— 152.1 and 152.4.	60	50
Bancroft 163.5 and 164.7.	70	60
167.5 and 168.1.	70	60
168.9 and 169.3.	60	50
Pebble 171.2 and 171.7.	60	50
171.9 and 174.7.	70	55
176.3 and 176.7.	70	60
Blaser 177.4 and 178.5.	60	45
179.0 and 180.0.	45	30
Lava Hot Springs 180.0 and 181.7.	70	55
181.8 and 183.1.	60	45
183.2 and 184.8.	70	55
185.5 and 187.9.	45	30
188.2 and 190.2.	65	50
McCammon 192.1 and 192.7.	60	45
195.0 and 195.3.	60	45
197.7 and 199.7.	70	55
199.7 and 201.0.	60	45
Inkom 202.3 and 202.6.	60	45
Over switch M.P. 213.3 (No. 1 Track).	35	35
Pocatello Within platform limits of passenger depot.	20	20
On Eastward and Westward running tracks.	10	10

SPEED RESTRICTION—LEEFE SPUR

Maximum speed 25 MPH

WESTWARD ⇦ SECOND SUBDIVISION ⇨ EASTWARD

Time-Table No. 46, May 1, 1972

CAPACITY OF SIDINGS CARS	CAPACITY OF SIDINGS FEET	STATIONS	MILE POST	Rule 6(8)
		DN-R POCATELLO YL CA — Block Signals; Two Main Tracks	213.9	FP TY
		2.4		
		POCATELLO JCT. YL	216.3	P
		8.0		
C 135	7595	MICHAUD	224.3	P
		5.8		
146	8218	BANNOCK	230.1	P
		8.4		
125	7056	D AMERICAN FALLS AF	238.5	P
		3.8		
104	6003	BORAH	242.3	P
		7.8		
146	8209	QUIGLEY	250.1	P
		5.9		
103	5902	WAPI	256.0	P
		3.8		
146	8232	DEWOFF	259.8	P
		7.5		
104	5937	HAWLEY	267.3	P
		5.1		
108 231	6091 13189	D **MINIDOKA** RT	272.4	PY
		3.8		
103	5863	MAX	276.2	P
		8.1		
142	8224	ADELAIDE	284.3	P
		4.7		
103	5915	KIMAMA	289.0	P
		6.7		
103	5872	SENTER	295.7	P
		7.8		
150	8310	OWINZA	303.5	P
		11.2		
20	1100	DIETRICH — Two Main Tracks	314.7	P
		7.1		
104-99 96-112	5720 5445 5280 6160	D **SHOSHONE** X — Two Main Tracks	321.8	PY
		9.0		
146	8223	TUNUPA	330.8	P
		6.7		
146 52	8183 2600	D GOODING GD	337.5	P
		6.7		
146	8133	FULLER	344.2	P
		6.3		
104	5845	**BLISS**	350.5	PY
		6.8		
C 104 86	5720 4969	TICESKA — Two Main Tracks	357.3	P
		9.8		
C 146	8392	KING HILL — Two Main Tracks	367.1	P
		6.7		
		DN-R **GLENNS FERRY** GF — Two Main Tracks	373.8	PY
		(159.9)		

CENTRALIZED TRAFFIC CONTROL

Note 2 to Rule 99 is in effect on Second and Third Subdivisions.

WESTWARD ⇦ THIRD SUBDIVISION ⇨ EASTWARD

Time-Table No. 46, May 1, 1972

CAPACITY OF SIDINGS CARS	CAPACITY OF SIDINGS FEET	STATIONS	MILE POST	Rule 6(8)
		DN-R **GLENNS FERRY** GF — Two Main Tracks	373.8	PY
		8.9		
C 146	8374	HAMMETT	382.7	P
		10.6		
C 146	8370	REVERSE	393.3	P
		8.3		
140	7700	D MOUNTAIN HOME MZ	401.6	PY
		5.9		
140	7700	SEBREE	407.5	P
		5.2		
140	7700	CLEFT	412.7	P
		10.3		
159	8745	**ORCHARD**	423.0	P
		11.7		
140	7700	OWYHEE	434.7	P
		12.0		
140	7700	KUNA	446.7	P
		9.9		
		DN **NAMPA YL** Q	456.6	FPTY
		4.2		
48	2640	MOSS	460.8	P
		4.8		
140	7700	D **CALDWELL** CW	465.6	P
		3.6		
105	5775	ENROSE	469.2	P
		3.3		
140	7700	NOTUS	472.5	P
		8.3		
140	7700	D PARMA MA	480.8	P
		7.6		
149	8195	D **NYSSA** SY	488.4	PY
		10.3		
144 144	7920 7920	D **ONTARIO** ON	498.7	PY
		3.8		
133	7315	D **PAYETTE** AY	502.5	P
		6.8		
140	7700	CRYSTAL	509.3	P
		6.6		
140 140	7700 7700	D **WEISER** SR	515.9	PY
		9.8		
133	7315	COBB	525.7	P
		7.1		
140	7700	ROCK ISLAND	532.8	P
		6.0		
		DN-R **HUNTINGTON** HU	538.8	PT
		(165.0)		

CENTRALIZED TRAFFIC CONTROL

WESTWARD ⇦ BOISE CUTOFF ⇨ EASTWARD

Time-Table No. 46, May 1, 1972

CAPACITY OF SIDINGS CARS	CAPACITY OF SIDINGS FEET	STATIONS	MILE POST	Rule 6(8)
159	8745	**ORCHARD**	B 423.5	P
		24.9		
60	3300	BOISE YL	B 448.4	PY
		2.3		
		BOISE JCT.	B 450.7	P
		6.6		
101	5555	D MERIDIAN MD	B 457.3	P
		10.5		
		DN **NAMPA** YL Q	B 467.8	FPTY
		(44.3)		

SPEED RESTRICTIONS—SECOND SUBDIVISION

Location	Miles Per Hour Psgr.	Frt.
Maximum speed. Between Pocatello and Ticeska.	79	70
Between Ticeska and Glenns Ferry.	79	60
Pocatello Within platform limits of passenger depot.	20	20
On Eastward and Westward running tracks.	10	10
On enginehouse lead and tracks.		5
Westward trains on No. 2 track over switches Pocatello Jct.	15	15
Between Mile Posts— 218.8 and 220.0 (No. 1 Track).	65	50
218.8 and 220.0 (No. 2 Track).	45	45
Bannock 237.9 and 241.2.	65	50
Bietrich Between Mile Posts— 316.3 and 314.7 (No. 2 Track).	60	45
321.5 and 321.8.	20	20
Shoshone Through No. 20 equilateral at end of two main tracks.	60	60
323.3 and 323.9.	70	55
325.0 and 326.6.	70	55
Gooding Over streets and alleys.	45	45
Between Mile Posts— 340.7 and 341.2.	60	50
342.3 and 343.4.	60	50
Ticeska Between Mile Posts— 357.3 and 360.2.	65	50
360.2 and 360.8.	55	45
360.8 and 365.9.	65	50
King Hill 367.5 and 368.3.	70	55
369.1 and 371.0.	60	45
Sand Bank Engines using west switch to Sand Bank set-out track.		5
Between Mile Posts— 371.1 and 373.2.	45	30
373.2 and 374.5.	20	20
Glenns Ferry		

THIRD SUBDIVISION

Maximum speed.	79	70
Glenns Ferry Between Mile Posts— 373.2 and 374.5.	20	20
376.5 and 377.6.	60	45
378.6 and 379.3.	40	30
Hammett 384.9 and 390.7.	60	50
Between Mile Posts— Orchard 428.4 and 429.0.	60	50
Kuna 447.3 and 450.8.	60	45
Nampa 456.6 and 457.2.	20	20
Between Mile Posts— 464.9 and 466.0.	20	20
Parma Over streets and crossings.	50	50
482.8 and 483.0.	70	55
484.5 and 485.0.	70	55
Payette Over streets and alleys.	60	60
Between Payette and Weiser, trains handling logs.		30
Crystal Trains using turn-out east switch Crystal.	15	15
Between Mile Posts— 515.8 and 516.2.	55	45
523.1 and 524.9.	70	55
524.9 and 528.1.	60	45
529.4 and 535.5.	70	55
535.5 and 536.9.	60	45
536.9 and 539.0.	40	30
Huntington Between Oregon Division Mile Posts— 390 and 389.2.	20	20
Boise Cutoff Maximum speed.		49
Orchard B-423.7 and B-424.0.		45
B-429.2 and B-430.0.		45
B-433.9 and B-434.3.		45
B-439.5 and B-440.4.		25
B-440.4 and B-446.1.		45
Boise Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.		20
Between Mile Posts— Sonna B-467.1 and B-467.7.		25

ADDITIONAL STATIONS

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)		Feet	Switch Connection
Second Subdivision					
Don	219.6	38	PX	2090	Both
		63		3465	Both
Schiller	226.5	50	P	2828	Both
Sand Bank	378.9	37	PX	1846	Both
Third Subd'vision					
Simco	419.1	9	P	495	West
Hillcrest	B-445.1	12	P	660	Both
Perkins	B-451.4	26	P	1430	Both
Beatty	B-454.6	25	P	1375	Both
Sonna	B-460.7	19	P	1045	Both
Mangum	476.3	21	P	1155	Both
Apple Valley	485.9	22	P	1210	Both
Arcadia	491.7	38	P	2090	Both
Washoe Spur	500.9	27	P	1485	West
Wood	506.2	9	P	495	Both
Feltham	512.7	20	P	1100	Both
Wix	514.3	12	P	660	Both
Boise Cutoff					
Hillcrest	B-445.1	12	P	660	Both
Perkins	B-451.4	26	P	1430	Both
Beatty	B-454.6	25	P	1375	Both
Sonna	B-460.7	19	P	1045	Both

FOURTH SUBDIVISION

WESTWARD ⇩ — EASTWARD ⇧

CAPACITY OF SIDINGS CARS	CAPACITY OF SIDINGS FEET	WESTWARD SECOND CLASS 277 Daily	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	EASTWARD SECOND CLASS 278 Daily	RULE 6(8)
			POCATELLO JCT. YL	135.1	A 8.40 AM	P
		1.30 PM	1.6 MONTANA JCT. YL	136.7	8.32	P
107	5885	1.36	3.7 TYHEE	140.4	8.25	P
129	7095	1.44	5.3 FORT HALL	145.7	8.17	P
62	3410	1.51	5.3 GIBSON	151.0	8.09	P
67	3685	2.01	7.1 DN BLACKFOOT YL BF	158.1	7.54	PY
63	3465	2.10	5.9 WAPELLO	164.0	7.39	P
106	5830	2.18	5.4 D FIRTH FR	169.4	7.29	P
90	4950	2.28	6.1 DN SHELLEY SY	175.5	7.19	P
62	3410	2.34	3.8 COTTON	179.3	7.12	P
		3.00	3.7 DN-R IDAHO FALLS YL AK	183.0	7.00	FPTY
45	2475	3.20	8.2 PAYNE	191.2	6.27	P
47	2585	3.28	5.3 BASSETT	196.5	6.17	P
47	2585	3.37	5.5 ROBERTS	202.0	6.07	P
45	2475	4.04	15.5 HAMER	217.5	5.37	P
44	2420	4.14	5.6 CAMAS	223.1	5.27	P
92	5060	4.50	11.8 DUBOIS	234.9	5.02	PY
50	2750	5.20	13.6 SPENCER	248.5	4.27	P
129	7095	5.46	9.5 HUMPHREY	258.0	4.01	P
53	2915	6.05	6.7 MONIDA	264.7	3.41	PY
44	2420	6.22	9.0 SNOWLINE	273.7	3.01	P
		6.50 7.30	6.2 DN-R LIMA YL RD	279.9	2.40 12.30	PY
41	2255	7.50	8.1 DELL	288.0	12.08 AM	P
42	2310	8.05	6.0 KIDD	294.0	11.55 PM	P
134	7370	8.25	7.8 RED ROCK	301.8	11.33	P
138	7590	9.00	18.6 BARRETTS	320.4	11.00	P
129	7095	9.25	7.6 DN DILLON YL DN	328.0	10.45	P
39	2145	278 10.16	12.3 APEX	340.3	277 10.16	P
41	2255	10.40	8.4 NAVY	348.7	9.45	P
53	2915	11.10	10.2 MELROSE	358.9	9.23	P
20	1100		7.1 MAIDEN ROCK	366.0		P
34	1870	11.45 PM	3.9 DIVIDE	370.1	8.53	P
16	880	12.15 AM	10.6 FEELY	380.7	8.27	P
		A 1.00 AM	9.3 DN-R SILVER BOW YL SB	390.0	8.00 PM	PY
		A 5.00 AM	7.0 DN BUTTE YL BY	397.0	7.30 PM	
			(261.9)			

BLOCK SIGNALS

Block Signals

ADDITIONAL STATIONS

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Fourth Subdivision				
Chubbuck	138.2	31	1705	Both
Mitchell	176.9	15	825	Both
Fibre	180.4	7	385	East
Spud	189.6	13	715	East
Golden Valley	198.2	24	1320	East
Waco	228.6	30 P	1650	Both
Dalys	316.4	12 P	660	Both
Ford	322.2	23 P	1265	Both
Bond	334.2	10	550	East

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

CLEARANCE REQUIREMENTS

All trains must receive clearance at:

Idaho Falls

Lima

Westward trains must receive clearance at Pocatello and need not receive clearance at Pocatello Jct. or Montana Jct.

Note 2 to Rule 99 is in effect between Pocatello Jct. and Idaho Falls and between Spencer and Humphrey.

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 Burlington Northern, Inc.

SPEED RESTRICTIONS—FOURTH SUBDIVISION

Location	Miles Per Hour
Maximum speed.	
Between Pocatello Jct. and Idaho Falls.	50
Between Idaho Falls and Silver Bow.	49
Between Mile Posts—	
Pocatello Jct.	
135.1 and 136.7.	25
Montana Jct.	
139.9 and 140.1.	50
Tyhee	
142.3 and 142.5.	40
143.3 and 143.5.	40
Gibson	
152.6 and 152.9.	40
Blackfoot	
Over streets and alleys.	20
Between Mile Posts—	
Wapello	
166.8 and 167.0.	50
Firth	
Over streets and alleys.	35
Between Mile Posts—	
169.7 and 169.9.	50
Shelley	
Over streets and alleys.	30
Between Mile Posts—	
182.6 and 183.5.	25
Idaho Falls	
Over streets and alleys.	12
Between Mile Posts—	
185.5 and 185.9.	5
187.4 and 188.6.	30
190.7 and 191.0.	35
Roberts	
205.4 and 206.0.	40
208.4 and 210.2.	40
Between Mile Posts—	
213.7 and 214.0.	40
Hamer	
218.3 and 218.5.	40
Dubois	
236.0 and 236.6.	25
237.8 and 238.0.	40
239.1 and 239.3.	40
244.4 and 246.7.	30
Spencer	
248.5 and 248.9.	35
251.0 and 251.4.	30
252.7 and 257.5.	20
Humphrey	
258.3 and 258.5.	25
258.6 and 259.2.	35
262.9 and 267.6.	25
269.7 and 269.9.	30
271.0 and 271.7.	30
Snowline	
277.4 and 278.3.	25
Lima	
Over Center Street east of depot.	15
Westward, within yard limits.	15
Between Mile Posts—	
Red Rock	
309.2 and 310.2.	25
312.9 and 313.5.	45
316.0 and 316.5, watch for rocks.	20
316.5 and 319.1.	25
Dillon	
Between Mile Posts—	
328.6 and 329.2.	25
337.0 and 337.2.	40
Apex	
341.1 and 341.4.	40
342.7 and 342.9.	40
343.3 and 343.5.	20
343.5 and 345.8.	25
346.0 and 346.3.	20
347.9 and 348.2.	30
Navy	
351.0 and 354.4.	25
357.2 and 357.7.	40
Melrose	
361.8 and 366.3, watch for rocks.	20
366.3 and 366.6.	20
366.7 and 367.5.	25
367.9 and 368.2.	20
Oivide	
373.6 and 374.6.	30
375.2 and 377.8.	25
379.0 and 381.1.	25
382.3 and 383.7.	20
384.3 and 385.1.	25
386.6 and 388.1.	25
389.8 and 390.1.	20
Silver Bow	

WESTWARD ⇩ CUMBERLAND BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
131 137	7205 7535	D-R **KEMMERER YL** AV	0.0	P
		— 4.8 —		
45	2475	**GLENCOE JCT. YL**	4.8	
		— 1.2 —		
		END OF TRACK YL	6.0	
		(6.0)		

Cumberland Branch yard limits are continuous from M.P. 0.0 to M.P. 6.0.

SPEED RESTRICTION—CUMBERLAND BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Post— 0.0 and 0.4.	15

WESTWARD ⇩ ELKOL BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
45	2475	**GLENCOE JCT. YL**	0.0	
		— 3.9 —		
		ELKOL YL	3.9	
		(3.9)		

Elkol Branch yard limits are continuous from M.P. 0.0 to M.P. 3.9.

SPEED RESTRICTION—ELKOL BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Post— 0.0 and 0.5.	15

WESTWARD ⇩ CONDA BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
129	7095	DN **SODA SPRINGS YL** SD	0.0	PY
		— 1.8 —		
68	3740	MONSANTO YL (Spur)	1.8	
		— 1.0 —		
5	275	FORMATION YL (Spur)	2.8	
		— 3.1 —		
15	825	EPCO YL	5.9	
		— 1.1 —		
16	880	**CONDA YL**	7.0	Y
		(7.0)		

Conda Branch yard limits are continuous from M.P. 0.0 to M.P. 7.0.

SPEED RESTRICTIONS—CONDA BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Post— 5.9 and 7.5.	15

Following speed restrictions apply on Epco Industry Spur:

LOCATION	MPH
Maximum speed.	25
Between Mile Post— 3.5 and 4.9.	15

WESTWARD ⇩ GRACE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
129	7095	**ALEXANDER YL**	0.0	P
		— 6.0 —		
14	770	D **GRACE YL** GA	6.0	
		(6.0)		

Grace Branch yard limits are continuous from M.P. 0.0 to M.P. 6.0.

SPEED RESTRICTIONS—GRACE BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Post— 0.0 and 0.9.	20
Truss Bridge M.P. 5.33.	10

WESTWARD ⇩ NORTH SIDE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
167	9185	DN-R **RUPERT YL** MS	0.0	FPY
		— 4.4 —		
48 47 48	2640 2585 2640	MYERS YL	4.4	
		— 1.5 —		
31	1705	PAUL YL	5.9	
		— 2.0 —		
17	935	BUDGE	7.9	
		— 8.0 —		
46	2530	SCHODDE	15.9	
		— 3.9 —		
18	990	McHENRY	19.8	
		— 4.2 —		
19	1045	D HAZELTON AZ	24.0	
		— 2.9 —		
24	1320	BLACK	26.9	
		— 1.2 —		
54	2970	EDEN	28.1	
		— 6.7 —		
46	2530	PERRINE	34.8	
		— 3.5 —		
10	550	SUGAR LOAF	38.3	
		— 2.3 —		
21	1155	FALLS CITY	40.6	
		— 2.0 —		
9	495	BARRYMORE	42.6	
		— 5.3 —		
46	2530	D JEROME YL JO	47.9	Y
		— 8.8 —		
46	2530	D WENDELL ND	56.7	
		— 1.4 —		
15	825	KING	58.1	
		— 15.5 —		
104	5845	**BLISS YL**	73.6	PY
		(73.6)		

North Side Branch yard limits are continuous from M.P. 0.0 to M.P. 6.3.

ADDITIONAL STATIONS—NORTH SIDE BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Travers	3.5	15	825	Both
Hynes	11.4	15	825	Both
Haytown	44.7	3	165	Both
Hydra	45.8	6	330	Both
Appleton	52.9	10	550	Both
Tuttle	66.2	26	1430	Both

SPEED RESTRICTIONS—NORTH SIDE BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Post— 65.9 and 66.1.	30

Trains to or from Second Subdivision need not receive clearance at Bliss.

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

WESTWARD ⇩ TWIN FALLS BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		SECOND CLASS 475 Local Freight	Time-Table No. 46 May 1, 1972		Mile Post	SECOND CLASS 476 Local Freight	Rule 6(B)
Cars	Feet	Daily Except Sunday	STATIONS			Daily Except Monday	
108 231	5940 12705	3.00 AM	D-R	**MINIDOKA YL RT**	0.0	A 3.30 AM	PY
		476		8.2		475	
62	3410	**3.15**		ACEQUIA	8.2	**3.15**	P
				5.3			
167	9185	3.30	DN	**RUPERT YL MS**	13.5	2.50	FPY
				2.9			
13	715			SCHOW	16.4		
				3.2			
27	1485	3.41		HEYBURN	19.6	2.35	P
				2.1			
50 54	2750 2970	3.55	DN	**BURLEY YL BU**	21.7	2.30	PY
				4.1			
65	3575	4.17		STARRH'S FERRY	25.8	2.15	P
				2.5			
29	1595			HOBSON	28.3		
				5.2			
50	2750	4.30		MILNER	33.5	2.00	P
				2.0			
14	770			PARSONS	35.5		P
				5.9			
61	3355	4.45	D	MURTAUGH MU	41.4	1.45	P
				3.7			
45	2475	4.55		BICKEL	45.1	1.35	P
				3.9			
20	1100			BILLS	49.0		
				0.7			
35	1925	5.10	D	HANSEN NS	49.7	1.25	P
				3.6			
51	2805	5.23	D	KIMBERLY KY	53.3	1.15	P
				3.1			
26	1430			McMILLAN YL	56.4		P
				2.5			
		A 6.00 AM	DN-R	**TWIN FALLS YL** NA	58.9	1.00 AM	FPY
				4.4			
36	1980			CURRY	63.3		
				2.6			
51	2805			FILER	65.9		P
				2.6			
38	2090			PEAVEY	68.5		
				2.8			
35	1925			CEDAR	71.3		
				2.5			
			D-R	**BUHL YL BO**	73.8		PY
				(73.8)			

SPEED RESTRICTIONS—TWIN FALLS BRANCH

LOCATION	MPH
Maximum speed.	40
Rupert, over streets and alleys.	12
Heyburn, over street crossings.	25
Bridge 20.10.	25
Burley, within city limits.	20
Burley, over street crossings.	12
Burley, Salt Lake yard tracks.	5
Kimberly, within city limits.	35
M.P. 71.7.	35

SPEED RESTRICTIONS—OAKLEY BRANCH

LOCATION	MPH
Maximum speed.	25
Burley, over street crossings.	12
Burley, Salt Lake yard tracks.	5

WESTWARD ⇩ WELLS BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
		DN-R	**TWIN FALLS YL**	NA	0.0	FPY
			10.9			
26	1430		BERGER		10.9	
			8.5			
22	1210		HOLLISTER		19.4	
			3.8			
8	440		AMSTERDAM	(Spur)	23.2	
			5.6			
18	990		ROGERSON		28.8	Y
			9.9			
32	1760		METEOR		38.7	
			11.4			
29	1595		IDAVADA		50.1	
			6.0			
29	1595		DELAPLAIN		56.1	
			12.7			
29	1595		CONTACT		68.8	
			6.3			
28	1540		HENRY		75.1	
			11.6			
28	1540		SHORES		86.7	
			6.9			
41	2255		WILKINS		93.6	Y
			8.9			
38	2090		SUMMER CAMP		102.5	Y
			6.4			
38	2090		MELANDCO		108.9	
			7.2			
30	1650		TOWN CREEK		116.1	
			7.3			
			WELLS YL		123.4	Y
			(123.4)			

SPEED RESTRICTIONS—WELLS BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts— 1.6 and 1.9.	30
3.9 and 5.0.	30
8.5 and 9.2.	30
31.1 and 36.1.	25
40.1 and 42.0.	30
45.9 and 54.8.	25
69.6 and 71.8.	25
88.0 and 91.4.	25
98.1 and 107.0.	20
Wells yard.	15

WESTWARD ⇩ OAKLEY BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
50 54	2750 2970	DN-R	**BURLEY YL**	BU	0.0	PY
			4.3			
24	1320		BEETVILLE		4.3	
			0.9			
20	1100		PELLA		5.2	
			3.1			
56	3080		NORTH KENYON		8.3	
			1.3			
8	440		KENYON		9.6	
			3.9			
9	495		CHURCHILL		13.5	
			2.8			
20	1100		TROUT		16.3	
			1.5			
7	385		MARION		17.8	
			1.6			
21	1155		WARR		19.4	
			2.4			
17	935		**OAKLEY**		21.8	
			(21.8)			

ADDITIONAL STATION—OAKLEY BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Ruby	3.1	2	110	West

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

WESTWARD ⇦ RAFT RIVER BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
50 54	2750 2970	DN-R **BURLEY** YL BU	0.0	PY
		— 3.1 —		
29	1595	UNITY	3.1	
		— 0.9 —		
24	1320	ELCOCK	4.0	
		— 0.7 —		
13	715	EVANS (Spur)	4.7	
		— 1.3 —		
19	1045	SPRINGDALE	6.0	
		— 1.5 —		
21	1155	HATCH	7.5	
		— 1.6 —		
14	770	**DECLO**	9.1	
		(9.1)		

SPEED RESTRICTIONS—RAFT RIVER BRANCH

LOCATION	MPH
Maximum speed.	25
Burley, within city limits.	20
Burley, over street crossings.	12
Burley, Salt Lake yard tracks.	5

WESTWARD ⇦ HILL CITY BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
33	1815	**RICHFIELD** YL	0.0	Y
		— 9.4 —		
10	550	BURMAH	9.4	
		— 27.4 —		
6	330	RANOS	36.8	
		— 2.9 —		
15	825	SELBY	39.7	
		— 4.1 —		
36	1980	D FAIRFIELD FD	43.8	
		— 7.9 —		
27	1485	CORRAL	51.7	
		— 6.1 —		
43	2365	**HILL CITY** YL	57.8	Y
		(57.8)		

SPEED RESTRICTIONS—HILL CITY BRANCH

LOCATION	MPH
Maximum speed.	25
Over trestles 21.6 and 23.40 with snow plows.	15

WESTWARD ⇦ ABERDEEN BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
		ABERDEEN JCT. YL	0.0	
		— 4.3 —		
27	1485	ROCKFORD	4.3	
		— 1.6 —		
16	880	LIBERTY	5.9	
		— 4.3 —		
27	1485	PINGREE	10.2	
		— 6.3 —		
26	1430	SPRINGFIELD	16.5	
		— 3.2 —		
15	825	STERLING	19.7	
		— 6.3 —		
7	385	FINGAL	26.0	
		— 2.2 —		
32	1760	D **ABERDEEN** YL BN	28.2	Y
		(28.2)		

SPEED RESTRICTION—ABERDEEN BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD ⇦ KETCHUM BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
104-99 96-112	5720 5445 52B0 6160	DR **SHOSHONE** YL X	0.0	PY
		— 15.3 —		
33	1815	**RICHFIELD** YL	15.3	Y
		— 6.4 —		
25	1375	PAGARI	21.7	
		— 15.6 —		
50	2750	PICABO	37.3	
		— 4.5 —		
5	275	HAY	41.8	
		— 10.3 —		
26	1430	BELLEVUE	52.1	
		— 5.1 —		
15	825	HAILEY	57.2	
		— 2.8 —		
19	1045	BARITE	60.0	
		— 9.4 —		
26	1430	**KETCHUM** YL	69.4	LOOP
		(69.4)		

ADDITIONAL STATIONS—KETCHUM BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Gimlet.....	63.2	27	1485	East

SPEED RESTRICTIONS—KETCHUM BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts— 15.8 and 16.1.	30
20.1 and 22.0.	30
27.1 and 27.3.	30
34.3 and 36.1.	30
Bellevue, over streets and alleys	12
Between Mile Posts—63.1 and 64.6.	20
Between Hailey and Ketchum, over truss bridges.	15
Between Mile Posts—68.4 and 68.5.	10
Ketchum. On balloon track.	10

WESTWARD ⇦ GAY BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
129	7095	**FORT HALL**	0.0	P
		— 9.1 —		
30	1650	M.P. 9.1	9.1	
		— 11.7 —		
329	18095	**GAY**	20.8	Y
		(20.8)		

SPEED RESTRICTIONS—GAY BRANCH

LOCATION	MPH
Maximum speed.	25
Between M.P. 3.0 and Gay.	15

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

WESTWARD ⇩ EAST BELT BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
16	880	**ORVIN YL**	0.0	PY
		2.3		
19	1045	LINCOLN **YL**	2.3	
		0.8		
		LINCOLN JCT. YL	3.1	
		2.6		
39	2145	IONA	5.7	
		10.7		
18	990	D RIRIE RK	16.4	
		5.0		
9	495	BYRNE	21.4	
		4.2		
9	495	JENSON	25.6	
		2.6		
20	1100	WALKER	28.2	
		4.2		
34	1870	PARKINSON	32.4	
		1.9		
9	495	MOODY	34.3	
		3.8		
10	550	D NEWDALE NE	38.1	
		6.3		
		BELT YL	44.4	P
		(44.4)		

East Belt Branch yard limits are continuous from M.P. 0.0 to M.P. 3.1.

ADDITIONAL STATIONS—EAST BELT BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Ken	0.4	5	275	West
Mikami	14.0	6	330	East
Gale Spur	27.5	9	495	East

SPEED RESTRICTIONS—EAST BELT BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts— 0.0 and 2.1.	20
4.7 and 4.9.	20
16.0 and 16.3.	35
18.8 and 19.1.	25
19.1 and 19.6.	10 Truss Bridge
19.6 and 24.0.	20
28.0 and 28.6.	35
30.2 and 37.7.	25
40.5 and 40.6.	10 Truss Bridge
43.9 and Belt.	20

ADDITIONAL STATIONS—MACKAY BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Aiken	3.8	9	495	Both
Rouse	7.6	3	165	East
Havens	14.1	1	55	East
Olsen	16.0	11	605	East
Fullmer	18.8	9	495	East

SPEED RESTRICTIONS—MACKAY BRANCH

LOCATION	MPH
Between Blackfoot and M.P. 60.0.	25
Spur at Collins.	10
Between M.P. 60.0 and Mackay.	15
Trains handling any loaded car exceeding gross weight 263,000 pounds between M.P. 60.0 and Mackay.	10

WESTWARD ⇩ WEST BELT BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
51	2805	**UCON**	0.0	P
		8.8		
19	1045	LEWISVILLE	8.8	
		1.7		
33	1815	D MENAN MN	10.5	
		14.5		
44	2420	PLANO	25.0	
		1.7		
15	825	EDMONDS	26.7	
		2.6		
9	495	EGIN	29.3	
		2.3		
27	1485	HEMAN	31.6	
		1.9		
16	880	PARKER	33.5	
		5.2		
95	5225	D **ST. ANTHONY YL** SH	38.7	PY
		(38.7)		

ADDITIONAL STATIONS—WEST BELT BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Coltman	2.8	16	880	East
Grant	4.8	15	825	East
Barlow	7.0	14	770	Both
Midway	9.4	26	1430	Both
		16	880	West
Pyke	35.3	4	220	West

SPEED RESTRICTIONS—WEST BELT BRANCH

LOCATION	MPH
Maximum speed.	25
Truss bridges.	10
Trains handling any loaded car in train exceeding gross weight 240,000 pounds.	15
Between Mile Posts— 2.7 and 3.0.	20
8.5 and 8.7.	20
12.8 and 12.9.	20
Highway Crossing M.P. 37.44.	5
Between M.P. 35.2 and St. Anthony.	20

WESTWARD ⇩ MACKAY BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS CARS	LENGTH OF SIDINGS FEET	Time-Table No. 46 May 1, 1972 STATIONS	MILE POST	RULE 6(B)
67	3685	DN-R **BLACKFOOT YL** BF	0.0	PY
		2.1		
85	4675	COLLINS **YL**	2.1	
		2.2		
6	330	CLARKSON **YL**	4.3	
		1.4		
26	1430	MORELAND	5.7	
		1.4		
		ABERDEEN JCT. YL	7.1	
		13.0		
28	1540	TABER	20.1	
		19.6		
30	1650	**SCOVILLE**	39.7	Y
		19.4		
32	1760	D ARCO **YL** RO	59.1	Y
		7.6		
18	990	MOORE	66.7	
		5.9		
9	495	DARLINGTON	72.6	
		4.7		
4	220	LESLIE	77.3	
		8.0		
58	3190	**MACKAY YL**	85.3	Y
		(85.3)		

Mackay Branch yard limits are continuous from M.P. 0.0 to M.P. 4.6.

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

WESTWARD ⇩ GOSHEN BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
106	5830	D	**FIRTH**	FR	0.0	P
			5.2			
16	880		GOSHEN		5.2	
			5.8			
19	1045		GERRARD		11.0	
			1.8			
9	495		INDIAN		12.8	
			2.8			
12	660		HACKMAN		15.6	
			2.5			
26	1430		AMMON		18.1	
			3.9			
			LINCOLN JCT.		22.0	
			(22.0)			

ADDITIONAL STATIONS—GOSHEN BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Cox	9.2	9	495	West
Wilkinson	21.0	2	110	West

SPEED RESTRICTIONS—GOSHEN BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Posts— 4.4 and 4.6.	15

WESTWARD ⇩ TETON VALLEY BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
39	2145	D-R	**ASHTON YL**	HN	0.0	PY
			6.0			
28	1540		GRAINVILLE		6.0	
			2.6			
19	1045		DRUMMOND		8.6	
			4.2			
10	550		FRANCE		12.8	
			3.0			
28	1540		LAMONT		15.8	
			10.5			
18	990		FELT		26.3	
			4.0			
19	1045	D	TETONIA	NA	30.3	Y
			6.9			
26	1430	D	DRIGGS	DI	37.2	
			8.4			
16	880	D	**VICTOR YL**	VR	45.6	Y
			(45.6)			

ADDITIONAL STATIONS—TETON VALLEY BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Marysville	1.8	16	880	Both
Judkins	22.3	5	275	East
		5	275	Both
Fox Creek	42.3	10	550	Both

SPEED RESTRICTIONS—TETON VALLEY BRANCH

LOCATION	MPH
Maximum speed.	25
Bridges 4.48, 6.96 and 19.97.	12
Between Mile Posts— 19.1 and 19.4.	15
25.0 and 25.4.	15

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

WESTWARD ⇩ YELLOWSTONE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		SECOND CLASS 477 Local Freight	Time-Table No. 46 May 1, 1972			Mile Post	SECOND CLASS 478 Local Freight	Rule 6(B)
Cars	Feet	Daily Except Sunday	STATIONS				Daily Except Sunday	
		6.00 AM	DN-R	**IDAHO FALLS YL**	AK	0.0	A 4.40 PM	FP TY
				3.0				
15	825	6.10		**ORVIN YL**		3.0	4.25	P
				4.6				
51	2805	6.23		**UCON**		7.6	4.15	P
				6.2				
46	2530	6.42	D	RIGBY	RG	13.8	4.00	P
				4.3				
31	1705	6.50		LORENZO		18.1	3.45	P
				2.6				
21	1155	6.57		THORNTON		20.7	3.35	
				5.3				
57	3135	7.10	D	REXBURG	RX	26.0	3.20	P
				3.8				
44	2420	7.20	D	SUGAR CITY	SC	29.8	3.10	P
				1.1				
31	1705			HART		30.9		PY
				5.9				
95	5225	7.35	D	**ST. ANTHONY YL**	SH	36.8	2.55	PY
				1.5				
				BELT YL		38.3		P
				4.5				
37	2035	7.50		CHESTER		42.8	2.40	P
				8.2				
39	2145	A 8.10 AM	D-R	**ASHTON YL**	HN	51.0	2.20 PM	PY
				7.2				
24	1320			WARM RIVER		58.2		
				8.7				
19	1045			GERRIT		66.9		
				5.6				
24	1320			PINEVIEW		72.5		
				3.2				
19	1045			ECCLES		75.7		
				4.9				
13	715			ISLAND PARK		80.6		
				4.8				
22	1210			TRUDE		85.4		
				5.3				
21	1155			BIG SPRINGS		90.7		Y
				6.5				
19	1045			REAS PASS		97.2		
				9.9				
24	1320			**WEST YELLOWSTONE YL**		107.1		Y
				(107.1)				

ADDITIONAL STATIONS—YELLOWSTONE BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
St. Leon	3.7	14	770	East
Garry	12.5	7	385	East
Mark	22.2	21	1155	Both
Jolley	27.6	9	495	Both
Wamar	31.5	10	550	East

SPEED RESTRICTIONS—YELLOWSTONE BRANCH

LOCATION	MPH
Between Idaho Falls and Ashton.	40
Between Ashton and Gerrit, watch for rocks.	25
Between Gerrit and Big Springs.	35
Between Big Springs and West Yellowstone, watch for rocks.	25
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20
St. Anthony over highway crossing, just west of depot.	8

Between Mile Posts—	MPH	Between Mile Posts—	MPH
55.4 and 55.7.	15	85.2 and 85.5.	25
59.6 and 65.9.	15	86.4 and 87.0.	15
72.9 and 73.2.	25	92.1 and 95.0.	15
74.0 and 74.2.	25	99.9 and 100.8.	15

WESTWARD ⇩ BROGAN BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
115	6325	**VALE YL**			0.0	
		11.4				
17	935	LANCASTER		(Spur)	11.4	
		5.9				
51	2805	JAMIESON **YL**			17.3	
		1.3				
		END OF TRACK	**YL**		18.6	
		(18.6)				

SPEED RESTRICTION—BROGAN BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD ⇩ PAYETTE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET		STATIONS				
133	7315	D-R	**PAYETTE YL**		AY	0.0	P
			3.9				
15	825		EIFFIE			3.9	
			1.2				
23	1265	D	FRUITLAND		FU	5.1	
			1.7				
16	880		BUCKINGHAM			6.8	
			4.3				
26	1430	D	NEW PLYMOUTH		NP	11.1	
			10.5				
9	495		LETHA			21.6	
			8.1				
82	4510	D-R	**EMMETT YL**		MF	29.7	Y
			(29.7)				

ADDITIONAL STATIONS—PAYETTE BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Little Rock	18.9	8	440	Both

SPEED RESTRICTIONS—PAYETTE BRANCH

LOCATION	MPH
Maximum speed.	40
Payette Jct., on curve.	10
Between Mile Posts 1.1 and 5.0.	25
6.5 and 10.9.	25
13.8 and 14.0.	30
20.2 and 25.6.	30
Emmett, over street crossings.	12

WESTWARD ⇩ STODDARD BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET		STATIONS				
		DN-R	**NAMPA YL**		Q	0.0	FPYT
			4.4				
15	825		DEAL			4.4	
			4.5				
38	2090		BOWMONT			8.9	
			2.7				
6	330		MELMONT		(Spur)	11.6	
			3.0				
24	1320		MELBA			14.6	
			2.5				
46	2530		STODDARD			17.1	
			0.7				
			END OF TRACK			17.8	
			(17.8)				

SPEED RESTRICTIONS—STODDARD BRANCH

LOCATION	MPH
Maximum speed.	25
Between Stoddard and end of track.	15

WESTWARD ⇩ HOMEDALE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET		STATIONS				
149	8195	DN-R	**NYSSA YL**		SY	0.0	
			8.1				
34	1870		OVERSTREET			8.1	
			2.5				
17	935		ADRIAN			10.6	
			6.3				
27	1485		NAPTON			16.9	
			7.5				
53	2915	D	HOMEDALE **YL**		HR	24.4	
			8.7				
16	880	D-R	**MARSING YL**		MR	33.1	
			(33.1)				

SPEED RESTRICTION—HOMEDALE BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD ⇩ WILDER BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972				MILE POST	RULE 6(B)
CARS	FEET		STATIONS				
140	7700	DN-R	**CALDWELL YL**		CW	0.0	P
			2.5				
34	1870		SIMPLOT **YL**			2.5	
			1.2				
18	990		WEITZ **YL**			3.7	
			1.4				
22	1210		DOLES **YL**			5.1	
			1.9				
8	440		GREENLEAF		(Spur)	7.0	
			2.7				
11	605		ALLENDALE			9.7	
			1.8				
37	2035		**WILDER YL**			11.5	
			(11.5)				

Wilder Branch yard limits are continuous from M.P. 0.0 to M.P. 5.1.

ADDITIONAL STATIONS—WILDER BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Hop	4.4	11	605	East

SPEED RESTRICTION—WILDER BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD ⇩ BOISE BRANCH ⇧ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972			MILE POST	RULE 6(B)
CARS	FEET	STATIONS				
		BOISE JCT. YL			0.0	
		1.1				
19	1045	FAIR GROUNDS **YL**			1.1	
		2.1				
		BOISE FREIGHT **YL**			3.2	
		3.1				
9	495	VERNON **YL**		(Spur)	6.3	
		2.1				
		BARBER YL			8.4	
		(8.4)				

Boise Branch yard limits are continuous from M.P. 0.0 to M.P. 8.4.

SPEED RESTRICTIONS—BOISE BRANCH

LOCATION	MPH
Between Boise Jct. and Boise Freight.	25
Between Boise Freight and Barber.	15

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

WESTWARD ⇩ IDAHO NORTHERN BRANCH ⇧ EASTWARD

Time-Table No. 46, May 1, 1972

SECOND CLASS LENGTH OF SIDINGS CARS	FEET	485 Local Freight Monday Wed. Friday		STATIONS	MILE POST	486 Local Freight Tuesday Thurs. Sat.	RULE 6(B)
		7.00 AM	C.T.C. DN-R	NAMPA YL Q	0.0	A 2.00 PM	FPYT
				2.4			
42	2310	7.10		FISCHER YL	2.4	1.52	P
				6.9			
12	660	7.30		MIDDLETON	9.3	1.37	
				9.6			
13	715	7.50		JENNESS	18.9	1.17	
				8.1			
82	4510	9.00	D-R	EMMETT YL MF	27.0	12.50	Y
				4.8			
36	1980	9.12		PLAZA	31.8	12.34	
				9.3			
37	2035	9.44		MONTOUR	41.1	12.03 PM	
				8.6			
27	1485	10.15	D	HORSESHOE BEND YL HB	49.7	11.37 AM	
				5.4			
27	1485	10.28		GARDENA	55.1	11.19	
				9.0			
30	1650	10.55		BANKS YL	64.1	10.55	
				11.3			
21	1155	11.41 AM		BIG EDDY	75.4	10.07	
				7.6			
26	1430	12.14 PM		SMITHS FERRY YL	83.0	9.35	Y
				9.7			
13	715	12.45		CABARTON	92.7	9.01	
				2.8			
27	1485	12.53		BELVIDERE	95.5	8.55	
				3.7			
27	1485	1.26	D	CASCADE YL CD	99.2	8.45	Y
				11.8			
26	1430	2.03		ARLING	111.0	7.51	
				8.4			
28	1540	2.23		DONNELLY	119.4	7.32	
				5.3			
12	660	2.36		NORWOOD	124.7	7.20	
				8.1			
27	1485	A 3.00 PM	D-R	McCALL YL NE	132.8	7.00 AM	Y
				(132.8)			

WESTWARD ⇩ OREGON EASTERN BRANCH ⇧ EASTWARD

Time-Table No. 46, May 1, 1972

SECOND CLASS LENGTH OF SIDINGS CARS	FEET	459 Local Freight Daily Except Sunday		STATIONS	MILE POST	460 Local Freight Daily Except Sunday	RULE 6(B)
144	7920						
144	7920	12.01 PM	D-R	ONTARIO YL ON	0.0	A 3.45 PM	PY
				3.7			
12	660	12.10		CAIRO	3.7	3.33	
				3.2			
32	1760	12.18		LUSE	6.9	3.25	
				8.6			
115	6325	12.39		VALE YL	15.5	3.04	
				8.0			
39	2145	12.59		HOPE	23.5	2.44	
				11.3			
44	2420	1.30		LITTLE VALLEY	34.8	2.14	
				7.2			
45	2475	460 1.55		HARPER	42.0	459 1.55	
				9.2			
43	2365	2.18		NAMORF	51.2	1.29	
				11.0			
23	1265	2.45		JONESBORO	62.2	1.02	
				11.4			
45	2475	3.13		JUNTURA	73.6	12.34 PM	Y
				13.0			
43	2365	3.50		LONG	86.6	11.57 AM	
				6.1			
42	2310	4.07		RIVERSIDE	92.7	11.40	
				10.1			
26	1430	4.32		DUNNEAN	102.8	11.15	
				7.4			
25	1375	4.52		VENATOR	110.2	10.55	
				7.7			
25	1375	5.11		CIRCLE BAR	117.9	10.36	
				8.7			
26	1430	5.35		CRANE	126.6	10.12	
				16.9			
26	1430	6.15		REDESS	143.5	9.32	
				13.3			
20	1155	A 6.50 PM	D-R	BURNS YL BR	156.8	9.00 AM	Y
				(156.8)			

Additional Information Oregon Eastern Branch—See Page 17.

WESTWARD ⇩ NEW MEADOWS BRANCH ⇧ EASTWARD

Time-Table No. 46, May 1, 1972

LENGTH OF SIDINGS CARS	FEET		STATIONS		MILE POST	RULE 6(B)
140	7700					
140	7700	DN-R	WEISER YL	SR	0.0	PY
			6.0			
30	1650		REBECCA		6.0	
			13.1			
41	2255		CONCRETE		19.1	
			12.7			
20	1155		MIDVALE		31.8	
			8.7			
30	1650		CAMBRIDGE		40.5	
			16.1			
22	1210					
10	550		MESA		56.6	
			3.6			
50	2750	D	COUNCIL YL	CN	60.2	Y
			1.4			
6	330		HOOVER YL		61.6	
			10.4			
5	275		GLENDALE		72.0	
			12.1			
37	2035		RUBICON YL		84.1	
			5.6			
38	2090	D-R	NEW MEADOWS YL	DS	89.7	Y
			(89.7)			

ADDITIONAL STATIONS—NEW MEADOWS BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Presley	11.7	8	440	Both
Tamarack	81.9	25	1375	Both

SPEED RESTRICTIONS—NEW MEADOWS BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts— 4.2 and 5.7.	35
7.4 and 11.0.	25
11.0 and 29.4.	20
29.4 and 33.5.	25
33.5 and 39.1.	20
Between Mile Posts— 39.1 and 42.4.	30
42.4 and 56.7.	20
Between M.P. 65.4 and New Meadows.	20

ADDITIONAL STATIONS—IDAHO NORTHERN BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Maddens	6.1	5	275	Both
Josephson	12.6	10	550	Both
Amsco	13.6	10	550	Both
Bramwell	22.2	4	220	East
Archabal	127.4	8	440	Both

SPEED RESTRICTIONS—IDAHO NORTHERN BRANCH

LOCATION	MPH
Maximum speed.	40
Between Mile Posts—0.0 and 1.0.	20
8.2 and 8.8.	25
11.2 and 11.4.	35
13.8 and 14.7.	25
15.6 and 18.4.	35
18.4 and 22.5.	15
Trains handling high cars between Jenness and Bramwell.	12
Emmett, over street crossings.	12
Between Mile Posts—31.2 and 31.5.	20
Between Plaza and M.P. 63, watch for rocks.	25
Between Mile Posts—33.0 and 39.0.	15
45.7 and 46.9.	20
49.7 and 51.3.	20
53.0 and 81.2.	15
Between Smiths Ferry and Cabarton, watch for rocks.	20
Between Mile Posts—92.6 and 99.6.	30
99.6 and 108.3.	20
111.4 and 111.6.	20
113.0 and 113.3.	20
122.1 and 122.4.	25
126.5 and 127.9.	30
128.2 and 128.5.	15
129.0 and 129.9.	30
131.3 and 131.6.	25
McCall, over street crossings.	10

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

ADDITIONAL STATION—OREGON EASTERN BRANCH

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Claude	2.7	7	385	West

SPEED RESTRICTIONS—OREGON EASTERN BRANCH

LOCATION	MPH
Maximum speed, except between M.P. 140.0 and 145.0.	25
Hope Between Mile Posts— 29.5 and 33.5, watch for rocks.	20
Between Mile Posts— Little Valley 36.5 and 37.6, watch for rocks.	20
37.6 and 37.9, soft spot.	10
37.9 and 38.2, watch for rocks.	20
Jonesboro 65.1 and 69.0, watch for rocks.	20

LOCATION	MPH
Juntura Between Mile Posts— 78.6 and 80.7, watch for rocks.	20
80.7 and 81.0, watch for rocks.	10
81.0 and 86.6, watch for rocks.	20
Long 86.6 and 90.3, watch for rocks.	20
Dunnean 103.5 and 106.5.	20
Bridge 106.14.	15
Circle Bar 119.0 and 124.0, watch for rocks.	20
Crane 140.0 and 145.0.	30

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

Name	Title	Location
R. R. Merrell	**District Surgeon**	**Pocatello, Ida.**
R. K. Gorton	**Asst. to District Surgeon**	**Pocatello, Ida.**
R. D. Benedict	Surgeon	Pocatello, Ida.
Richard G. Crandall	Surgeon	Pocatello, Ida.
Richard B. Gresham	Orthopedic Surgeon	Pocatello, Ida.
Harry R. Gilcrest	Ophthalmologist	Pocatello, Ida.
Edward B. Shaw	Orthopedic Surgeon	Pocatello, Ida.
H. K. Staheli	Surgeon	Pocatello, Ida.
T. F. Cottle	Surgeon	Pocatello, Ida.
Calvin Buhler	Surgeon	Pocatello, Ida.
Richard E. Ostler	Surgeon	Pocatello, Ida.
H. D. McGee	Ear, Nose, Throat	Pocatello, Ida.
L. N. Diana	Eye Specialist	Pocatello, Ida.
L. H. Anderson	Internist	Pocatello, Ida.
W. L. Olsen	GYn	Pocatello, Ida.
D. C. Miller	Internist	Pocatello, Ida.
C. E. Groome	Urologist	Pocatello, Ida.
Frank L. Harms	Surgeon	American Falls, Ida.
Robert F. Barter	Surgeon	Arco, Ida.
Ralph G. Goates	Surgeon	Blackfoot, Ida.
Norman G. Hedemark	Oculist	Boise, Ida.
A. Curtis Jones, Jr.	Ear, Nose, Throat	Boise, Ida.
Herbert L. Newcombe	Surgeon	Boise, Ida.
Roy L. Peterson	Eye, Ear, Nose, Throat	Boise, Ida.
R. F. Holdner	Surgeon	Boise, Ida.
C. C. Johnson	Internist	Boise, Ida.
E. J. Kiefer	Urologist	Boise, Ida.
D. E. Sorenson	Surgeon	Boise, Ida.
J. N. Werth	Dermatologist	Boise, Ida.
H. W. Hatten	Surgeon	Boise, Ida.
Vern H. Anderson	Surgeon	Buhl, Ida.
John W. Davis	Surgeon	Burley, Ida.
John H. Weare	Surgeon	Burns, Ore.
D. C. Papco	Surgeon	Burley, Ida.
George M. Gilboy	Surgeon	Butte, Mont.
F. H. Burton	Oculist and Aurist	Butte, Mont.
John V. Plett	Oculist and Aurist	Butte, Mont.
Gerald C. Bauman	Surgeon	Caldwell, Ida.
Donald D. Price	Surgeon	Caldwell, Ida.
D. J. Baranco	Orthopologist	Caldwell, Ida.
H. J. Garber	Orthopologist	Caldwell, Ida.
J. F. Moser	Surgeon	Cascade, Ida.
Wm. A. Pogue	Surgeon	Council, Ida.
John C. Seidensticker	Surgeon	Dillon, Mont.
K. E. Head	Surgeon	Driggs, Ida.
R. P. Rawlinson	Surgeon	Emmett, Ida.
Ward A. Rulien	Surgeon	Glenns Ferry, Ida.
Marion V. Klingler	Surgeon	Gooding, Ida.
Alden M. Packer	Surgeon	Hailey, Ida.
Robert A. Gwinner	Surgeon	Hailey, Ida.
Leonard J. Bingham	Surgeon	Idaho Falls, Ida.
M. Baum	Dermatologist	Idaho Falls, Ida.
Kim O. Johnson	Surgeon	Idaho Falls, Ida.
Milton T. Rees	Surgeon	Idaho Falls, Ida.
Fred E. Wallber	Oculist and Aurist	Idaho Falls, Ida.
W. C. Smail	Surgeon	Jerome, Ida.
G. W. Davis	Surgeon	Kemmerer, Wyo.
J. H. Stewart	Surgeon	McCall, Ida.
Jonathan H. Daines	Surgeon	Montpelier, Ida.
Paul H. Daines	Surgeon	Montpelier, Ida.
G. W. Schoper	Surgeon	Montpelier, Ida.
T. C. Horton, Jr.	Surgeon	Nampa, Ida.
John R. Mangum	Surgeon	Nampa, Ida.
G. O. Cross	Surgeon	Nampa, Ida.
K. A. Danford	Surgeon	Nyssa, Ore.
K. E. Kerby	Surgeon	Nyssa, Ore.
Wilfred N. Sanders	Surgeon	Ontario, Ore.
L. W. Scott	Surgeon	Ontario, Ore.
Ira R. Woodward, Jr.	Surgeon	Payette, Ida.
Murland F. Rigby	Surgeon	Rexburg, Ida.
Aldon Tall	Surgeon	Rigby, Ida.
Howard W. Crawford	Surgeon	Rupert, Ida.
Arthur F. Dalley	Surgeon	Rupert, Ida.
Royal G. Neher	Surgeon	Shoshone, Ida.
Allen H. Tigert	Surgeon	Soda Springs, Ida.
Russell Tigert, Jr.	Surgeon	Soda Springs, Ida.
Victor V. Telford	Surgeon	Twin Falls, Ida.
W. M. Peterson	Surgeon	Twin Falls, Ida.
C. J. Kopp	Surgeon	Vale, Ore.
Harold F. Holsinger	Surgeon	Wendell, Ida.
Richard J. Giever	Surgeon	Weiser, Ida.
Marion S. McGrath	Surgeon	Weiser, Ida.

SPECIAL RULES — ALL SUBDIVISIONS

STANDARD TIME

2 (R). Wrist watches approved for use under Rule 2 are:
Ball "Official Railroad Standard";
Ball "Automatic Trainmaster" model;
Bulova "Accutron-Railroad Approved" model, including Calendar model;
Elgin "B. W. Raymond" model;
Hamilton electric "Railroad Special";
Longines Model "T-905" Railroad Watch;
Longines "Ultra-Chron Railroad Watch".

Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (l), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

Markers

19 (R). Referring to Rule 19 (B). Reflectorized metal flags may be used as markers.

Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99 (J) is in effect on all branch lines except:
Yellowstone Branch between Idaho Falls and Ashton;
Twin Falls Branch;
North Side Branch.

Switches

104 (R). Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in CTC territory.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

Train Order Signals

222 (R). On branches, except Twin Falls and Yellowstone Branches, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Cabooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.

Inspection of Trains

715 (R). When practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employes.

Switching Cars

804 (R). Except in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (R-1). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804 (R-2). When switching or handling cars containing explosives or other hazardous materials, instructions contained in Bureau of Explosives pamphlets 20-F and 20-G must be complied with.

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling.

These cars must be handled with air brakes cut in and operative.

Continuous Welded Rail Trains

809 (R-1). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded

Maximum speed:
On unrestricted track—40 MPH;
On restricted track—20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;
Through cross-overs or turnouts—10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the chief dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

When Empty

CWR equipment may be handled with other traffic but total must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

Position of Cars in Trains

809 (S-1). DODX flat cars 39095-39199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear.

Instruction and exhibition cars 200-209 must be handled in rear of train only.

809 (S-2). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations.

MCPX and MONX 23000 Series, gross weight, loaded, 414,000 lbs.

FMLX 19000 Series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

When Loaded with Phosphorus:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.

When Loaded with Phosphorus or with Water Ballast:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

EXCEPTIONS: At Pocatello when a train has been bled preparatory to humping, such cars may be handled without air to remove them from the train. FMLX 19000 series tanks may be humped when containing water only.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (S-3). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from engine or occupied caboose. Cars placarded "Caution—Residual Phosphorus" may be handled at any location in train except must be not nearer than sixth car from engine or occupied caboose.

809 (S-4). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

809 (S-5). Referring to Rule 809 (C). Amend to include Modular housing units. All such cars must be entrained ahead of banded loads.

Units Dead in Train

809 (T). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless otherwise notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units of the above types dead in train.

Helper Engines

809 (U). On freight trains, when helper engine is to be cut into train, units with combined total of not more than 7500 HP may be cut in ahead of caboose, and must be cut in ahead of cars designated in Rule 807 or cars listed in Special Rule 809 (S-1). If helper engine consists of units, the combined total of which exceeds 7500 HP, helper engine must be cut in ahead of tonnage for all units in excess of 7500 HP. When necessary to cut two helper engines into a train, the helper engine with the greatest total horsepower must be cut in nearest head end of train and ahead of the tonnage of the rear helper engine.

Inspection of Trains

811 (R). On freight trains, if visibility is such that trains cannot be properly inspected while running, trains must stop for inspection at least once in every 35 miles.

When such conditions exist before train leaves its initial station, conductor will advise engineer where such inspection will be made and train dispatcher will be advised.

811 (S). When picking up cars which have been set out for storage, trainmen will make walking inspection of cars to know journal brasses have not been removed. Roll-by inspection must be made when cars are being placed in train. After cars are in train, close inspection must be made enroute for hot journals and brakes sticking.

Hot Box Detectors

812 (R). Referring to Rule 812 (B). Train dispatcher must be notified of findings.

812 (S). Referring to Rule 812 (C). Hot box detectors are located as follows:

Scanner at		Read-out at
First Subdivision		
MP 20.2		Pocatello
MP 77.4		Pocatello
MP 106.5		Pocatello
MP 151.4		Pocatello
MP 174.2		Pocatello
Second Subdivision		
MP 233.5		Pocatello
MP 252.3		Pocatello
MP 290.9		Pocatello
MP 313.4		Pocatello
MP 339.9		Pocatello
MP 369.0	No. 1 Track	Pocatello
Third Subdivision		
MP 418.0		Nampa
MP 507.0		Nampa

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

EXCEPTION: No deadhead employes may occupy RCS units.

Unattended Locomotives

871 (R). Exception to Rule 871 is in effect at all points on the Idaho Division.

871 (S). Referring to Rule 871 (A). At points where no mechanical forces are employed reverse lever must be removed and delivered to employe on duty at location where enginemen register.

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

Air Brake Rules

1001 (R). Before moving an engine in engine house or from spot track, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 MPH.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

When handling light locomotives particularly around engine houses and servicing facilities the following applies:

1. Safety control feature must be cut-in in all cases.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce the engine speed to idle.

1001 (S). In picking up, setting out, or changing consist of units, or whenever any of the hoses between units are uncoupled and coupled, following air test must be made after consist is coupled together and all air hoses coupled before unit used to control train:

1. Setup and release of independent brake.
2. With independent brake in release position, a 15 lb. reduction of automatic air will be made.
3. While automatic air is set, independent brake will be placed in depressed position.

Each unit in consist will be inspected by employes on ground to see that brakes apply and release properly.

1024 (R). On locomotives equipped with 26-C type brake valve, brake cut-off valve on controlling locomotive must not be moved out of "Freight" or "Passenger" position except when making brake pipe leakage test required by rules.

1030 (R). Air Brake Rule 1030 (D) is cancelled.

1039 (R). Some Union Pacific GP-9 class units and some foreign line units are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with these GP-9's or foreign line units in any consist, whether all of one road or mixed with Union Pacific units, arrange to keep locomotive brakes released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

1066 (R). When locomotive is to be detached, or when a train or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030 (B) or 1044 (B).

1066 (S). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

RCS Radio Switch must be in "OFF" position while control units are detached from train.

1090 (S). Ground relay protection knife switches are applied for use of electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch opened by an engineer. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on work report.

1090 (T). A locomotive must not be operated at speeds in excess of that prescribed for the unit having the lowest maximum speed as shown on chart in unit.

When applying continuous or short-time ratings as shown on the chart, the unit consist must not be operated lower than the highest minimum speed for any unit and unit consist must not be operated higher than the lowest amperage for any unit.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage", whichever occurs first, is controlling.

Attention is directed to the fact that short-time ratings are not continuous; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

SPECIAL RULES—POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

14 (S). At Pocatello, whistle signal 14 (l) must be sounded for fire road crossing in Montana freight yard and engine bell mnst be ringing approaching and passing over this crossing.

14 (T). At Pocatello, engine bell must be ringing approaching and passing over crossing entering PFE Repair Shop and crossing entering Purina Plant.

Engine bell must be ringing when trains or engines are moving on Ice House Tracks 1, 2 or 3.

Inspection and Repair Protection

26 (R). At Pocatello, mechanical blue flag protection is in service on icing platform tracks.

When blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Where trains extend beyond end signals, cars must not be coupled to when blue signal is displayed. If unable to determine indication of signals due to weather or other conditions, cars must not be coupled to or moved without first securing permission of icing platform foreman.

Movements In Yard

93 (R). Proceed indication on eastward CTC signal governing movement on No. 1 track at Pocatello Junction is authority for train or engine movement on No. 1 track from Pocatello Junction to Sherman Street.

93 (R-1). Westward running track extends from switch to No. 1 main track east end Pocatello Yard to Sherman Street. Eastward running track parallels westward running track from Sherman Street to switch connecting this track to westward running track just west of New Yard Office.

Unless otherwise authorized by the yardmaster, all train and engine movements on these tracks must be made with the current of traffic. A speed of 10 MPH must not be exceeded.

Trains and road engines moving eastward on eastward running track must stop clear of cross-over between eastward and westward running tracks just west of junction of these tracks near Yard Office and must remain clear until instructions are obtained from yardmaster.

93 (S). Depot Tracks Nos. 1 and 2 are designated as main tracks.

Eastward Begin CTC is located at Stop Signal 211.14.

Between Stop Signals MP 213.83 just east of depot and Begin CTC MP 211.14 on No. 1 and No. 2 tracks, Rule 261 is in effect. An eastward train or engine stopped by Stop Signal MP 213.83 must not proceed until more favorable signal indication is received, or authority obtained from train dispatcher.

Between Stop Signals MP 213.83 and Begin CTC, a train or engine must not foul or occupy main track at a hand operated switch without authority from train dispatcher.

93 (S-1). All trains and engines must stop clear of yard leads, main tracks and main track cross-overs at Sherman Street until obtain verbal authority from yardmaster or proceed signal is received from herder.

93 (S-2). Westward trains or road engines after entering Receiving Yard mnst not foul lead at west end of Receiving Yard without authorization of yardmaster.

93 (S-3). Westward trains and engines must not foul lead at west end of Receiving Yard short tracks near old Montana Yard Junction without authority from yardmaster.

93 (S-4). Westward trains on running track must remain clear of Yard lead at west end of Departure Yard and must not enter east end of Receiving Yard until obtain authority from yardmaster.

93 (S-5). Westward trains arriving Pocatello on No. 1 main track must stop clear of cross-over located at MP 213.3 leading from No. 1 main track to Receiving Yard, unless otherwise instructed by yardmaster or dispatcher and those directed to use main track must stop at fueling station at west end of Depot, unless otherwise instructed by yardmaster or dispatcher.

93 (S-6). Westward trains must not occupy Second Subdivision main track at Sherman Street without authority from dispatcher or yardmaster, or proceed signal from herder.

93 (S-7). When an eastward train is ready to leave Departure Yard, a member of crew must so advise the train dispatcher.

93 (S-8). Eastward trains on main track must stop at fueling stop sign located at MP 213.0 opposite Bowl Tracks, unless otherwise instructed by yardmaster or dispatcher.

93 (T). Eastward trains or engines must not foul lead at east end of Receiving Yard until obtain authority from yardmaster.

93 (T-1). Trains arriving and leaving Pocatello on drill track No. 2 must see that derail on the west end of this track is left in proper position.

93 (T-2). Switch engines must not foul tracks or leads at east end of Receiving Yard or use cmss-over from east end Receiving Track 13 to westward running track, without authority from yardmaster.

Road Crossings

103 (R). At Pocatello, engines or cars must not be left standing on fire road crossings and these crossings must not be blocked longer than necessary when making switching movements.

Member of crew must precede movement of shop yard engine over fire road crossing at point where engine crosses pavement between roundhouse and backshop.

At Pocatello, on Old Montana main track, all trains and engines must approach Oak Street at not to exceed 5 MPH and be prepared to stop if crossing is occupied.

Switches

104 (T-1). Switches will be set normally:

Pocatello —Switches to conditioning tracks west end PFE Ice House No. 2 —for Ice House No. 2;
—Switch from drill track to Old Tie Plant track —for drill track;
—Switch from Old Montana main track to freight house —for Old Montana main track;
—Switch to Purina Mills —for stockyard lead;
—Switch from 40 lead into Rip tracks —for 40 lead;
—Switches on Old eastbound running track, west of Bowl 40 —for Old eastbound running track;
—Cross-over on Old Montana main track just west of Fire Station —for cross-over.

104 (T-2). Fourth Subdivision trains leaving Pocatello via Old Montana main track will use Montana Storage track No. 2 between switches connecting this track to Old Montana main. Normal position of switches is for this route.

104 (T-3). At Pocatello Junction, dual control switches leading to Montana main track, west switch of PFE Ice Dock tracks, Junction switch to Montana main track, cross-over switches, and switch leading to Kraft Cheese Plant are No. 10 turnouts.

Retarder Yard—Pocatello

804 (S). Switching movements handled by Car Retarder System are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop.
Yellow	—Proceed (toward hump) not exceediug 3 MPH.
Green	—Proceed (toward hump) not exceeding 6 MPH.
Flashing Red	—Back up (away from hump).

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast —Humping operations are about to start.
2 short blasts —Call for maintainer.
3 short blasts —Call for section foreman.

804 (S-1). The following cars are not to be humped and must be set out or shoved to rest in Bowl: Cars containing:

soda ash
transformers
modular housing units

804 (S-2). Cars must be left 3 car lengths to clear clearance point at east end of Bowl tracks.

804 (T). Referring to second paragraph Rule 804(E) and to Rule 869. At Pocatello, an employe must ride rear of multiple unit engine backing up without cars.

Restricted Cars

805 (R). Referring to Rule 805 (D). West end of Academy tracks and a number of tracks in shop area have curves in excess of 16 degrees.

805 (R-1). Multi-level auto transport cars, flat cars containing trailers, and other cars or loads of excess height or width must not be handled on pit tracks at Pocatello roundhouse.

805 (R-2). Trains or engines handling loads in excess of 12 feet 3 inches in width must not be operated on Ice House tracks Nos. 1 and 2.

Handling Cars with Air Brakes

806 (S). At Pocatello, all cars handled north of Oak Street crossing on Old Montana main track and north of Pole Line crossing on New Montana main track, must have air brakes cut in and operative.

Use of Hand Brakes

806 (S-1). Referring to Rule 806 (A). Following are minimum requirements on tracks shown:

Location	Requirements
PFE Shop Yard tracks Tie Plant Yard tracks	—Not less than 6 hand brakes on west end.
PFE Ice House tracks	—When trains are left on Ice House tracks the incoming conductor must contact yardmaster as to whether or not power will be detached from train. Not less than 6 hand brakes on west end to be applied by incoming train crew if advised that power will be detached.
UP Car Cleaning Yard tracks Drill tracks and main tracks west of Gould Street	—Not less than 6 hand brakes on west end.
Departure Yard tracks	—Not less than 2 hand brakes on east and west ends.
Receiving Yard tracks	—Not less than 2 hand brakes on west end of trains or cuts of cars. Train and yard crews are responsible for applying hand brakes on cars handled by them.

806 (S-2). When placing cars in a receiving track containing other cars, coupling with other cars must be made. Haod brakes on the west end of cars in receiving track must be released and brakes reapplied on west cut of cars left in track.

806 (S-3). Hand brakes must be applied to cars spotted on Kanes track and on all other ramp tracks.

Track Restrictions

899 (R). Engines must not be operated through cross-over between paint shop and coach shop at Pocatello.

6900 class units must not use Enginehouse Track 9.

SPECIAL RULES — FIRST SUBDIVISION

Cumberland, Elkol, Conda and Grace Branches

Switch Lights

27 (R). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines mast approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (S). On following branches, between 7 A.M. and 5 P.M. daily, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Cumberland Elkol Conda Grace.

Switches

104 (U-1). Switches will be set normally:

Soda Springs—Tail of wye switch on Conda Branch —for east leg of wye.

North Kemmerer lead
—M.P. 4.60—Derail, in derailing position.
—M.P. 5.25—Derail, in derailing position.
—M.P. 6.10—Derail, in derailing position.

Georgetown —Central Farmers Industry Spur,
—Lower derail at Central Farmers Plant, in derailing position. Must be kept in derailing position while switching above derail.

Conda Branch—Lower derail on Monsanto lead, in derailing position while switching above derail.

Conda —Main track derail—in derailing position. Must be kept in derailing position while switching above derail.

Grace —Main track derail—in derailing position except while movements are being made over it.

Epco, near end of Epco Spur —Switch to west leg of wye —for wye track.
Switch at tail of wye —for west leg of wye.

104 (U-2). At Kemmerer, switch leading to Cumberland Branch just west of west switch Kemmerer siding is No. 10 turnout.

No. 20 turnouts are in service at end of two main tracks Dingle, Pescadero, Topaz, McCammon and Blaser.

Dual Control Switches

275 (R). Dual control switches at Granger are controlled by operator, Granger.

Switching Operations

804 (U). At Opal, on El Paso Natural Gas Company tracks:

Before coupling to cars spotted at loading rack on either side, such cars must be walked and it must be known that all loading connections have been removed and clear.

Before coupling to cars on these tracks, it must be known that all cars are properly secured by hand brakes so that car or cars will not roll if coupling fails to make.

Engines must not go beyond end of loading rack and at least two cars, when available, must be held onto.

804 (V). Crews using North runaround track 600 feet east of river bridge at Inkom Cement Plant, watch out for hazard of falling into coal pit.

Long Cars

805 (S). Referring to Rule 805 (D). Town track, Montpelier has curve of 18 degrees.

Handling Cars with Air Brakes

806 (T-1). Air brakes must be cat in and operative on all cars handled on tracks shown below:
On North Kemmerer lead;
On Central Farmers Industry Spur at Georgetown;
Between Soda Springs and Monsanto plant;
Between Epco and end of track El Paso Industrial Spur.

Use of Hand Brakes

806 (T-2). Referring to Rule 806 (A). Following are minimum requirements on tracks shown:

Location	Requirements
MP 19, El Paso Industrial Spur	Hand brakes must be applied on all cars on empty track and on all cars below tipple.

Derricks, Snow Plows, etc.

809 (V). Derricks, Cranes or Rotary Snow Plows must be separated from the locomotive and from each other by at least three cars of not over 169,000 pounds gross weight on the Grace Branch.

Track Restrictions

899 (S-1). Engines must not be operated on following tracks:

Location	Track
Leefe	Over scales on north track at tipple.
Monsanto Spur	End 50 feet of Furnace room track.
Conda	Loading tracks, west of scales.
Epco	Under ore unloading tipple.
MP 18.5, El Paso Industrial Spur	Under ore loading tipple. (Overhead clearance 12′ 8″ above top of rail).
Inkom	Over track scales at cement plant.

899 (S-2). High Line track behind depot Kemmerer and North Kemmerer Branch restricted to one GP-7 or GP-9 class unit per movement. A speed of 10 MPH must not be exceeded on North Kemmerer Branch. Tie bumpers have been installed on the two yard tracks just west of power house at North Kemmerer. These two tracks out of service beyond these points.

Close Clearances

900 (R). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
Granger	Westward interlocking signal	Side on westward track.
First Subdivision		
M.P. 11.35	Bridge	Side.
M P. 21.94	Bridge	Side.
M.P. 26.81	Bridge	Side.
M.P. 28.81	Bridge	Side.
M.P. 37.78	Bridge	Side.
M.P. 37.94	Bridge	Side.
M.P. 38.95	Bridge	Side.
M.P. 84.04	Bridge	Side.
M P. 84.24	Bridge	Side.
M.P. 91.03	Bridge	Side.

Location	Structure or obstruction	Clearance of engine or car is close at—
M.P. 95.94	Bridge	Side.
M.P. 96.97	Bridge	Side.
M.P. 98.66	Bridge	Side.
M.P. 101.08	Bridge	Side.
M.P. 106.32	Bridge	Side.
M.P. 107.29	Bridge	Side.
M.P. 119.86	Bridge	Side.
M.P. 126.40	Bridge	Side.
M.P. 129.92	Bridge	Side.
M.P. 131.44	Bridge	Side.
M.P. 133.65	Bridge	Side.
M.P. 136.97	Bridge	Side.
M.P. 138.64	Bridge	Side.
M.P. 139.96	Bridge	Side.
M.P. 178.61	Bridge	Side.
M.P. 184.83	Bridge	Side.
M.P. 186.58	Bridge	Side.
M.P. 198.65	Bridge	Side.
M.P. 202.34	Bridge	Side.
M.P. 203.02	Bridge	Side.
Elkol Branch		
Elkol coal mine	Coal tipple	Side and top.
Grace Branch		
M.P. 5.33	Bridge	Side and top.
Conda Branch		
M.P. 7.41	Mine trestle	Side.

Air Brakes

1005 (R). Air Brake Rule 1005 (A) is modified as follows:
Standard brake pipe pressure, Idaho Division, First Subdivision and branches, freight, mixed trains and branch line passenger trains, 90 pounds.

1025 (R-1). Before leaving Epco on El Paso Industrial spur or before leaving loading facility at MP 18.5 on El Paso Industrial spur, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

1025 (R-2). Before departure Central Farmers Plant yard on industrial spur at Georgetown, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025. Not more than 20 cars may be handled from Central Farmers Industrial Plant to Georgetown. After stopping to line derail at lower end of yard, train must remain standing until air brake system is fully recharged.

1042 (R). On Central Farmers Industry Spur, Georgetown, retaining valves must be used as per Air Brake Rule 1042 on all cars from MP 9.3 to MP 3.5; Duplex retaining valves must be placed in heavy holding position on all loads.

1042 (S). Not less than 15 retaining valves must be used on all ore trains between Conda and Soda Springs. Retaining valves must be placed in full retaining position and must be used on head portion of train.

SPECIAL RULES — SECOND SUBDIVISION

Twin Falls, Oakley, Raft River, Wells, North Side, Ketchum and Hill City Branches

Switch Lights

27 (S). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (T). On following branches, between 7 A.M. and 5 P.M. daily, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Oakley Raft River Wells Ketchum Hill City.

Public Crossings

103 (S-1). At Shoshone, when required to stop, westward freight trains on main track or siding must stop 300 feet east of Greenwood Street crossing. Eastward freight trains required to stop, must stop 300 feet west of Walnut Street crossing.

103 (S-2). At Burley, city ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

103 (S-3). On Ketchum Branch, at MP 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing. If crossing is clear, train may then proceed sounding whistle frequently and ringing bell. In stormy weather or when other conditions require, a member of crew must be sent ahead to act as crossing watchman.

103 (S-4). Referring to Rule 103 (E). At Glenns Ferry, when a train has stopped before passing over Commercial Street crossing, whistle must be sounded at yellow whistle post to activate crossing gates.

Switches

104 (V-1). Switches will be set normally:

Don	—F.M.C. switch to runaway spur	—for runaway spur;
Minidoka	—Switch at end of Twin Falls Branch main track	—for siding;
Bliss	—Switch at end of North Side Branch main track	—for siding;
Buhl	—Main track switch, east leg of wye	—for wye;
Jerome	—East end of team track	—for team track.

104 (V-2). At Glenns Ferry, cross-over between No. 1 track and No. 2 track at MP 374.5 and cross-over from No. 2 track to yard are No. 10 turnouts.

No. 20 turnouts are in service at end of two main tracks Michaud and Dietrich.

No. 20 equilateral is in service at end of two main tracks Shoshone.

Sidings and Side Tracks

105 (R). At Fairfield, trains must not pass west switch of stock track until it has been ascertained that cars from Wendell Mill are clear of main track.

105 (S). Trainmen and enginemen must expect to find cars on the following tracks at all times:

Acequia—siding.
Ticeska—north siding.

Restricting Trains

215 (R). At Rupert, Burley and Twin Falls when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Track Scales

804 (W). At Don, movements over weigh-in-motion scale, west end rock track, Simplot Plant, must not exceed 10 MPH.

Long Cars

805 (T). Referring to Rule 805 (D). Following tracks have curves in excess of 16 degrees:

Oakley—Team track 20 degrees;
—Mill track 21 degrees.

Handling Cars with Air Brakes

806 (U-1). Air brakes must be cut in and operative on all cars handled on tracks shown below:

Between Twin Falls and McMillan;
Between main track and city yard, Jerome.

Use of Hand Brakes

806 (U-2). At Don, hand brakes must be applied on all cars left on FMC Coke track.

Derricks, Snow Plows, etc.

809 (W). Diesel Cranes, Derricks and Rotary Snow Plows must not be operated on Raft River or Ketchum Branches without authority of chief dispatcher.

Track Restrictions

899 (T). Engines or cars must not be operated on tracks as shown below:

Don .....— Union Pacific crews must not move engine or cars east of FMC Plant main crossing on load tracks, or west of empty track switches on empty tracks.

— Engines must not be operated over trackage serving J. R. Simplot Ampo-Phos. bagging and bulk plant.

— Engines must not pass under unloader on Foster slag track No. 1 account insufficient clearance.

Starrh's Ferry.— When servicing Coors Warehouse, do not move units or cars over scale or under overhead building.

Myers .....— Engines must not enter covered area at Amalgamated Sugar Company's bulk sugar unloading plant. Movement must be stopped before shoving cars into building. Engines or box cars must not enter covered area at wet hopper at this plant.

McMillan ....— Engines and box cars must not enter covered area at wet hopper at Amalgamated Sugar Company factory.

Close Clearances

900 (S). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
Second Subdivision		
M.P. 331.27	Bridge	Side.
M.P. 333.39	Bridge	Side.
M.P. 339.80	Bridge	Side.
Twin Falls Branch		
M.P. 20.10	Bridge	Side and top.
North Side Branch		
M.P. 18.40	Bridge	Side.
M.P. 21.39	Bridge	Side.
Ketchum Branch		
M.P. 62.84	Bridge	Side and top.
M.P. 66.81	Bridge	Side and top.

SPECIAL RULES — THIRD SUBDIVISION

Brogan, Homedale, Payette, Wilder, Stoddard, Boise, Idaho Northern, Oregon Eastern and New Meadows Branches and Boise Cutoff

Switch Lights

27 (T). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (U). On following branches, between 7 A.M. and 5 P.M. daily all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Stoddard	Payette	Brogan
Homedale	Wilder	

Inspection of Track

101 (R). At Emmett, trains and engines using log spur and chip track in Boise-Cascade Mill Yard must inspect crossing and know that flange ways are clear before passing over them.

Public Crossings

103 (T). At Emmett, running switches or permitting cars to run free over Washington Street crossing is prohibited.

103 (T-1). At McCall, before crossing Third Street (State Highway N-15), trains must come to a complete stop at a point not less than one foot or more than 20 feet from boundaries of this street.

103 (T-2). Referring to Rule 103 (E). At Glenns Ferry, when a train has stopped before passing over Commercial Street crossing, whistle must be sounded at yellow whistle post to activate crossing gates.

103 (T-3). At Boise Freight, a member of crew must protect movements over the following public crossings:

River Street	8th Street
16th Street	Capitol Boulevard
13th Street	6th Street
11th Street	5th Street
9th Street	

A speed of 5 MPH must not be exceeded over these crossings.

Switches

104 (W-1). Switches will be set normally at:

Nampa	—Idaho Northern switch on east leg of wye	—for Idaho Northern Branch;
	—east switch Short Three pocket	—for Short Three pocket;
	—switches west end of yard	—for movement in and out of Ice House Track No. 1;
Nyssa	—Homedale Branch switch	—for siding;
Ontario	—Oregon Eastern Branch switch	—for siding.

104 (W-2). At Boise Jct., switch to Boise Branch is No. 10 turnout.

At Nampa just west of Kuna Jct., switch from main track to No. 1 yard track is No. 10 turnout.

At Glenns Ferry, cross-over between No. 1 track and No. 2 track at MP 374.5 and cross-over from No. 2 track to yard are No. 10 turnouts.

No. 20 turnouts are in service at end of two main tracks, Reverse, and at junction with Boise Cutoff main track at Orchard.

104 (W-3). At Nampa, authority must be received from train dispatcher or yardmaster before using any switches into Short One track or Short One pocket and after movement is completed, switches must be left lined for Short One track and Short One pocket.

104 (W-4). At Nampa, cross-over between Ice House 2 and Ice House 1 tracks, west of dual control switches, may be left lined for cross-over movement. All trains and engines must approach these switches prepared to stop if switches are not properly lined for movement to be made.

Restricting Trains

215 (S). At Emmett, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

Switching Log Cars

804 (X). At Council, employes must look out for cable lying along track where logs are loaded. Cars must not be coupled to or moved until it has been determined that cable is not hooked to cars.

Long Cars

805 (U). Referring to Rule 805 (D). Curvature on following tracks is in excess of 16 degrees:

Gowen Field	West leg of wye	20 degrees.
Perkins	Zellerbach spur	20 degrees.
Nampa	Carnation spur	18 degrees.
Fairgrounds	Track 2	17 degrees.
Boise Freight	Coast track	20 degrees.
	Coast Pass	17 degrees.
	B&W track	17 degrees.
	Team track lead	17 degrees.
	Bunn track	24 degrees.
	Bunn Davis	20 degrees.
	Falk track	20 degrees.
	Falk Wool spur	20 degrees.
	Nehi track	20 degrees.
Vernon	Gate City Steel track	17 degrees.
Caldwell	South Mill track	20 degrees.
	Swift's Spur	18 degrees.
Payette	Payette Branch main track MP 0.25	17 degrees.

806 (V). At Nampa sufficient hand brakes to keep cars from moving must be set on west end of cars left on all Ice House tracks, west yard.

Derricks, Snow Plows, etc.

809 (X). Derricks, Diesel Cranes and Rotary Snow Plows must not be operated on Boise, Idaho Northern, Wilder, Homedale, Oregon Eastern, New Meadows and Stoddard Branches without authority of chief dispatcher. Derrick 903036 is restricted to 15 MPH on Boise, Idaho Northern, Wilder, Homedale and Oregon Eastern Branches.

Track Restrictions

899 (U). Engines must not be operated on tracks as shown below:

Location	Track
Boise (Gowen Field)	Wye track. Spur track located 1000 feet east of east wye track switch.
Fischer	Engines must not go beyond either the wet hopper or unloading hoppers on old track near main track.
Emmett	Mill pond track, beyond east end of mill pond.
Caldwell	Over scale on Holt spur. Over scale north and south mill spurs.
Simplot (Wilder Branch)	Over pit under track at Simplot Soil Builder.
Nyssa	Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3. Coal silo trestle, sugar factory.
Rubicon	On new logging spur beyond end of heavy rail 1600 feet from switch.
New Meadows	Boise-Cascade trackage, west of No. 1 receiving track, west switch.

Close Clearances

900 (T). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
Third Subdivision		
M.P. 447.74	Bridge	Side.
M.P. 448.07	Bridge	Side.
M.P. 465.01	Bridge	Side.
M.P. 466.74	Bridge	Side.
M.P. 486.83	Bridge	Side.
M.P. 487.70	Bridge	Side.
M.P. 494.51	Bridge	Side.
M.P. 499.82	Bridge	Side.
M.P. 500.17	Bridge	Side.
Idaho Northern Branch		
M.P. 33 32	Tunnel	Side and top.
M.P. 38.61	Tunnel	Side and top.
M.P. 49.23	Bridge	Side and top.
M.P. 49.39	Bridge	Side and top.
M.P. 77.39	Tunnel	Side and top.
M.P. 83.78	Tunnel	Side and top.
M.P. 89.59	Bridge	Side and top.
Oregon Eastern Branch		
M.P. 11.47	Bridge	Side.
M.P. 29.27	Bridge	Side.
M.P. 53.71	Tunnel	Top.
M.P. 71.16	Tunnel	Top.
M.P. 72.35	Bridge	Side.
M.P. 84.58	Bridge	Side.
M.P. 84.99	Bridge	Side.
M.P. 95.32	Bridge	Side.

Air Brake Rules

1046 (R). On Idaho Northern Branch, eastward trains handled by engine without dynamic brake or without pressure maintaining in operation must stop at MP 69 not less than 10 minutes to cool wheels and inspect train.

SPECIAL RULES — FOURTH SUBDIVISION

Gay, Goshen, Yellowstone, Teton Valley, East Belt, West Belt, Mackay and Aberdeen Branches

Switch Lights

27 (U). Switch lights will not be used on branch lines.

Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Meeting of Trains

89 (R). At Silver Bow, when an eastward train has been directed by train order to meet a westward train at that station, eastward train must take siding through cross-over at west end of siding and westward train will stop to clear this cross-over until opposing train has cleared main track.

Flag Protection

99 (V). On following branches, between 7 A.M. and 5 P.M. daily, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Mackay	Goshen	West Belt
Aberdeen	East Belt	Teton Valley

Public Crossings

103 (U-1). At Pocatello, when an eastward Fourth Subdivision train is stopped by Signal 1358, a member of crew must protect Pole Line crossing before proceeding.

103 (U-2). At Idaho Falls Yard, before crossing Yellowstone Highway at the following locations, highway crossing signals must be activated:

Cliff Street (Old Montana main)
Short Street (Ice Spur lead)
19th Street Texaco Oil Spur (Gravel spur)
West Broadway Street (Taube spur).

Starter boxes are located on cases or masts on each side of highway crossing. A member of crew must use switch key to activate signals before making each movement onto or over highway crossing. Switch key may then be removed and signals will continue to operate until movement has cleared the crossing. Signals must not be activated except when movement is to be made onto or over the crossing.

103 (U-3). All trains switching over highway crossing on the Simplot track at Monida must clear the derail east of crossing before making a reverse movement over the highway crossing.

Switches

104 (X). Switches will be set normally:

Monida —switch at tail of wye —for east leg of wye.
Ashton —Teton Valley Branch junction switch —for Teton Valley Branch.

Sidings and Side Tracks

105 (T). Trainmen and enginemen must expect to find cars on the following tracks at all times:

Ucon	—siding;
St. Anthony	—West Belt siding;
Hart	—siding.

215 (T). At Idaho Falls and Lima, when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Rule 215. This does not modify other requirements of this rule.

804 (Y). At St. Anthony employes must look out for cable lying along track at Idaho Stud Mill where chips are loaded and it must be determined cable is not hooked to cars before moving.

Long Cars

805 (V). Referring to Rule 805 (D). Curvature on following tracks is in excess of 16 degrees:

Collins	American Potato spur	20 degrees.
	Idaho Starch Factory spur	20 degrees.

Handling Cars with Air Brakes

806 (V-1). At Lima, when making switching movements on main track, cars must not be detached from engine and air brakes must be cut in and operative on all cars. Derails on yard tracks at west end of yard must be kept in derailing position except when changed for immediate movement.

Use of Hand Brakes

806 (V-2). At Gay, cars set out must have slack bunched and brakes set on every fourth car beginning at east end of each cut. West leg of wye will be used for runaway track and switch must be lined for runaway track at all times except when train is passing.

806 (V-3). At Monida, hand brakes must be set on all cars left on Simplot track.

806 (V-4). At Lima, cars switched into any track must have hand brakes set to secure them, whether cars are cut off in a switching movement or shoved into aoy track.

Trainmen of all freight trains arriving Lima must set sufficient hand brakes to secure train properly but in no case less than eight hand brakes, number of cars permitting.

Sufficient hand brakes must be set on all cars standing to hold them if other cars are coupled to them. It is not permissible to kick or drop loads westward nor kick empties westward on a clear track unless there is a man at the brake, and in no case allow single car to run free in a clear track.

Derricks, Snow Plows, etc.

809 (Y-1). Derricks, Diesel Cranes and Rotary Snow Plows must not be operated on East Belt, West Belt and Mackay Branch without authority of chief dispatcher.

Position of Cars in Train

809 (Y-2). On East Belt and West Belt Branches, any loaded car with gross weight in excess of 263,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each.

On West Belt Branch cars in excess of 240,000 pounds gross weight must not be handled between Menan and St. Anthony.

On Aberdeen Branch cars in excess of 263,000 pounds gross weight must not be handled; however, cars weighing over 240,000 pounds gross weight, but not exceeding 263,000 pounds gross weight may be handled in train, but a speed of 20 MPH must not be exceeded.

Inspection of Trains

811 (T). In addition to making inspection of train as often as practicable as per Operating Rule 811, freight trains must stop and be inspected at the following points:

Ashton	—Eastward and westward;
Gerrit	—Eastward;
Reas Pass	—Eastward;
Arco	—Eastward and westward.

Track Restrictions

899 (V). Engines must not be operated on tracks as shown below:

Location	Track
Blackfoot	Sugar factory coal trestle.
Idaho Falls	Bonded Coal Yard trestle on Agren Spur.
Lincoln	Over beet unloading dock on high line. Engines must not enter bag sugar loading house or bulk sugar loading house.
Divide	Coal trestle.

Close Clearances

900 (U). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
Fourth Subdivision		
M.P. 156.96	Bridge	Side.
M.P. 166.97	Bridge	Side.
M.P. 192.35	Bridge	Side.
M.P. 202.73	Bridge	Side.
M.P. 308.75	Bridge	Side.
M.P. 310.68	Bridge	Side and top.
M.P. 319.13	Bridge	Side and top.
M.P. 324.51	Bridge	Side.
M P. 351.28	Bridge	Side and top.
M.P. 383.71	Bridge	Side.
M.P. 384.61	Bridge	Side.
Silver Bow	B. A. & P. and C. M. St. P. & P. overhead trolley wires. Do not touch. Look out for broken wires.	Side and top.
Between Silver Bow and Butte, M.P. 1.3, B. N.	C. M. St. P. & P. overhead trestle	Top.
Mackay Branch		
M.P. 1.6	Bridge	Side and top.
Yellowstone Branch		
M.P. 18.44	Bridge	Side and top.
M.P. 19.55	Bridge	Side.
M.P. 44.40	Bridge	Side.
Ashton	Standpipe	Side.
M.P. 62.76	Tunnel	Side and top.
East Belt Branch		
M.P. 19.10	Bridge	Side and top.
M.P. 19.44	Bridge	Side and top.
M.P. 40.56	Bridge	Side and top.
West Belt Branch		
M.P. 12.84	Bridge	Side and top.
M.P. 36.05	Bridge	Side and top.

NOTE: At Monida, train crews must know that apron on loading platform Simplot track is clear before moving cars past tipple.

Air Brake Rules

1042 (T). Before departure from Gay, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

Retaining valves must be used on all trains from Gay to MP 9.25 as prescribed by Air Brake Rule 1042.

When engine is equipped with operative dynamic brake, retaining valves must be placed in heavy holding position on not less than 50% of loads, consecutively from head end of train.

If train stops between Gay and MP 9.25, retaining valves must be placed in heavy holding position on all cars before air brakes are released.

If engine is not provided with operative dynamic brake, retaining valves must be placed in heavy holding position on all loads in train.

When handling ore with single unit from Gay to MP 9, consist must not exceed 40 cars.

Cars or Loads of Excess Dimension

All cars (both loads and empties) which have over-all dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in coordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are innumerated below with the restrictions and protective requirements indicated.

1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.

2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearances.

3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.

4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.

5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.

6F Load must be placed on carrying car so that all axles are equally loaded.

7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamount Tunnel between Ogden and Granger.

8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.

9I Route via the westbound main track No. 5 through the Spokane passenger terminal.

10J Do not detour via team tracks No.'s 1 and 5 under James Street Railway Viaduct at Kansas City.

11K Keep off tracks under train shed and adjacent to umbrella sheds at Salt Lake City.

12L Deleted.

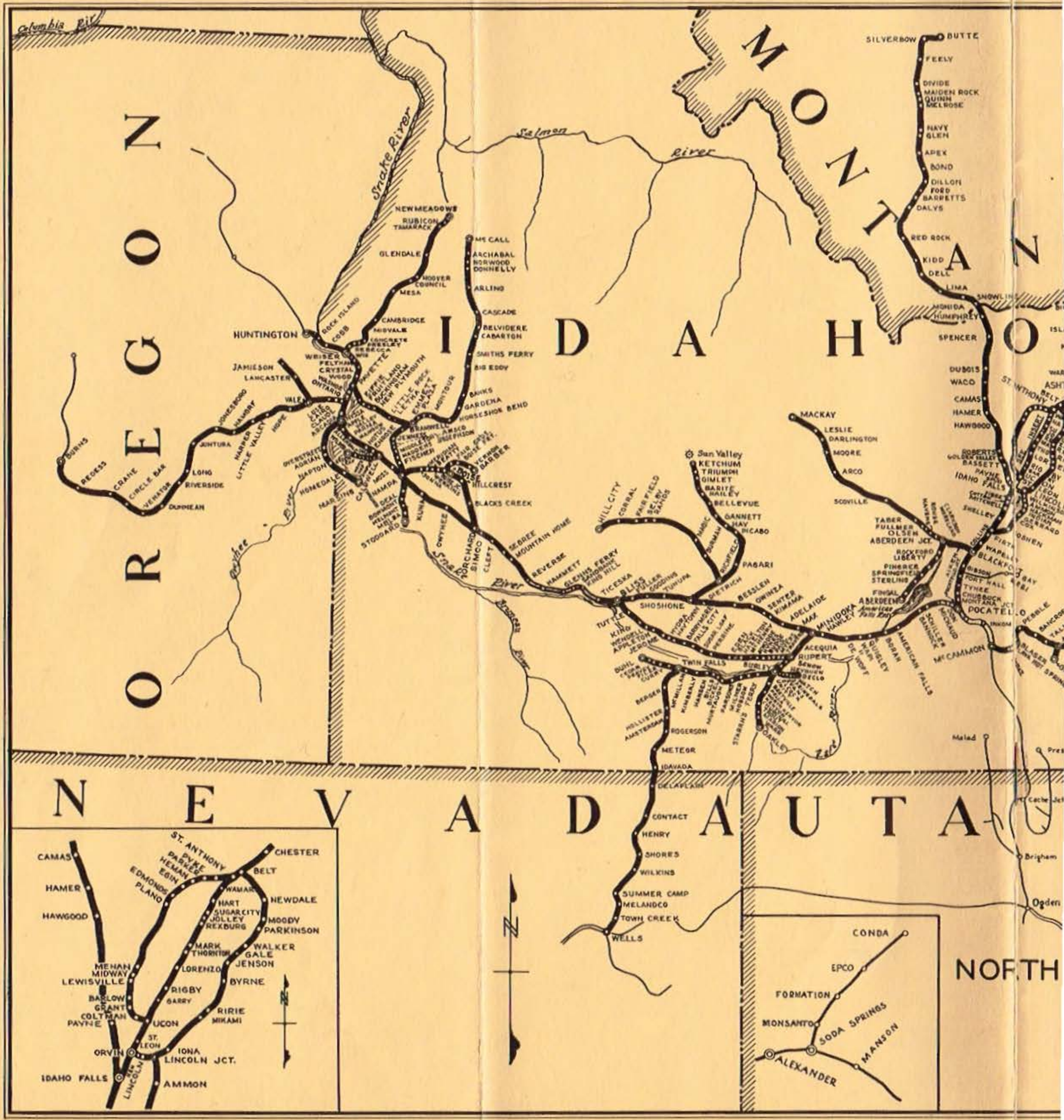
13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.

14N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in code 1-A through 14-N.

It must be fully understood that there is to be no change in the present method of issuing train orders for these excess dimension cars.

	31-53 5000 HP GE U50	70-98B 5000 HP EMD-DD35	100-129 1500 HP EMD-GP7 450-459 1500 HP EMD-SD7	130-349B 500-542B 1750 HP EMD-GP9 F9	400-448 EMD-SD24	470-499 2000 HP EMD-GP20 GP9M	625-640 2500 HP GE U25B	675-678 2400 HP ALCO DL640	700-739B 800-875 2250 HP EMD-GP30	740-763 2500 HP EMD-GP35	1400-1409 2500 HP SDP35	2800-2809 2800 HP U28C	2900-2909 3000 HP DL630	3000-3005 3000 HP SD40	3006-3155 3000 HP SD40	3600-3643 3600 HP SD45	5000-5039 5000 HP 450C	6900-6948 6600 HP DD40X
Granger-Kemmerer	6000	5830	2220	2590	3680	2520	3000	2870	2900	2960	3610	4440	4820	3710	4800	5550	4190	5700
Kemmerer-Fossil	4800	4800	1850	2050	3400	2050	2950	2850	2850	3000	2810	3470	3760	2890	3750	3790	3260	4440
Fossil-Montpelier	CL	CL	3560	4130	5890	4000	4750	4550	4630	4720	5770	7080	7690	5890	7660	7740	6710	9110
Montpelier-Pocatello	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	7740	CL	CL
Pocatello-McCammon	5330	5260	1970	2300	3260	2240	2670	2560	2580	2630	3200	3940	4280	3290	4260	4310	3720	5050
McCammon-Monteplier	3970	3910	1460	1710	2410	1660	1990	1910	1910	1950	2370	2930	3180	2440	3170	3210	2750	3750
Montpelier-Nugget	6000	5930	2220	2590	3680	2520	3000	2870	2900	2960	3610	4440	4820	3710	4800	5550	4190	5700
Nugget-Kemmerer	3970	3910	1460	1710	2410	1660	1990	1910	1910	1950	2370	2930	3180	2440	3170	3210	2750	3750
Kemmerer-Granger	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Pocatello-American Falls	6850	6780	3090	3300	4700	3300	3600	3500	3500	3600	4130	5080	5510	4240	5500	5550	4800	6520
American Falls-Shoshone	5400	5400	2000	2400	3800	2400	2700	2600	2600	2700	3200	3940	4280	3290	4260	4310	3720	5050
Shoshone-Glenns Ferry-	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Glenns Ferry-Ticeska	2800	2800	1100	1250	2000	1250	1400	1400	1350	1400	1630	2030	2200	1680	2200	2220	1890	2580
Ticeska-Shoshone	6000	5930	2300	2590	4000	2520	3000	2870	2900	2960	3610	4440	4820	3710	4800	4860	4190	5700
Shoshone-Minidoka	6600	6600	3000	3300	4900	3300	3650	3550	3300	3650	4130	5080	5510	4240	5500	5550	4800	6520
Minidoka-Pocatello	6400	6400	2500	3000	3700	3000	3400	3300	3300	3400	2810	3470	3760	2890	3750	3790	3260	4440
Pocatello-Idaho Falls	CL	CL	4000	4500	6900	4500	5200	5100	5000	5200	5770	7080	7690	5890	7660	4860	6710	9110
Idaho Falls-Dubois	6100	6100	2280	2600	4000	2600	3000	2900	2900	3050	3200	3940	4280	3290	4260	3790	3720	5050
Dubois-Monida	2150	2150	750	850	1450	850	1000	950	950	1000	1100	1390	1510	1140	1510	1520	1280	1760
Monida-Dillon	CL	CL	4000	4300	6900	4500	5200	5100	5000	5200	5770	7080	7690	5890	7660	7740	6710	9110
Dillon-Feeley	3850	3850	1300	1650	2250	1650	2000	1900	1800	1900	2010	2490	2710	2080	2700	2370	2340	3180
Feeley-Silver Bow	CL	CL	4000	4500	6900	4500	5200	5100	5000	5200	5770	7080	7690	5890	7660	7740	6710	9110
Silver Bow-Butte	4100	4100	1450	1800	2800	1800	2650	2500	2550	2650	2370	2930	3180	2440	3170	3790	2750	3750
Butte-Silver Bow	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Silver Bow-Apex	2550	2550	1000	1100	1800	1100	1300	1250	1200	1300	1100	1390	1510	1140	1510	1520	1280	1760
Apex-Lima	5200	5200	1930	2250	3700	2250	3200	3000	2600	2700	2370	2930	3180	2440	3170	3210	2750	3750
Lima-Monida	4100	4100	1640	1850	2900	1850	2650	2650	2200	2400	2170	2610	2840	2170	2830	2370	2450	3330
Monida-Pocatello	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Glenns Ferry-Reverse	2800	2800	1100	1250	2000	1250	1400	1400	1400	1400	1630	2030	2200	1680	2200	1690	2890	2580
Reverse-Orchard	CL	CL	3400	3750	5800	3750	4200	4100	3900	4200	4200	4500	4700	4500	4700	5300	CL	CL
Orchard-Huntington	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Huntington-Nampa	CL	CL	3750	4100	6900	4100	4800	4700	4600	4800	4800	5100	5300	5100	5300	5900	CL	CL
Nampa-Orchard	6800	6800	2590	2950	4900	2550	3500	3350	3300	3500	3610	4440	3710	3710	4800	5550	4190	5700
Orchard-Glenns Ferry	CL	CL	3500	4200	6200	4200	4950	4800	4500	4950	5750	7050	7700	5950	7700	7950	CL	CL



OREGON
IDAHO
MONTANA
NEVADA
UTAH
NORTH
Columbia River
Snake River
Salmon River
Owyhee River
Bruneau River
Raft River
HUNTINGTON
JAMIESON
LANCASTER
VALE
JONESBORO
HARPER
LITTLE VALLEY
JUNTURA
RIVERSIDE
CRANE
BURNS
DUNNEAN
NEW MEADOWS
RUBICON
TAMARACK
GLENDALE
HOOVER
COUNCIL
MESA
CAMBRIDGE
MIDVALE
WEISER
PAYETTE
ONTARIO
NAMPA
CALDWELL
MC CALL
ARCHABAL
NORWOOD
DONNELLY
ARLING
CASCADE
BELVIDERE
CABARTON
SMITHS FERRY
BIG EDDY
BANKS
GARDENA
HORSESHOE BEND
BOISE
BARBER
HILLCREST
BLACKS CREEK
STODDARD
OWYHEE
ORCHARD
SIMCO
CLEFT
SEBREE
MOUNTAIN HOME
REVERSE
HAMMETT
GLENNS FERRY
KING HILL
TICESKA
BLISS
TUTTLE
SHOSHONE
JEROME
HILL CITY
CORRAL
FAIRFIELD
San Valley
KETCHUM
TRIUMPH
GIMLET
BELLEVUE
GANNETT
PICABO
RICHFIELD
DIETRICH
PAGARI
TWIN FALLS
BUHL
ROGERSON
METEOR
IDAVADA
CONTACT
HENRY
SHORES
WILKINS
SUMMER CAMP
MELANDCO
TOWN CREEK
WELLS
OAKLEY
RUPERT
ACEQUIA
MINIDOKA
HAWLEY
AMERICAN FALLS
MC CAMMON
MACKAY
LESLIE
DARLINGTON
MOORE
ARCO
SCOVILLE
ABERDEEN
POCATELLO
BLACKFOOT
FIRTH
SHELLEY
IDAHO FALLS
ROBERTS
HAMER
CAMAS
DUBOIS
SPENCER
HUMPHREY
MONIDA
LIMA
DELL
KIDD
RED ROCK
DALYS
BARRETTS
DILLON
BOND
APEX
GLEN
NAVY
MELROSE
QUINN
MAIDEN ROCK
DIVIDE
FEELY
SILVERBOW
BUTTE
Malad
Brigham
Ogden
CAMAS
HAMER
HAWGOOD
MENAN
MIDWAY
LEWISVILLE
BARLOW
GRANT
COLTMAN
PAYNE
ORVIN
IDAHO FALLS
ST. ANTHONY
PARKER
HEMAN
EGIN
EDMONDS
PLANO
CHESTER
BELT
WAMAR
HART
SUGAR CITY
JOLLEY
REXBURG
NEWDALE
MOODY
PARKINSON
MARK
THORNTON
WALKER
GALE
JENSON
LORENZO
BYRNE
RIGBY
GARRY
RIRIE
MIKAMI
UCON
ST. LEON
IONA
LINCOLN JCT.
LINCOLN
AMMON
CONDA
EPCO
FORMATION
MONSANTO
SODA SPRINGS
MANSON
ALEXANDER