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**ORTH WESTERN DISTRICT
IDAHO DIVISION**
CORRECTED TO JUNE 4, 1973

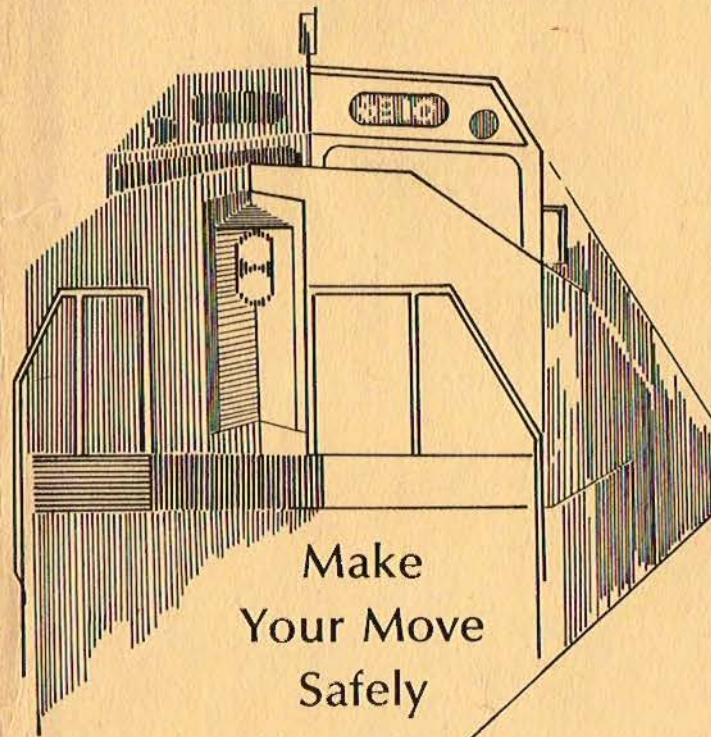
SCALE OF MILES



Union Pacific Railroad Company
Northwestern District



**TIME-TABLE NO. 47
IDAHO DIVISION
and First and Second Subdivisions of
OREGON DIVISION**



Make
Your Move
Safely

Effective Sunday July 1, 1973 at 12:01 A.M.

Mountain Time East of La Grande, Oregon
Pacific Time West of La Grande, Oregon

FOR EMPLOYEES ONLY

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

G. H. BAKER
General Manager

T. P. ROGERS
General Superintendent

J. BOWEN
General Supt. Transportation

IDAHO DIVISION

E. C. May, 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.
P. C. Wyatt, Trainmaster Pocatello, Ida.
R. F. Kelly, Trainmaster Pocatello, Ida.
R. E. Riley, Trainmaster Nampa, Ida.
D. L. Sullivan, Terminal Trainmaster Nampa, Ida.
T. L. Watts, Trainmaster Idaho Falls, Ida.
J. B. Daly, Terminal Supt. Idaho Falls, Ida.
H. P. Lewis, Assistant Trainmaster Soda Springs, Ida.
E. I. Payne, Road Foreman of Engines Pocatello, Ida.
M. D. Muck, Road Foreman of Engines Pocatello, Ida.
A. J. Enfield, Road Foreman of Engines Pocatello, Ida.
O. J. Madsen, Road Foreman of Engines Pocatello, Ida.
V. L. Orr, Road Foreman of Engines Glens Ferry, Ida.
J. B. Shaw, Road Foreman of Engines Nampa, Ida.
K. A. Staples, Assistant Mechanical Supt.-West Pocatello, Ida.
G. F. Hite, Division Engineer Pocatello, Ida.
P. B. Armstrong, General Roadmaster Pocatello, Ida.
W. F. Jesse, General Roadmaster Nampa, Ida.

Pocatello, Idaho

H. R. Humphrey, Chief Train Dispatcher
G. C. Leger, Asst. Chief Train Dispatcher
L. V. Leger, Asst. Chief Train Dispatcher
I. G. Perkins, Asst. Chief Train Dispatcher
R. Crispino, Asst. Chief Train Dispatcher
J. L. Clute, Asst. Chief Train Dispatcher
A. E. O'Brien, Asst. Chief Train Dispatcher
T. J. Carney, Asst. Chief Train Dispatcher

OREGON DIVISION

L. A. Kirkeby, Superintendent Albina, Ore.
J. R. Davis, Assistant Superintendent Albina, Ore.
A. R. Brown, Assistant Superintendent Spokane, Wash.
M. D. Sweet, Trainmaster La Grande, Ore.
F. W. Davis, Trainmaster Hinkle, Ore.
G. C. Fisher, Assistant Trainmaster Hinkle, Ore.
H. R. Grace, Terminal Trainmaster La Grande, Ore.
E. E. Lindsey, Jr., Road Foreman of Engines La Grande, Ore.
F. L. Hebdon, Terminal Superintendent Albina, Ore.
J. E. Pickett, Assistant Mechanical Supt.-West Albina, Ore.
G. W. McDonald, Division Engineer Albina, Ore.
V. W. Wise, General Roadmaster Albina, Ore.

Albina, Oregon

M. H. Galloway, Chief Train Dispatcher
J. F. Fehrenbacher, Asst. Chief Train Dispatcher
F. H. Cavallo, Asst. Chief Train Dispatcher
P. A. Mead, Asst. Chief Train Dispatcher
D. C. Tannehill, Asst. Chief Train Dispatcher
D. E. Widner, Asst. Chief Train Dispatcher
G. M. Nonne, Asst. Chief Train Dispatcher

A. W. Campbell, Mechanical Supt.-West Salt Lake City, Utah
M. E. Merritt, Asst. Manager Safety Salt Lake City, Utah
C. G. Dana, Supt. Safety Pocatello, Ida.
R. E. Schroeder, Supt. Safety Albina, Ore.

MILEAGE

| | | | |
|-----------------------|--------|--|-------|
| Idaho Division | | Oregon Division | |
| Main Line | 844.9 | (First and Second Subdivisions, Joseph and Pilot Rock Branches) | |
| Branches | 1342.3 | Main Line | 205.2 |
| Total | 2187.2 | Branches | 98.1 |
| | | Total | 303.3 |

| 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. |

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

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

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

GENERAL

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|----------|---|---|----------------|
| | Psgr. | Frnt. | | Psgr. | Frnt. |
| When using No. 20 turn-outs, unless a different speed is specified. | 40 | 40 | Trains handling scale test cars, other than WO-3, 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 |
| When using No. 20 equilateral. | 60 | 60 | | | |
| When using No. 14 turn-outs located on: Straight track; Curves. | 30 20 | 30 20 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.) | | 35 |
| When using 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 | Jordan spreaders and other machines of spreader type, when in operation with wings extended. | | 15 |
| Within yard limits protected by continuous block signal system. | 35 | 35 | Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track; On restricted track or curves, 20 MPH less than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH. Through cross-overs or turn-outs. | | 40 |
| Within yard limits not protected by continuous block signal system, unless a different speed is specified. | 20 | 20 | | | |
| When using sidings in CTC territory. | 20 | 20 | Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty. | | 40 |
| 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 | Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus. | | 50 |
| Yard-switch locomotives in road service: 1000-1100 class; 1800 class. | 35 50 | 35 50 | Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive. | | 50 |
| Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed. | | 25 | | Trains handling open top hopper cars U.P. 85000 to 88999: Loaded; When loaded with ballast. | |
| Car body type unit backing up light or backing up as leading unit at front of train. | 30 | 30 | Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks. | | 50 |
| When multiple unit engine is controlled from other than leading unit. | 30 | 30 | Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed, Through truss bridges. | | 20 6 |
| Freight trains handling tonnage in excess of 75 tons per operative brake. | | 40 | | | |
| Trains handling wrecking derricks: American Hoist Derrick 903050. Other Derricks with 6-wheel trucks. Other 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.) | | 60 | 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 type. | | 35 |
| | | 40 | | | 45 |
| | | 35 | | | 45 |
| | | 20 | Wye tracks except those portions used as main track or siding. | 6 | 6 |
| | | | Through tunnels, branch lines. | 10 | 10 |

FIRST SUBDIVISION

| WESTWARD | | Time-Table No. 47 July 1, 1973 | | EASTWARD | | ADDITIONAL STATIONS | | | | |
|---------------------|------|-----------------------------------|------|---------------------|-----------|---------------------|-----------|---|------|-------------------|
| CAPACITY OF SIDINGS | | STATIONS | | MILE POST | RULE 6(B) | Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B) | Feet | Switch Connection |
| Cars | Feet | | | | | First Subdivision | | | | |
| 124 | 6800 | CENTRALIZED TRAFFIC CONTROL | D | GRANGER | GN | 0.0 | | | | |
| 124 | 6800 | | | 7.7 | | | | | | |
| 129 | 7310 | | | MOXA | | 7.7 | | | | |
| 129 | 7304 | | | NUTRIA | | 15.4 | | | | |
| 129 | 7295 | | | OPAL | | 24.5 | | | | |
| 129 | 7320 | | | WATERFALL | | 33.6 | | | | |
| 131 | 7205 | | D | KEMMERER | AV | 39.7 | | | | |
| 137 | 7535 | | | FOSSIL | | 48.0 | | | | |
| 129 | 7280 | | | NUGGET | | 53.0 | | | | |
| 129 | 7324 | | | ORR | | 59.6 | | | | |
| 129 | 7303 | | | LEEFE | | 64.8 | | | | |
| 129 | 7292 | | | BECKWITH | | 71.3 | | | | |
| 129 | 7349 | | | PIXLEY | | 77.4 | | | | |
| 151 | 8516 | | D | COKEVILLE | CK | 83.5 | | | | |
| 129 | 7317 | | | MARSE | | 88.2 | | | | |
| 129 | 7281 | | | CHAUSSE | | 94.5 | | | | |
| 130 | 7355 | | | HARER | | 102.9 | | | | |
| | | | | DINGLE | | 108.0 | | | | |
| | | | D-R | MONTPELIER | MX | 115.0 | | | | FPTY |
| | | | | PESCADERO | | 120.4 | | | | P |
| 168 | 9990 | | | GEORGETOWN | | 126.8 | | | | P |
| 129 | 7304 | | | MANSON | | 136.1 | | | | P |
| 132 | 7416 | | DN | SODA SPRINGS | SD | 146.0 | | | | PY |
| 129 | 7247 | | | ALEXANDER | | 151.6 | | | | P |
| 129 | 7376 | | | TALMAGE | | 156.2 | | | | P |
| 127 | 7095 | | | BANCROFT | | 161.8 | | | | P |
| 164 | 9020 | | | PEBBLE | | 170.3 | | | | P |
| 129 | 7287 | | | BLASER | | 177.4 | | | | P |
| 24 | 1320 | | | LAVA HOT SPRINGS | | 180.0 | | | | P |
| | | | | TOPAZ | | 186.0 | | | | P |
| C 133 | 7682 | | D | McCAMMON | MC | 191.2 | | | | PXY |
| 99 | 5710 | | | INKOM | | 201.9 | | | | P |
| | | | DN-R | POCATELLO | CA YL | 213.9 | | | | FPTY |
| | | | | (213.9) | | | | | | |

CLEARANCE AND REGISTER 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.

Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Granger.

Only trains which originate or terminate at Montpelier will register at Montpelier.

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

SPEED RESTRICTIONS—FIRST SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|-----------|---|----------------|-----------|--|----------------|-----------|
| | Psgr. | Frt. | | Psgr. | Frt. | | Psgr. | Frt. |
| Maximum speed. | 79 | 70 | Bewteen Mile Posts— Chausse 96.7 and 96.9. | 70 | 55 | Between Mile Posts— Bancroft 163.5 and 164.7. | 70 | 60 |
| Between Mile Posts— Granger Siding. | 40 | 40 | 98.3 and 99.2. | 60 | 50 | 167.5 and 168.1. | 70 | 60 |
| 0.0 and 1.0. | 40 | 40 | 99.5 and 99.7. | 70 | 55 | 168.9 and 169.3. | 60 | 50 |
| Opal Trains switching through turn- outs east end El Paso tracks. | | | 102.6 and 104.8. | 60 | 50 | Pebble 171.2 and 171.7. | 60 | 50 |
| | | 5 | 105.2 and 105.4. | 70 | 60 | 171.9 and 174.7. | 70 | 55 |
| Between Mile Posts— 28.7 and 29.6. | 70 | 55 | Pescadero 120.6 and 123.4. | 60 | 50 | 176.3 and 176.7. | 70 | 60 |
| 31.3 and 32.3. | 45 | 40 | 125.2 and 125.3. | 60 | 50 | Blaser 177.4 and 178.5. | 60 | 45 |
| 33.0 and 33.1. | 70 | 55 | 125.8 and 126.7. | 60 | 50 | 179.0 and 180.0. | 45 | 35 |
| Waterfall 34.6 and 34.8. | | | Georgetown Central Farmers Industry spur. | | 10 | Lava Hot Springs 180.0 and 181.7. | 70 | 55 |
| | 60 | 50 | Between Mile Posts— 127.6 and 127.9. | 60 | 50 | 181.8 and 183.1. | 60 | 45 |
| 35.5 and 40.8. | 40 | 30 | 128.3 and 130.1. | 60 | 50 | 183.2 and 184.8. | 70 | 55 |
| Kemmerer 42.3 and 44.6. | | | 131.6 and 132.2. | 70 | 60 | 185.5 and 187.9. | 35 | 35 |
| | 65 | 55 | 135.6 and 135.8. | 70 | 60 | 188.2 and 190.2. | 65 | 50 |
| Nugget 54.5 and 57.8. | | | Manson 138.7 and 139.3. | 60 | 50 | McCammom 192.1 and 192.7. | 60 | 45 |
| | 40 | 30 | 141.0 and 141.9. | 55 | 45 | 195.0 and 195.3. | 60 | 45 |
| 58.0 and 61.2. | 70 | 55 | 142.4 and 143.4. | 70 | 55 | 197.7 and 199.7. | 70 | 55 |
| 63.6 and 65.4. | 60 | 45 | 143.7 and 145.2. | 55 | 45 | 199.7 and 201.0. | 60 | 45 |
| 66.5 and 68.2. | 70 | 55 | Soda Springs Over public crossings M.P. 144.2 and M.P. 146.3. | 45 | 45 | Inkom 202.3 and 202.6. | 60 | 45 |
| Cokeville 87.4 and 87.7. | | | Between Mile Posts— 148.0 and 148.3. | 70 | 55 | Over switch M.P. 213.3 (No. 1 Track). | 35 | 35 |
| | 60 | 50 | Alexander 152.1 and 152.4. | 60 | 50 | Pocatello Within platform limits of passenger depot. | 20 | 20 |
| 92.9 and 93.1. | 60 | 50 | | | | On Eastward and Westward running tracks. | 10 | 10 |

SPEED RESTRICTION—LEEFE SPUR
 Maximum speed **25 MPH**

WESTWARD ← **SECOND SUBDIVISION** → **EASTWARD**

| CAPACITY OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | Rule 6(B) |
|---------------------|------------------------|-----------------------------------|---------------------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| | | Block Signals DN-R | POCATELLO YL CA | 213.9 | FP TY |
| | | | POCATELLO JCT. YL | 216.3 | P |
| C 135 | 7595 | CENTRALIZED TRAFFIC CONTROL | MICHAUD | 224.3 | P |
| 146 | 8218 | | BANNOCK | 230.1 | P |
| 125 | 7056 | | D AMERICAN FALLS AF | 238.5 | P |
| 104 | 6003 | | BORAH | 242.3 | P |
| 146 | 8209 | | QUIGLEY | 250.1 | P |
| 103 | 5902 | | WAPI | 256.0 | P |
| 146 | 8232 | | DEWOFF | 259.8 | P |
| 104 | 5937 | | HAWLEY | 267.3 | P |
| 108 231 | 6091 13189 | | DN MINIDOKA RT | 272.4 | PY |
| 103 | 5863 | | MAX | 276.2 | P |
| 142 | 8224 | ADELAIDE | 284.3 | P | |
| 103 | 5915 | KIMAMA | 289.0 | P | |
| 103 | 5872 | SENER | 295.7 | P | |
| 150 | 8310 | OWINZA | 303.5 | P | |
| 20 | 1100 | DIETRICH | 314.7 | P | |
| 104-99 96-112 | 5720 5445 5280 6160 | D SHOSHONE X | 321.8 | PY | |
| 146 | 8223 | TUNUPA | 330.8 | P | |
| 146 52 | 8183 2600 | D GOODING GD | 337.5 | P | |
| 146 | 8133 | FULLER | 344.2 | P | |
| 104 | 5845 | BLISS | 350.5 | PY | |
| C 104 86 | 5720 4969 | TICESKA | 357.3 | P | |
| C 146 | 8392 | KING HILL | 367.1 | P | |
| | | D-R GLENN'S FERRY GF | 373.8 | PY | |
| | | (159.9) | | | |

WESTWARD ← **THIRD SUBDIVISION** → **EASTWARD**

| CAPACITY OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | Rule 6(B) |
|---------------------|--------------|-----------------------------------|----------------------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| | | CENTRALIZED TRAFFIC CONTROL | D-R GLENN'S FERRY GF | 373.8 | PY |
| C 146 | 8374 | | HAMMETT | 382.7 | P |
| C 146 | 8370 | | REVERSE | 393.3 | P |
| 140 | 7700 | | D MOUNTAIN HOME MZ | 401.6 | PY |
| 140 | 7700 | | SEBREE | 407.5 | P |
| 140 | 7700 | | CLEFT | 412.7 | P |
| 159 | 8745 | | ORCHARD | 423.0 | P |
| 140 | 7700 | | OWYHEE | 434.7 | P |
| 140 | 7700 | | KUNA | 446.7 | P |
| 48 | 2640 | | DN-R NAMPA Q | 456.6 | FPTY |
| 140 | 7700 | MOSS | 460.8 | P | |
| 140 | 7700 | D CALDWELL CW | 465.6 | P | |
| 105 | 5775 | ENROSE | 469.2 | P | |
| 140 | 7700 | NOTUS | 472.5 | P | |
| 140 | 7700 | D PARMA MA | 480.8 | P | |
| 149 | 8195 | D NYSSA SY | 488.4 | PY | |
| 144 144 | 7920 7920 | D ONTARIO ON | 498.7 | PY | |
| 133 | 7315 | D PAYETTE AY | 502.5 | P | |
| 140 | 7700 | CRYSTAL | 509.3 | P | |
| 140 140 | 7700 7700 | D WEISER SR | 515.9 | PY | |
| 133 | 7315 | COBB | 525.7 | P | |
| 140 | 7700 | ROCK ISLAND | 532.8 | P | |
| | | D-R HUNTINGTON HU | 538.8 | PT | |
| | | (165.0) | | | |

WESTWARD ← **BOISE CUT-OFF** → **EASTWARD**

| CAPACITY OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | Rule 6(B) |
|---------------------|------|-----------------------------------|---------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| 159 | 8745 | ORCHARD | B 423.5 | P | |
| 60 | 3300 | BOISE YL | B 448.4 | PY | |
| | | BOISE JCT. | B 450.7 | P | |
| 101 | 5555 | D MERIDIAN MD | B 457.3 | P | |
| | | DN-R NAMPA YL Q | B 467.8 | FPTY | |
| | | (44.3) | | | |

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

CLEARANCE AND REGISTER REQUIREMENTS

All trains must receive clearance at Nampa.
 Only trains which originate or terminate at Glens Ferry or Huntington need register or receive clearance at Glens Ferry or Huntington.
 Trains enroute to Oregon Division at Huntington must receive Oregon Division clearance in addition to Idaho Division clearance at Nampa and need not register or receive clearance at Huntington.

Boise Cut-off is out of service between junction switch, Orchard and M.P. B-444 where tie barricade has been installed.
 Except in CTC Territory Westward trains are superior to trains of same class in opposite direction. See Rule 72.

SPEED RESTRICTIONS—SECOND SUBDIVISION

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|--|----------------|-----|---|----------------|-----|--|----------------|-----|
| | Psg. | Fr. | | Psg. | Fr. | | Psg. | Fr. |
| Maximum speed. Between Pocatello and Ticeska. | 79 | 70 | Dietrich Between Mile Posts— 316.3 and 314.7 (No. 2 Track). | 60 | 45 | Ticeska Between Mile Posts— 357.3 and 360.2. | 65 | 50 |
| Between Ticeska and Glenns Ferry. | 79 | 60 | | | | | | |
| Pocatello Within platform limits of passenger depot. | 20 | 20 | Shoshone Over public crossings M.P. 321.5 and 321.8. | 35 | 35 | 360.2 and 360.8. | 55 | 45 |
| On Eastward and Westward running tracks. | 10 | 10 | Through No. 20 equilateral at end of two main tracks, M.P. 323.1. | 60 | 60 | 360.8 and 365.9. | 65 | 50 |
| On enginehouse lead and tracks. | | 5 | 323.3 and 323.9. | 70 | 55 | King Hill 367.5 and 368.3. | 70 | 55 |
| Westward trains on No. 2 track over switches Pocatello Jct. | 15 | 15 | 325.0 and 326.6. | 70 | 60 | 369.1 and 371.1. | 60 | 45 |
| Between Mile Posts— 218.8 and 220.0 (No. 1 Track). | 65 | 50 | Gooding Over public crossings M.P. 337.5 and M.P. 338.0. | 45 | 45 | 371.1 and 373.2. | 45 | 30 |
| 218.8 and 220.0 (No. 2 Track). | 45 | 45 | Between Mile Posts— 340.7 and 341.2. | 60 | 50 | Glenns Ferry Over Commercial Street crossing M.P. 374.1. | 45 | 45 |
| Annock 237.9 and 241.3. | 65 | 55 | 342.3 and 343.4. | 60 | 50 | | | |

THIRD SUBDIVISION

| | | | | | | | | |
|--|----|----|--|----|----|--|----|----|
| Maximum speed. | 79 | 70 | Between Mile Posts— 457.2 and 460.5. | 55 | 55 | Huntington Between Oregon Division Mile Posts— 390 and 389.2. | 20 | 20 |
| Glenns Ferry Over Commercial Street crossing M.P. 374.1. | 45 | 45 | 464.9 and 466.0. | 20 | 20 | Boise Cut-off Maximum speed. | | 49 |
| Between Mile Posts— 376.5 and 377.6. | 60 | 45 | Parma Over public crossings M.P. 481.0 and M.P. 481.3. | 50 | 50 | Orchard B-423.7 and B-424.0. | | 45 |
| 378.6 and 379.3. | 40 | 30 | Payette Over public crossings M.P. 502.6 and M.P. 503.2. | 60 | 60 | B-429.2 and B-430.0. | | 45 |
| Hammett 384.9 and 390.7. | 60 | 50 | 515.8 and 516.2. | 55 | 45 | B-433.9 and B-434.3. | | 45 |
| Orchard 428.4 and 429.0. | 60 | 50 | 523.1 and 524.9. | 70 | 55 | B-439.5 and B-440.4. | | 25 |
| Kuna 447.3 and 450.8. | 70 | 60 | 524.9 and 528.1. | 60 | 45 | B-440.4 and B-446.1. | | 45 |
| 454.0 and 456.6. | 50 | 40 | 529.4 and 535.5. | 70 | 55 | Boise Over public crossings between M.P. B-446.5 and M.P. B-451.25. | | 20 |
| Nampa 456.6 and 457.2. | 20 | 20 | 535.5 and 536.9. | 60 | 45 | Sonna B-467.1 and B-467.7. | | 25 |
| | | | 536.9 and 539.0. | 40 | 30 | | | |

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 |
| Schiller..... | 226.5 | 63 P | 3465 | Both |
| | | 50 P | 2828 | Both |
| Third Subdivision | | | | |
| Simco..... | 419.1 | 9 P | 495 | West |
| Mangum..... | 476.3 | 21 P | 1155 | Both |
| Apple Valley..... | 485.9 | 22 P | 1210 | Both |
| Arcadia..... | 491.7 | 10 P | 600 | West |
| 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 | | | ADDITIONAL STATIONS | | | | | |
|---------------------|------|-----------------|---|-----------|------------------|---------------------|---------------------------|-----------|---|------|-------------------|
| CAPACITY OF SIDINGS | | SECOND CLASS | Time-Table No. 47 July 1, 1973 | MILE POST | SECOND CLASS | RULE 6(B) | Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B) | Feet | Switch Connection |
| CARS | FEET | 277 | | | 278 | | | | | | |
| | | Daily | STATIONS | | Daily | | | | | | |
| | | 1.30 PM | POCATELLO JCT. YL | 135.1 | A 8.40 AM | P | Fourth Subdivision | | | | |
| | | | 1.6 | | | | Chubbuck..... | 138.2 | 31 | 1705 | Both |
| | | | MONTANA JCT. YL | 136.7 | 0.32 | P | Mitchell..... | 176.9 | 15 | 825 | Both |
| | | | 3.7 | | | | Fibre..... | 180.4 | 7 | 385 | East |
| 107 | 5885 | 1.36 | TYHEE | 140.4 | 8.25 | P | Spud..... | 189.6 | 13 | 715 | East |
| 129 | 7095 | 1.44 | FORT HALL | 145.7 | 8.17 | P | Golden Valley.... | 198.2 | 24 | 1320 | East |
| 62 | 3410 | 1.51 | 5.3 | | | | Waco..... | 228.6 | 30 P | 1650 | Both |
| 67 | 3685 | 2.01 | GIBSON | 151.0 | 8.09 | P | Dalys..... | 316.4 | 12 P | 660 | Both |
| 63 | 3465 | 2.10 | DN BLACKFOOT YL BF | 158.1 | 7.54 | PY | Ford..... | 322.2 | 23 P | 1265 | Both |
| 106 | 5830 | 2.18 | 5.9 | | | | | | | | |
| 90 | 4950 | 2.28 | WAPELLO | 164.0 | 7.39 | P | | | | | |
| 62 | 3410 | 2.34 | D FIRTH FR | 169.4 | 7.29 | P | | | | | |
| | | 3.00 | 5.4 | | | | | | | | |
| 45 | 2475 | 3.20 | DN SHELLEY SY | 175.5 | 7.19 | P | | | | | |
| 47 | 2585 | 3.28 | 3.8 | | | | | | | | |
| 47 | 2585 | 3.37 | COTTON | 179.3 | 7.12 | P | | | | | |
| 45 | 2475 | 4.04 | DN-R IDAHO FALLS YL AK | 183.0 | 7.00 | FPTY | | | | | |
| 44 | 2420 | 4.14 | 8.2 | | | | | | | | |
| 92 | 5060 | 4.50 | IDAHO FALLS YL | 191.2 | 6.27 | P | | | | | |
| | | | 5.3 | | | | | | | | |
| | | | BASSETT | 196.5 | 6.17 | P | | | | | |
| | | | 5.5 | | | | | | | | |
| | | | ROBERTS | 202.0 | 6.07 | P | | | | | |
| | | | 15.5 | | | | | | | | |
| | | | HAMER | 217.5 | 5.37 | P | | | | | |
| | | | 5.6 | | | | | | | | |
| | | | CAMAS | 223.1 | 5.27 | P | | | | | |
| | | | 11.8 | | | | | | | | |
| | | | DUBOIS | 234.9 | 5.02 | PY | | | | | |
| | | | 13.6 | | | | | | | | |
| | | | Block Signals { | | | | | | | | |
| 50 | 2750 | 5.20 | SPENCER | 248.5 | 4.27 | P | | | | | |
| 129 | 7095 | 5.46 | 9.5 | | | | | | | | |
| 53 | 2915 | 6.05 | HUMPHREY | 258.0 | 4.01 | P | | | | | |
| 44 | 2420 | 6.22 | 6.7 | | | | | | | | |
| | | | MONIDA | 264.7 | 3.41 | PY | | | | | |
| | | | 9.0 | | | | | | | | |
| | | | SNOWLINE | 273.7 | 3.01 | P | | | | | |
| | | | 6.2 | | | | | | | | |
| 91 | 4996 | 6.50 | DN-R LIMA YL RD | 279.9 | 2.40 | PY | | | | | |
| 41 | 2255 | 7.50 | 8.1 | | | | | | | | |
| 42 | 2310 | 8.05 | DELL | 288.0 | 12.08 AM | P | | | | | |
| 134 | 7370 | 8.25 | 6.0 | | | | | | | | |
| 138 | 7590 | 9.00 | KIDD | 294.0 | 11.55 PM | P | | | | | |
| 129 | 7095 | 9.25 | 7.8 | | | | | | | | |
| | | | RED ROCK | 301.8 | 11.33 | P | | | | | |
| | | | 18.6 | | | | | | | | |
| | | | BARRETTTS | 320.4 | 11.00 | P | | | | | |
| | | | 7.6 | | | | | | | | |
| | | | DN DILLON YL DN | 328.0 | 10.45 | P | | | | | |
| | | | 12.3 | | | | | | | | |
| 39 | 2145 | 10.16 | 278 | | | | | | | | |
| 41 | 2255 | 10.40 | APEX | 340.3 | 10.16 | P | | | | | |
| 53 | 2915 | 11.10 | 8.4 | | | | | | | | |
| 20 | 1100 | | NAVY | 348.7 | 9.45 | PY | | | | | |
| 34 | 1870 | 11.45 PM | 10.2 | | | | | | | | |
| 16 | 880 | 12.15 AM | MELROSE | 358.9 | 9.23 | P | | | | | |
| | | | 7.1 | | | | | | | | |
| | | | MAIDEN ROCK | 366.0 | | P | | | | | |
| | | | 4.1 | | | | | | | | |
| | | | DIVIDE | 370.1 | 8.53 | P | | | | | |
| | | | 10.6 | | | | | | | | |
| | | | FEELY | 380.7 | 8.27 | P | | | | | |
| | | | 9.3 | | | | | | | | |
| | | | A 1.00 AM DN-R SILVER BOW YL SB | 390.0 | 8.00 PM | PY | | | | | |
| | | | 7.0 | | | | | | | | |
| | | | A 5.00 AM DN BUTTE YL BY | 397.0 | 7.30 PM | | | | | | |
| | | | (261.9) | | | | | | | | |

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 | Location | Miles Per Hour | Location | Miles Per Hour |
|--|----------------|--|----------------|---|----------------|
| Maximum speed. Between Pocatello Jct. and Idaho Falls. | 50 | Between Mile Posts— Roberts 205.4 and 206.1. | 45 | Between Mile Posts— Lima Over Center Street east of depot, M.P. 279.8. | 15 |
| Between Idaho Falls and Silver Bow. | 49 | 208.4 and 210.2. | 45 | Westward, within yard limits. | 15 |
| Between Mile Posts— Pocatello Jct. 135.1 and 136.7. | 25 | 213.7 and 214.0. | 45 | Red Rock 309.2 and 310.2. | 30 |
| Tyhee 142.3 and 142.5. | 45 | Hamer 218.3 and 218.5. | 45 | 315.9 and 318.7. | 30 |
| 143.3 and 143.5. | 45 | Dubois 235.6 and 236.7. | 35 | Dillon 328.6 and 329.2. | 25 |
| Blackfoot Over public crossings M.P. 157.3 and 158.8. | 20 | 237.8 and 238.0. | 45 | 336.4 and 341.4. | 45 |
| Firth Over public crossing M.P. 169.5. | 35 | 239.1 and 239.3. | 45 | Apex 342.7 and 346.3. | 25 |
| Shelley Over public crossings M.P. 175.0 and M.P. 176.0. | 30 | 244.4 and 246.7. | 35 | 347.9 and 348.2. | 40 |
| Between Mile Posts— 182.6 and 183.5. | 25 | Spencer 247.9 and 250.9. | 45 | Navy 351.0 and 354.4. | 30 |
| Idaho Falls Over public crossings M.P. 182.5 and M.P. 186.7. | 25 | 251.0 and 251.4. | 35 | 357.2 and 357.7. | 45 |
| 185.5 and 185.9. | 10 | 252.7 and 254.7. | 25 | Melrose 361.7 and 368.2. | 20 |
| 187.4 and 188.6. | 35 | 254.9 and 257.5. | 20 | Divide 373.5 and 381.1. | 30 |
| 190.7 and 191.0. | 40 | Humphrey 258.3 and 259.2. | 30 | 382.3 and 383.7. | 25 |
| | | 262.9 and 267.6. | 30 | 384.3 and 388.1. | 30 |
| | | 269.7 and 269.9. | 35 | 389.8 and 390.1. | 20 |
| | | 271.0 and 271.8. | 35 | Silver Bow | |
| | | 277.4 and 278.9. | 30 | | |

OREGON DIVISION
WESTWARD ↙ **FIRST SUBDIVISION** ↗ **EASTWARD**
(MOUNTAIN TIME)

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | MILE POST | RULE 6(B). |
|-------------------|-------|-----------------------------------|-----------|------------|
| CARS | FEET | | | |
| | | (D-R) HUNTINGTON HU | 389.4 | PT |
| 90 | 5215 | 4.9 LIME | 384.5 | P |
| 91 | 5295 | 7.0 WEATHERBY | 377.5 | P |
| 176 | 9960 | 8.6 DURKEE | 368.9 | P |
| 91 | 5290 | 7.2 OXMAN | 361.7 | P |
| 114 | 6535 | 6.3 PLEASANT VALLEY | 355.4 | P |
| 181 | 10245 | 3.5 ENCINA | 351.9 | P |
| 91 | 5270 | 4.6 QUARTZ | 347.3 | P |
| 186 | 10495 | 5.3 D BAKER BC | 342.0 | PY |
| 89 | 5190 | 4.4 WING | 337.6 | P |
| 90 | 5215 | 5.9 HAINES | 331.7 | P |
| 89 | 5165 | 9.6 NORTH POWDER | 322.1 | P |
| 126 | 7210 | 9.5 TELOCASET | 312.6 | PY |
| 90 | 5225 | 3.7 CROOKS | 308.9 | P |
| 90 | 5240 | 6.7 UNION JCT. | 302.2 | PY |
| 89 | 5190 | 7.3 LONETREE | 294.9 | P |
| | | 5.1 DN-R LA GRANDE RA | 289.8 | FPTY |
| | | (99.6) | | |

ADDITIONAL STATIONS—FIRST SUBDIVISION

| Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B). | Feet | Switch Connection |
|-------------|-----------|--|------|-------------------|
| Nelson..... | 372.9 | 47 P | 2875 | East |

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

OREGON DIVISION
WESTWARD ↙ **SECOND SUBDIVISION** ↗ **EASTWARD**
(PACIFIC TIME)

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | MILE POST | RULE 6(B). |
|-------------------|------|-----------------------------------|-----------|------------|
| CARS | FEET | | | |
| | | (DN-R) LA GRANDE RA | 289.8 | FPTY |
| 127 | 7270 | 7.7 HILGARD | 282.1 | P |
| 121 | 6935 | 6.5 MOTANIC | 275.6 | P |
| | | 3.5 NORDEEN | 272.1 | P |
| 122 | 6965 | 1.0 KAMELA | 271.1 | PY |
| | | 2.8 ROSS | 268.3 | P |
| 89 | 5165 | 2.8 MEACHAM | 265.5 | P |
| 86 | 5015 | 7.8 HURON | 257.7 | P |
| 116 | 6670 | 3.6 CAMP | 254.1 | P |
| 106 | 6085 | 5.6 DUNCAN | 248.5 | P |
| 60 | 3560 | 9.0 BONIFER | 239.5 | P |
| 65 | 3825 | 2.6 GIBBON | 236.9 | PY |
| 83 | 4825 | 7.3 HOMLY | 229.6 | P |
| 88 | 5090 | 7.3 MINTHORN | 224.7 | P |
| 100 | 5765 | 4.9 MUNRA | 218.9 | P |
| 97 | 5625 | 5.8 D PENDLETON FD | 215.6 | PY |
| 98 | 5662 | 3.3 RIETH | 212.0 | P |
| 139 | 7935 | 3.6 BARNHART | 208.3 | P |
| 133 | 7615 | 3.7 NOLIN | 198.9 | P |
| 111 | 6390 | 9.4 ECHO | 192.6 | P |
| 111 | 6395 | 6.3 STANFIELD | 188.4 | P |
| 109 | 6290 | 4.2 DN-R HINKLE UK | 184.2 | FPTY |
| | | (105.6) | | |

ADDITIONAL STATIONS—SECOND SUBDIVISION

| Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B). | Feet | Switch Connection |
|-----------------|-----------|--|------|-------------------|
| Pendair..... | 213.5 | 114 P | 6530 | Both |
| Mission..... | 221.2 | 9 P | 525 | Both |
| | | 19 | 1295 | Both |
| Cayuse..... | 227.1 | 37 P | 2290 | Both |
| North Fork..... | 251.4 | 13 P | 745 | West |

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

CLEARANCE AND REGISTER REQUIREMENTS

Trains enroute to Idaho Division must receive Idaho Division clearance in addition to Oregon Division clearance at La Grande and need not register or receive clearance at Huntington.
Only trains which originate or terminate at Huntington need receive clearance or register at Huntington.

**OREGON DIVISION
SPEED RESTRICTIONS—FIRST SUBDIVISION**

| Location | Miles Per Hour | | Location | Miles Per Hour | | Location | Miles Per Hour | |
|---|----------------|-------|---|----------------|-------|---|----------------|-------|
| | Psgr. | Frnt. | | Psgr. | Frnt. | | Psgr. | Frnt. |
| Maximum Speed. | 79 | 60 | Between Mile Posts— 316.0 and 319.5. | 35 | 25 | Between Mile Posts— 364.1 and 364.5. | 35 | 25 |
| La Grande Over public crossings within city limits, M.P. 289.9 and M.P. 291.4. | 20 | 20 | 321.3 and 321.6. | 70 | 55 | 366.3 and 366.5. | 70 | 55 |
| Union Jct. Between Mile Posts— 302.6 and 303.2. | 65 | 55 | Baker over Public Crossings 341.1 and 342.4. | 15 | 15 | Durkee 370.7 and 371.0. | 70 | 60 |
| 303.2 and 304.0. | 40 | 30 | 343.6 and 345.1. | 45 | 35 | 372.8 and 377.1. | 35 | 25 |
| 304.0 and 307.1. | 35 | 25 | 346.9 and 347.1. | 70 | 55 | Weatherby 378.1 and 382.0. | 40 | 30 |
| 307.1 and 307.7. | 40 | 30 | Quartz 348.3 and 349.6. | 30 | 25 | 382.3 and 383.9. | 55 | 40 |
| 308.7 and 311.9. | 40 | 30 | 351.1 and 353.9. | 40 | 25 | Lime High line track and connection. | | 10 |
| 311.9 and 314.3. | 55 | 40 | 354.1 and 354.5. | 60 | 35 | Between Mile Posts— 384.3 and 385.0. | 30 | 25 |
| 315.4 and 316.0. | 40 | 30 | Pleasant Valley On descending grade between M.P. 355.9 and 365.0, unless otherwise restricted. | 50 | 25 | 385.0 and 388.8. | 35 | 25 |
| | | | 355.9 and 360.5. | 30 | 30 | 389.2 and 390.0. | 20 | 20 |
| | | | Oxman 362.1 and 363.6. | 45 | 25 | Huntington | | |

**OREGON DIVISION
SECOND SUBDIVISION**

| | | | | | | | | |
|--|----|----|--|----|----|---|----|----|
| Maximum Speed. Between Hinkle and Pendleton. | 79 | 65 | Between Mile Posts— 212.8 and 214.1. | 55 | 40 | Between Mile Posts— 239.7 and 242.0. | 30 | 25 |
| Between Pendleton and La Grande. | 79 | 60 | 214.1 and 215.6. | 20 | 20 | 242.4 and 243.3. | 60 | 45 |
| Hinkle Between Mile Posts— 184.4 and 191.8. | 60 | 50 | Pendleton 215.6 and 216.0. (Over S.W. Fourth, Main and S.E. Third Streets.) | 12 | 12 | 244.0 and 244.8. | 45 | 35 |
| Echo 191.8 and 192.2. (Over street crossings.) | 30 | 30 | 216.0 and 216.7. (Over street crossings.) | 20 | 20 | 245.7 and 246.1. | 60 | 45 |
| 193.4 and 194.5. | 50 | 40 | 216.7 and 217.6. | 35 | 35 | 247.3 and 257.2. | 35 | 30 |
| 195.4 and 195.6. | 60 | 45 | 217.7 and 218.9. | 50 | 45 | Huron On descending grade between M.P. 257.1 and 281.9. | 30 | 25 |
| 196.7 and 198.2. | 55 | 45 | Munra 220.1 and 220.5. | 50 | 40 | Between Mile Posts— 257.8 and 281.9. | 30 | 25 |
| 198.5 and 198.7. | 45 | 35 | 222.7 and 223.8. | 35 | 25 | Hillgard 282.5 and 283.3. | 45 | 30 |
| Nolin 200.7 and 201.6. | 60 | 50 | Minthorn 226.0 and 226.2. | 70 | 60 | 283.4 and 289.0. | 30 | 25 |
| 202.3 and 204.5. | 60 | 45 | 227.3 and 231.6. | 40 | 30 | La Grande Over public crossings within city limits, M.P. 289.9 and M.P. 291.4. | 20 | 20 |
| 205.3 and 206.2. | 70 | 55 | 232.5 and 234.0. | 55 | 45 | | | |
| 206.7 and 206.9. | 60 | 50 | 236.6 and 237.9. | 35 | 25 | | | |
| 208.9 and 210.9. | 55 | 40 | 238.2 and 239.3. | 50 | 40 | | | |

WESTWARD ↙ **CUMBERLAND BRANCH** ↗ **EASTWARD**

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
|-------------------|--------------|-----------------------------------|------------------------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| 131 137 | 7205 7535 | D-R | KEMMERER YL AV | 0.0 | P |
| 45 | 2475 | | 4.8 GLENCOE JCT. YL | 4.8 | |
| | | | 3.9 ELKOL YL | 8.9 | |
| | | (8.9) | | | |

Cumberland Branch yard limits are continuous from M.P. 0.0 to M.P. 8.9.

SPEED RESTRICTIONS—CUMBERLAND BRANCH

| LOCATION | | MPH |
|------------------------------------|--|-----|
| Maximum speed. | | 25 |
| Between Mile Post— 0.0 and 0.4. | | 15 |
| 4.8 and 5.3. | | 15 |

WESTWARD ↙ **CONDA BRANCH** ↗ **EASTWARD**

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
|-------------------|------|-----------------------------------|---------------------------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| 129 | 7095 | DN | SODA SPRINGS YL SD | 0.0 | PY |
| 68 | 3740 | | 1.8 MONSANTO YL (Spur) | 1.8 | |
| 15 | 825 | | 4.1 EPCO YL | 5.9 | |
| 16 | 880 | 1.1 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 Posts— 1.3 and end of track, Conda. | | 10 |

EPCO INDUSTRY SPUR

Movements on EpcO Industry Spur must be authorized by train order.

The following speed restrictions apply:

| LOCATION | | MPH |
|-------------------------------------|--|-----|
| Maximum speed. | | 25 |
| Between Mile Posts— 0.0 and 1.0. | | 15 |
| 3.5 and 4.9. | | 15 |

WESTWARD ↙ **GRACE BRANCH** ↗ **EASTWARD**

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
|-------------------|------|-----------------------------------|--|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| 129 | 7095 | ALEXANDER YL | | 0.0 | P |
| 14 | 770 | 6.0 GRACE YL | | 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 Posts— 0.0 and 0.9. | | 20 |
| Truss Bridge M.P. 5.33. | | 10 |

WESTWARD ↙ **NORTH SIDE BRANCH** ↗ **EASTWARD**

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
|-------------------|----------------------|-----------------------------------|-----------------|-----------|-----------|
| CARS | FEET | STATIONS | | | |
| 167 | 9185 | DN-R | RUPERT YL MS | 0.0 | FPY |
| 4B 47 48 | 2640 2585 2640 | | 4.4 MYERS YL | 4.4 | |
| 31 | 1705 | | 1.5 PAUL YL | 5.9 | |
| 17 | 935 | 2.0 BUDGE | 7.9 | | |
| 46 | 2530 | 8.0 SCHODDE | 15.9 | | |
| 18 | 990 | 3.9 McHENRY | 19.8 | | |
| 19 | 1045 | 4.2 HAZELTON | 24.0 | | |
| 24 | 1320 | 2.9 BLACK | 26.9 | | |
| 54 | 2970 | 1.2 EDEN | 28.1 | | |
| 46 | 2530 | 6.7 PERRINE | 34.8 | | |
| 10 | 550 | 3.5 SUGAR LOAF | 38.3 | | |
| 21 | 1155 | 2.3 FALLS CITY | 40.6 | | |
| 9 | 495 | 2.0 BARRYMORE | 42.6 | | |
| 46 | 2530 | 5.3 D JEROME YL JO | 47.9 | Y | |
| 46 | 2530 | 8.8 WENDELL | 56.7 | | |
| 15 | 825 | 1.4 KING | 58.1 | | |
| 104 | 5845 | 15.5 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 Posts— 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 | Time-Table No. 47 July 1, 1973 | Mile Post | SECOND CLASS | Rule 6(B) |
|-------------------|---------------|---------------------|-----------------------------------|---------------------|-------------------|-----------|
| Cars | Feet | 475 Local Freight | | | 476 Local Freight | |
| | | Daily Except Sunday | STATIONS | Daily Except Monday | | |
| 108 231 | 5940 12705 | 3.00 AM | DN-R MINIDOKA YL RT 8.2 | 0.0 | A 3.30 AM | PY |
| 62 | 3410 | 476 3.15 | ACEQUIA | 8.2 | 475 3.15 | P |
| 167 | 9185 | 3.30 | DN RUPERT YL MS 5.3 | 13.5 | 2.50 | FPY |
| 13 | 715 | | SCHOW 2.9 | 16.4 | | |
| 27 | 1485 | 3.41 | HEYBURN 3.2 | 19.6 | 2.35 | P |
| 50 54 | 2750 2970 | 3.55 | DN BURLEY YL BU 4.1 | 21.7 | 2.30 | PY |
| 65 | 3575 | 4.17 | STARRH'S FERRY 2.5 | 25.8 | 2.15 | P |
| 29 | 1595 | | HOBSON 5.2 | 28.3 | | |
| 50 | 2750 | 4.30 | MILNER 2.0 | 33.5 | 2.00 | P |
| 14 | 770 | | PARSONS 5.9 | 35.5 | | P |
| 61 | 3355 | 4.45 | MURTAUGH 3.7 | 41.4 | 1.45 | P |
| 45 | 2475 | 4.55 | BICKEL 3.9 | 45.1 | 1.35 | P |
| 20 | 1100 | | BILLS 0.7 | 49.0 | | |
| 35 | 1925 | 5.10 | HANSEN 3.6 | 49.7 | 1.25 | P |
| 51 | 2805 | 5.23 | KIMBERLY 3.1 | 53.3 | 1.15 | P |
| 26 | 1430 | | McMILLAN YL 2.5 | 56.4 | | P |
| | | A 6.00 AM | DN-R TWIN FALLS YL NA 4.4 | 58.9 | 1.00 AM | FPY |
| 36 | 1980 | | CURRY 2.6 | 63.3 | | P |
| 51 | 2805 | | FILER 2.6 | 65.9 | | P |
| 38 | 2090 | | PEAVEY 2.8 | 68.5 | | |
| 35 | 1925 | | CEDAR 2.5 | 71.3 | | PY |
| | | | D-R BUHL YL BO 73.8 | | | |
| | | | (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. 47 July 1, 1973 | MILE POST | RULE 6(B) |
|-------------------|------|-----------------------------------|-----------|-----------|
| CARS | FEET | | | |
| | | STATIONS | | |
| | | DN-R TWIN FALLS YL NA | 0.0 | FPY |
| 26 | 1430 | 10.9 BERGER | 10.9 | |
| 22 | 1210 | 8.5 HOLLISTER | 19.4 | |
| 8 | 440 | 3.8 AMSTERDAM (Spur) | 23.2 | |
| 18 | 990 | 5.6 ROGERSON | 28.8 | Y |
| 32 | 1760 | 9.9 METEOR | 38.7 | |
| 29 | 1595 | 11.4 IDAVADA | 50.1 | |
| 29 | 1595 | 6.0 DELAPLAIN | 56.1 | |
| 29 | 1595 | 12.7 CONTACT | 68.8 | |
| 28 | 1540 | 6.3 HENRY | 75.1 | |
| 28 | 1540 | 11.6 SHORES | 86.7 | |
| 41 | 2255 | 6.9 WILKINS | 93.6 | Y |
| 38 | 2090 | 8.9 SUMMER CAMP | 102.5 | Y |
| 38 | 2090 | 6.4 MELANDCO | 108.9 | |
| 30 | 1650 | 7.2 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. 47 July 1, 1973 | MILE POST | RULE 6(B) |
|-------------------|--------------|-----------------------------------|-----------|-----------|
| CARS | FEET | | | |
| | | STATIONS | | |
| | | DN-R BURLEY YL BU | 0.0 | PY |
| 50 54 | 2750 2970 | 4.3 BEETVILLE | 4.3 | |
| 24 | 1320 | 0.9 PELLA | 5.2 | |
| 20 | 1100 | 3.1 NORTH KENYON | 8.3 | |
| 56 | 3080 | 1.3 KENYON | 9.6 | |
| 8 | 440 | 3.9 CHURCHILL | 13.5 | |
| 9 | 495 | 2.8 TROUT | 16.3 | |
| 20 | 1100 | 1.5 MARION | 17.8 | |
| 7 | 385 | 1.6 WARR | 19.4 | |
| 21 | 1155 | 2.4 OAKLEY | 21.8 | |
| 17 | 935 | | | |
| | | (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 | | Time-Table No. 47 July 1, 1973 | | | MILE POST | RULE 6(B) |
|-------------------|--------------|-----------------------------------|-------------------|--------|-----------|-----------|
| CARS | FEET | STATIONS | | | | |
| 50 54 | 2750 2970 | DN-R | BURLEY | YL BU | 0.0 | PY |
| | | | 3.1 UNITY | | 3.1 | |
| 29 | 1595 | | 0.9 ELCOCK | | 4.0 | |
| 24 | 1320 | | 0.7 EVANS | (Spur) | 4.7 | |
| 13 | 715 | | 1.3 SPRINGDALE | | 6.0 | |
| 19 | 1045 | | 1.5 HATCH | | 7.5 | |
| 21 | 1155 | | 1.6 DECLO | | 9.1 | |
| 14 | 770 | | (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 | | Time-Table No. 47 July 1, 1973 | | | MILE POST | RULE 6(B) |
|-------------------|------|-----------------------------------|------------------|----|-----------|-----------|
| CARS | FEET | STATIONS | | | | |
| 33 | 1815 | | RICHFIELD | | 0.0 | Y |
| 10 | 550 | | 9.4 BURMAH | | 9.4 | |
| 6 | 330 | | 27.4 RANDS | | 36.8 | |
| 15 | 825 | | 2.9 SELBY | | 39.7 | |
| 36 | 1980 | D | 4.1 FAIRFIELD | FD | 43.8 | |
| 27 | 1485 | | 7.9 CORRAL | | 51.7 | |
| 43 | 2365 | | 6.1 HILL CITY | | 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 | | Time-Table No. 47 July 1, 1973 | | | MILE POST | RULE 6(B) |
|-------------------|------|-----------------------------------|--------------------|-------|-----------|-----------|
| CARS | FEET | STATIONS | | | | |
| | | | ABERDEEN JCT. | YL | 0.0 | |
| 27 | 1485 | | 4.3 ROCKFORD | | 4.3 | |
| 16 | 880 | | 1.6 LIBERTY | | 5.9 | |
| 27 | 1485 | | 4.3 PINGREE | | 10.2 | |
| 26 | 1430 | | 6.3 SPRINGFIELD | | 16.5 | |
| 15 | 825 | | 3.2 STERLING | | 19.7 | |
| 7 | 385 | | 6.3 FINGAL | | 26.0 | |
| 32 | 1760 | D | 2.2 ABERDEEN | YL BN | 28.2 | Y |
| | | | (28.2) | | | |

SPEED RESTRICTION—ABERDEEN BRANCH

| LOCATION | MPH |
|----------------|-----|
| Maximum speed. | 25 |

WESTWARD ↩ **KETCHUM BRANCH** ↗ **EASTWARD**

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | | MILE POST | RULE 6(B) |
|-------------------|------------------------|-----------------------------------|-------------------|------|-----------|-----------|
| CARS | FEET | STATIONS | | | | |
| 104-99 96-112 | 5720 5445 5280 6160 | D-R | SHOSHONE | YL X | 0.0 | PY |
| | | | 15.3 RICHFIELD | | 15.3 | Y |
| 33 | 1815 | | 6.4 PAGARI | | 21.7 | |
| 25 | 1375 | | 15.6 PICABO | | 37.3 | |
| 50 | 2750 | | 4.5 HAY | | 41.8 | |
| 5 | 275 | | 10.3 BELLEVUE | | 52.1 | |
| 26 | 1430 | | 5.1 HAILEY | | 57.2 | |
| 15 | 825 | | 2.8 BARITE | | 60.0 | |
| 19 | 1045 | | 9.4 KETCHUM | | 69.4 | LOOP |
| 26 | 1430 | | (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 | | Time-Table No. 47 July 1, 1973 | | | MILE POST | RULE 6(B) |
|-------------------|-------|-----------------------------------|-----------------|--|-----------|-----------|
| CARS | FEET | STATIONS | | | | |
| 129 | 7095 | | FORT HALL | | 0.0 | P |
| 30 | 1650 | | 9.1 M.P. 9.1 | | 9.1 | |
| 329 | 18095 | | 11.7 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 | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 16 | 880 | ORVIN YL | | 0.0 | PY |
| 19 | 1045 | 2.3 LINCOLN YL | | 2.3 | |
| | | 0.8 LINCOLN JCT. YL | | 3.1 | |
| 39 | 2145 | 2.6 IONA | | 5.7 | |
| 18 | 990 | D | 10.7 RIRIE | RK | 16.4 |
| 9 | 495 | 5.0 BYRNE | | 21.4 | |
| 9 | 495 | 4.2 JENSON | | 25.6 | |
| 20 | 1100 | 2.6 WALKER | | 28.2 | |
| 34 | 1870 | 4.2 PARKINSON | | 32.4 | |
| 9 | 495 | 1.9 MOODY | | 34.3 | |
| 10 | 550 | D | 3.8 NEWDALE | NE | 38.1 |
| | | 6.3 BELT | | 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 |
| Hilltop..... | 27.7 | 12 | 670 | 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. | 20 |
| 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 |
| Spurs 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 | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 51 | 2805 | UCON | | 0.0 | P |
| 19 | 1045 | 8.8 LEWISVILLE | | 8.8 | |
| 33 | 1815 | D | 1.7 MENAN | MN | 10.5 |
| 44 | 2420 | 14.5 PLANO | | 25.0 | |
| 15 | 825 | 1.7 EDMONDS | | 26.7 | |
| 9 | 495 | 2.6 EGIN | | 29.3 | |
| 27 | 1485 | 2.3 HEMAN | | 31.6 | |
| 16 | 880 | 1.9 PARKER | | 33.5 | |
| 95 | 5225 | D | 5.2 ST. ANTHONY YL SH | SH | 38.7 |
| | | (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 |
| 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. | 10 Truss Bridge |
| Between M.P. 35.2 and St. Anthony. 36.0 and 36.1. | 20 |
| | 10 Truss Bridge |
| Highway Crossing M.P. 37.44. | 5 |

| WESTWARD ↙ | | MACKAY BRANCH | | ↗ EASTWARD | |
|-------------------|------|-----------------------------------|--------------|------------|-----------|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 67 | 3685 | DN-R | BLACKFOOT YL | BF | 0.0 |
| 85 | 4675 | 2.1 COLLINS YL | | | 2.1 |
| 6 | 330 | 2.2 CLARKSON YL | | | 4.3 |
| 26 | 1430 | 1.4 MORELAND | | | 5.7 |
| | | 1.4 ABERDEEN JCT. YL | | | 7.1 |
| 28 | 1540 | 13.0 TABER | | | 20.1 |
| 30 | 1650 | 19.6 SCOVILLE | | | 39.7 |
| 32 | 1760 | D | 19.4 ARCO | RO | 59.1 |
| 18 | 990 | 7.6 MOORE | | | 66.7 |
| 9 | 495 | 5.9 DARLINGTON | | | 72.6 |
| 4 | 220 | 4.7 LESLIE | | | 77.3 |
| 58 | 3190 | 8.0 MACKAY | | | 85.3 |
| | | (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. 47 July 1, 1973 | | MILE POST | RULE 6(B) | |
| CARS | FEET | STATIONS | | | | |
| 106 | 5830 | D | FIRTH | FR | 0.0 | P |
| 16 | 880 | | GOSHEN | | 5.2 | |
| 19 | 1045 | | GERRARD | | 11.0 | |
| 9 | 495 | | INDIAN | | 12.8 | |
| 12 | 660 | | HACKMAN | | 15.6 | |
| 26 | 1430 | | AMMON | | 18.1 | |
| | | | 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. 47 July 1, 1973 | | MILE POST | RULE 6(B) | |
|-------------------|------|-----------------------------------|------------|-----------|-----------|----|
| CARS | FEET | STATIONS | | | | |
| 39 | 2145 | D-R | ASHTON YL | HN | 0.0 | PY |
| 28 | 1540 | | GRAINVILLE | | 6.0 | |
| 19 | 1045 | | DRUMMOND | | 8.6 | |
| 10 | 550 | | FRANCE | | 12.8 | |
| 28 | 1540 | | LAMONT | | 15.8 | |
| 18 | 990 | | FELT | | 26.3 | |
| 19 | 1045 | | TETONIA | | 30.3 | Y |
| 26 | 1430 | | DRIGGS | | 37.2 | |
| 16 | 880 | D | VICTOR | 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 | Time-Table No. 47 July 1, 1973 | | SECOND CLASS | Rule 6(B) | | | | |
| CARS | FEET | 477 Local Freight | STATIONS | | 478 Local Freight | | | | | |
| | | Daily Except Sunday | | | Daily Except Sunday | | | | | |
| 15 | 825 | 6.00 AM | DN-R | IDAHO FALLS YL | AK | 0.0 | A | 4.40 PM | FP | TY |
| 51 | 2805 | 6.10 | | ORVIN YL | | 3.0 | | 4.25 | P | |
| 46 | 2530 | 6.23 | | UCON | | 7.6 | | 4.15 | P | |
| 31 | 1705 | 6.42 | D | RIGBY | RG | 13.8 | | 4.00 | P | |
| 21 | 1155 | 6.50 | | LORENZO | | 18.1 | | 3.45 | P | |
| 57 | 3135 | 7.10 | D | THORNTON | | 20.7 | | 3.35 | | |
| 44 | 2420 | 7.20 | D | REXBURG | RX | 26.0 | | 3.20 | P | |
| 31 | 1705 | | | SUGAR CITY | SC | 29.8 | | 3.10 | P | |
| 95 | 5225 | 7.35 | D | HART | | 30.9 | | | PY | |
| | | | | ST. ANTHONY YL | SH | 36.8 | | 2.55 | PY | |
| | | | | BELT YL | | 38.3 | | | P | |
| 37 | 2035 | 7.50 | | CHESTER | | 42.8 | | 2.40 | P | |
| 39 | 2145 | A 8.10 AM | D-R | ASHTON YL | HN | 51.0 | | 2.20 PM | PY | |
| 24 | 1320 | | | WARM RIVER | | 58.2 | | | | |
| 19 | 1045 | | | GERRIT | | 66.9 | | | | |
| 24 | 1320 | | | PINEVIEW | | 72.5 | | | | |
| 19 | 1045 | | | ECCLES | | 75.7 | | | | |
| 13 | 715 | | | ISLAND PARK | | 80.6 | | | | |
| 22 | 1210 | | | TRUDE | | 85.4 | | | | |
| 21 | 1155 | | | BIG SPRINGS | | 90.7 | | | Y | |
| 19 | 1045 | | | REAS PASS | | 97.2 | | | | |
| 24 | 1320 | | | WEST YELLOWSTONE | | 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. | 25 | | |
| Between Gerrit and Big Springs. | 35 | | |
| Between Big Springs and West Yellowstone. | 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 |
| 1.0 and 1.7 with cars of 315,000 pounds gross weight. | 10 | 72.9 and 73.2. | 25 |
| 55.4 and 55.7. | 15 | 74.0 and 74.2. | 25 |
| 59.6 and 62.8. | 15 | 85.2 and 85.5. | 25 |
| 62.8 and 63.0. | 10 | 86.4 and 87.0. | 15 |
| 63.0 and 65.9. | 15 | 92.1 and 95.0. | 15 |
| | | 99.9 and 100.8. | 15 |

| WESTWARD | | BROGAN BRANCH | | EASTWARD | |
|---------------------------------|------|-----------------------------------|--|-----------|-----------|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 115 | 6325 | VALE YL 11.4 | | 0.0 | |
| 17 | 935 | LANCASTER (Spur) 5.9 | | 11.4 | |
| 51 | 2805 | JAMIESON 1.3 | | 17.3 | |
| | | END OF TRACK (18.6) | | 18.6 | |
| SPEED RESTRICTION—BROGAN BRANCH | | | | | |
| LOCATION | | | | | MPH |
| Maximum speed. | | | | | 25 |

| WESTWARD | | PAYETTE BRANCH | | EASTWARD | |
|-------------------|------|-----------------------------------|---------------------|-----------|-----------|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 133 | 7315 | D-R | PAYETTE YL AY | 0.0 | P |
| 15 | 825 | | EFFIE 1.2 | 3.9 | |
| 23 | 1265 | D | FRUITLAND FU | 5.1 | |
| 16 | 880 | | BUCKINGHAM 1.7 | 6.8 | |
| 26 | 1430 | | NEW PLYMOUTH 4.3 | 11.1 | |
| 9 | 495 | | LETHA 10.5 | 21.6 | |
| 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. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| | | DN-R | NAMPA YL Q | 0.0 | FPYT |
| 15 | 825 | | DEAL 4.4 | 4.4 | |
| 38 | 2090 | | BOWMONT 4.5 | 8.9 | |
| 6 | 330 | | MELMONT (Spur) 2.7 | 11.6 | |
| 24 | 1320 | | MELBA 3.0 | 14.6 | |
| 46 | 2530 | | STODDARD 2.5 | 17.1 | |
| | | | END OF TRACK 0.7 | 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. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 149 | 8195 | D-R | NYSSA YL SY | 0.0 | |
| 34 | 1870 | | OVERSTREET 8.1 | 8.1 | |
| 17 | 935 | | ADRIAN 2.5 | 10.6 | |
| 27 | 1485 | | NAPTON 6.3 | 16.9 | |
| 53 | 2915 | | HOMEDALE YL 7.5 | 24.4 | |
| 16 | 880 | | MARSING YL 8.7 | 33.1 | |
| | | | (33.1) | | |

SPEED RESTRICTION—HOMEDALE BRANCH

| LOCATION | MPH |
|----------------|-----|
| Maximum speed. | 25 |

| WESTWARD | | WILDER BRANCH | | EASTWARD | |
|-------------------|------|-----------------------------------|-------------------------|-----------|-----------|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| 140 | 7700 | D-R | CALDWELL YL CW | 0.0 | P |
| 34 | 1870 | | SIMPLOT YL 2.5 | 2.5 | |
| 18 | 990 | | WEITZ YL 1.2 | 3.7 | |
| 22 | 1210 | | DOLES YL 1.4 | 5.1 | |
| 8 | 440 | | GREENLEAF (Spur) 1.9 | 7.0 | |
| 11 | 605 | | ALLEDALE 2.7 | 9.7 | |
| 37 | 2035 | | WILDER 1.8 | 11.5 | |
| | | | (11.5) | | |

Wildier 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. 47 July 1, 1973 | | MILE POST | RULE 6(B) |
| CARS | FEET | STATIONS | | | |
| | | BOISE JCT. YL | | 0.0 | |
| 19 | 1045 | | FAIR GROUNDS YL 1.1 | 1.1 | |
| | | | BOISE FREIGHT YL 2.1 | 3.2 | |
| 9 | 495 | | VERNON YL (Spur) 3.1 | 6.3 | |
| | | | BARBER YL 2.1 | 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 | | | |
|-------------------|------|-----------------------------------|------|-------------------|-----------|-------|------|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) | | |
| CARS | FEET | STATIONS | | | | | |
| | | CTC | DN-R | NAMPA YL | Q | 0.0 | FPYT |
| 42 | 2310 | | 2.4 | FISCHER YL | | 2.4 | P |
| 12 | 660 | | | MIDDLETON | | 9.3 | |
| 13 | 715 | | | JENNESS | | 18.9 | |
| 82 | 4510 | D-R | | EMMETT YL | MF | 27.0 | Y |
| 36 | 1980 | | | PLAZA | | 31.8 | |
| 37 | 2035 | | | MONTOUR | | 41.1 | |
| 27 | 1485 | D | | HORSESHOE BEND YL | HB | 49.7 | |
| 27 | 1485 | | | GARDENA | | 55.1 | |
| 30 | 1650 | | | BANKS YL | | 64.1 | |
| 21 | 1155 | | | BIG EDDY | | 75.4 | |
| 26 | 1430 | | | SMITHS FERRY YL | | 83.0 | Y |
| 13 | 715 | | | CABARTON | | 92.7 | |
| 27 | 1485 | | | BELVIDERE | | 95.5 | |
| 27 | 1485 | D | | CASCADE YL | CD | 99.2 | Y |
| 26 | 1430 | | | ARLING | | 111.0 | |
| 28 | 1540 | | | DONNELLY | | 119.4 | |
| 12 | 660 | | | NORWOOD | | 124.7 | |
| 27 | 1485 | D-R | | McCALL | NE | 132.8 | Y |
| | | | | (132.8) | | | |

CLEARANCE REQUIREMENTS
All trains must receive clearance at Emmett.

| WESTWARD | | OREGON EASTERN BRANCH | | EASTWARD | | | |
|-------------------|-------------------|-----------------------------------|-----|---------------|-----------|-----------|------|
| SECOND CLASS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) | | |
| LENGTH OF SIDINGS | 459 Local Freight | STATIONS | | | | | |
| 144 | 7920 | 12.01 PM | D-R | ONTARIO YL ON | 0.0 | A 3.45 PM | PY |
| 144 | 7920 | | 3.7 | CAIRO | | 3.7 | 3.33 |
| 32 | 1760 | 12.18 | | LUSE | 6.9 | 3.25 | |
| 115 | 6325 | 12.39 | | VALE YL | 15.5 | 3.04 | |
| 39 | 2145 | 12.59 | | HOPE | 23.5 | 2.44 | |
| 44 | 2420 | 1.30 | | LITTLE VALLEY | 34.8 | 2.14 | |
| 45 | 2475 | 1.55 | 460 | HARPER | 42.0 | 1.55 | 459 |
| 43 | 2365 | 2.18 | | NAMORF | 51.2 | 1.29 | |
| 23 | 1265 | 2.45 | | JONESBORO | 62.2 | 1.02 | |
| 45 | 2475 | 3.13 | | JUNTURA | 73.6 | 12.34 PM | Y |
| 43 | 2365 | 3.50 | | LONG | 86.6 | 11.57 AM | |
| 42 | 2310 | 4.07 | | RIVERSIDE | 92.7 | 11.40 | |
| 26 | 1430 | 4.32 | | DUNNEAN | 102.8 | 11.15 | |
| 25 | 1375 | 4.52 | | VENATOR | 110.2 | 10.55 | |
| 25 | 1375 | 5.11 | | CIRCLE BAR | 117.9 | 10.36 | |
| 26 | 1430 | 5.35 | | CRANE | 126.6 | 10.12 | |
| 26 | 1430 | 6.15 | | REDESS | 143.5 | 9.32 | |
| 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 19.

| WESTWARD | | NEW MEADOWS BRANCH | | EASTWARD | | | |
|-------------------|------|-----------------------------------|-----|-------------|-----------|------|----|
| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | | MILE POST | RULE 6(B) | | |
| CARS | FEET | STATIONS | | | | | |
| 140 | 7700 | D-R | | WEISER YL | SR | 0.0 | PY |
| 140 | 7700 | | 6.0 | REBECCA | | 6.0 | |
| 30 | 1650 | | | CONCRETE | | 19.1 | |
| 41 | 2255 | | | MIDVALE | | 31.8 | |
| 20 | 1155 | | | CAMBRIDGE | | 40.5 | |
| 30 | 1650 | | | MESA | | 56.6 | |
| 22 | 1210 | D | | COUNCIL | CN | 60.2 | Y |
| 10 | 550 | | 1.4 | HOOVER | | 61.6 | |
| 50 | 2750 | | | GLENDALE | | 72.0 | |
| 6 | 330 | | | RUBICON | | 84.1 | |
| 5 | 275 | | | NEW MEADOWS | | 89.7 | Y |
| 37 | 2035 | | | (89.7) | | | |
| 38 | 2090 | | | | | | |

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 |
| 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. 53, unless otherwise restricted. | 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. | 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 132.6. | 25 |
| McCall, over street crossings. | 10 |

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

WESTWARD ↙ **JOSEPH BRANCH** ↗ **EASTWARD**

(PACIFIC TIME)

| LENGTH OF SIDINGS | | SECOND CLASS | Time-Table No. 47 July 1, 1973 | Mile Post | SECOND CLASS | Rule 6(B). |
|-------------------|------|--------------------------|-----------------------------------|-----------|--------------|-----------------------------|
| CARS | FEET | 305 | | | 304 | |
| | | Monday Wed. Friday | STATIONS | | | |
| 31 | 1960 | 7.00 AM | D-R JOSEPH YL J | 83.8 | A 1.50 PM | Y |
| 25 | 1655 | 7.30 | 5.8 D ENTERPRISE RS | 78.0 | 1.25 | |
| 29 | 1885 | 8.05 | 10.2 LOSTINE | 67.8 | 12.50 | |
| 39 | 2405 | 8.30 | 7.8 WALLOWA | 60.0 | 12.25 PM | Y |
| 8 | 720 | 9.00 | 12.9 MINAM | 47.1 | 11.55 AM | |
| 66 | 3940 | 9.35 | 7.6 KIMMELL | 39.5 | 11.25 | |
| 33 | 2080 | 9.50 | 5.7 LOOKING GLASS | 33.8 | 11.05 | |
| 24 | 1650 | 10.35 | 8.7 GULLING | 25.1 | 10.35 | |
| 28 | 1805 | 11.05 | D 4.2 ELGIN YL GN | 20.9 | 10.20 | Y |
| 12 | 950 | 11.30 | 8.6 IMBLER | 12.3 | 9.55 | |
| 13 | 995 | 11.45 AM | 3.9 ALICEL | 8.4 | 9.40 | |
| | | A 12.25 PM | DN-R LA GRANDE YL RA | 0.0 | 9.00 AM | FPTY |
| | | | (83.8) | | | Sunday Tuesday Thurs. |

Joseph Branch yard limits are continuous from M.P. 0.0 to M.P. 4.75.

ADDITIONAL STATIONS—JOSEPH BRANCH

| Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B). | Feet | Switch Connection |
|------------------|-----------|--|------|-------------------|
| Island City..... | 2.6 | 10 | 580 | Both |
| Baum..... | 3.7 | 35 | 2000 | West |
| Conley..... | 5.9 | 6 | 360 | Both |
| Vincent..... | 40.6 | 5 | 300 | East |
| Harris..... | 48.0 | 5 | 300 | Both |
| Sevier..... | 56.7 | 5 | 300 | West |
| Freels..... | 75.2 | 5 | 300 | West |

SPEED RESTRICTIONS—JOSEPH BRANCH

| LOCATION | MPH |
|--|-----|
| Maximum Speed. | 25 |
| La Grande Between Mile Posts— 0.0 and 0.3. | 10 |
| Imbler 15.6 and 19.1. | 15 |
| 19.4 and 21.1. | 20 |
| 21.3 and 22.0. | 20 |
| 23.6 and 23.9. | 20 |
| 24.4 and 60.0. | 15 |
| Wallowa 64.4 and 65.2. | 20 |
| Lostine 71.9 and 72.2. | 20 |
| 75.0 and 75.1. | 20 |
| 76.2 and 78.1. | 20 |
| 82.5 and 83.6. | 15 |

On Joseph Branch eastward 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 |
| 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 |

WESTWARD ↙ **PILOT ROCK BRANCH** ↗ **EASTWARD**

(PACIFIC TIME)

| LENGTH OF SIDINGS | | Time-Table No. 47 July 1, 1973 | MILE POST | RULE 6(B). |
|-------------------|------|-----------------------------------|-----------|------------|
| CARS | FEET | | | |
| | | STATIONS | | |
| 133 | 7615 | RIETH | 0.0 | P |
| 16 | 1170 | 6.7 SPARKS | 6.7 | |
| 13 | 975 | 7.6 PILOT ROCK RO | 14.3 | |
| | | (14.3) | | |

ADDITIONAL STATION—PILOT ROCK BRANCH

| Location | Mile Post | Car Capacity of tracks, etc., Rule 6(B). | Feet | Switch Connection |
|------------|-----------|--|------|-------------------|
| McBee..... | 2.8 | 3 | 185 | East |

SPEED RESTRICTIONS—PILOT ROCK BRANCH

| LOCATION | MPH |
|--|-----|
| Maximum Speed. | 25 |
| Rieth Between Mile Posts— 0.0 and 0.7. | 15 |
| Sparks 6.9 and 7.1. | 20 |
| 10.7 and 11.3. | 15 |
| 13.0 and End of Track. | 15 |

OPERATION UNDER STAFF SYSTEM

Movements on Pilot Rock Branch are governed by Staff System. Staff located in staff box adjacent to junction switch at Rieth.

Where staff system is in effect, the following will apply:

Trains or engines must not occupy territory operated under the staff system unless they are in possession of the staff, which must be secured by the conductor and delivered to the engineer who must retain the staff until all movements within the designated territory are completed.

Possession of the staff authorizes train to move in either direction within the designated territory without authority conferred by time-table, train order or clearance. Protection of train in accordance with Rule 99 is not ordered.

When movements within designated territory have been completed, staff must be returned to staff box and box must be locked. When practicable, train dispatcher must be advised when movements have been completed.

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 Yard Office
 Burns Telegraph Office
 Glens Ferry Telegraph Office
 Hinkle Enginemen's Register Room
 Hinkle Yard Office
 Huntington Telegraph Office
 Idaho Falls Telegraph Office
 Idaho Falls Switchmen's Register Room
 La Grande Crew Dispatcher's Office
 La Grande Telegraph Office
 Lima Telegraph Office
 Montpelier Telegraph Office

Nampa Telegraph Office
 Nampa Switchmen's Locker Room
 Nampa Crew Dispatcher's Office
 Nampa Enginemen's Register Room
 at Roundhouse
 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

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

| Name | Title | Location | Name | Title | Location |
|-----------------------|---------------------------|----------------------|-------------------------|--------------------|---------------------|
| R. E. Ostler | District Surgeon | Pocatello, Ida. | Marion V. Klingler | Surgeon | Gooding, Ida. |
| Joseph M. Roberts | District Surgeon | Portland, Ore. | Alden M. Packer | Surgeon | Hailey, Ida. |
| R. K. Gorton | Asst. to District Surgeon | Pocatello, Ida. | Robert A. Gwinner | Surgeon | Hailey, Ida. |
| R. D. Benedict | Surgeon | Pocatello, Ida. | F. W. Ford | Surgeon | Hermiston, Ore. |
| Richard G. Crandall | Surgeon | Pocatello, Ida. | M. J. Johnson | Surgeon | Hermiston, Ore. |
| James E. Lansche | Neurosurgeon | Pocatello, Ida. | K. W. Saunders | Surgeon | Hermiston, Ore. |
| Richard B. Gresham | Orthopedic Surgeon | Pocatello, Ida. | G. A. Jones | Physician | Hermiston, Ore. |
| Harry R. Gilcrest | Ophthalmologist | Pocatello, Ida. | Leonard J. Bingham | Surgeon | Idaho Falls, Ida. |
| Edward B. Shaw | Orthopedic Surgeon | Pocatello, Ida. | M. Baum | Dermatologist | Idaho Falls, Ida. |
| H. K. Staheli | Surgeon | Pocatello, Ida. | Kim O. Johnson | Surgeon | Idaho Falls, Ida. |
| L. Stones | Surgeon | Pocatello, Ida. | Milton T. Rees | Surgeon | Idaho Falls, Ida. |
| Calvin Buhler | Surgeon | Pocatello, Ida. | Fred E. Wallber | Oculist and Aurist | Idaho Falls, Ida. |
| H. D. McGee | Ear, Nose, Throat | Pocatello, Ida. | James E. Stoa | Surgeon | Jerome, Ida. |
| L. N. Diana | Eye Specialist | Pocatello, Ida. | G. W. Davis | Surgeon | Kemmerer, Wyo. |
| L. H. Anderson | Internist | Pocatello, Ida. | W. J. Kubler | Surgeon | La Grande, Ore. |
| W. L. Olsen | Gynecologist | Pocatello, Ida. | T. B. Lumsden | Surgeon | La Grande, Ore. |
| D. C. Miller | Internist | Pocatello, Ida. | J. H. Stewart | Surgeon | McCall, Ida. |
| C. E. Groome | Urologist | Pocatello, Ida. | Jonathan H. Daines | Surgeon | Montpelier, Ida. |
| Frank L. Harms | Surgeon | American Falls, Ida. | Paul H. Daines | Surgeon | Montpelier, Ida. |
| Robert F. Barter | Surgeon | Arco, Ida. | G. W. Schoper | Surgeon | Montpelier, Ida. |
| G. M. Burns | Surgeon | Baker, Ore. | Physician's Clinic P.A. | | Mountain Home, Ida. |
| J. R. Higgins | Surgeon | Baker, Ore. | T. C. Horton, Jr. | Surgeon | Nampa, Ida. |
| Ralph G. Goates | Surgeon | Blackfoot, Ida. | John R. Mangum | Surgeon | Nampa, Ida. |
| Norman G. Hedemark | Oculist | Boise, Ida. | G. O. Cross | Surgeon | Nampa, Ida. |
| A. Curtis Jones, Jr. | Ear, Nose, Throat | Boise, Ida. | Sharadan E. Lisk | Surgeon | Nampa, Ida. |
| Herbert L. Newcombe | Surgeon | Boise, Ida. | K. A. Danford | Surgeon | Nyssa, Ore. |
| Roy L. Peterson | Eye, Ear, Nose, Throat | Boise, Ida. | K. E. Kerby | Surgeon | Nyssa, Ore. |
| R. F. Holdner | Surgeon | Boise, Ida. | Wilfred N. Sanders | Surgeon | Ontario, Ore. |
| C. C. Johnson | Internist | Boise, Ida. | L. W. Scott | Surgeon | Ontario, Ore. |
| E. J. Kiefer | Urologist | Boise, Ida. | Ira R. Woodward, Jr. | Surgeon | Payette, Ida. |
| D. E. Sorenson | Surgeon | Boise, Ida. | J. F. Bittner | Physician | Pendleton, Ore. |
| J. N. Werth | Dermatologist | Boise, Ida. | J. R. Broun | Surgeon | Pendleton, Ore. |
| H. W. Hatten | Surgeon | Boise, Ida. | E. S. Morgan | Surgeon | Pendleton, Ore. |
| Vern H. Anderson | Surgeon | Buhl, Ida. | K. F. Harcourt | Physician | Pendleton, Ore. |
| John W. Davis | Surgeon | Burley, Ida. | A. D. Brandt | Internist | Pendleton, Ore. |
| D. C. Papco | Surgeon | Burley, Ida. | Murland F. Rigby | Surgeon | Rexburg, Ida. |
| John H. Weare | Surgeon | Burns, Ore. | Aldon Tall | Surgeon | Rigby, Ida. |
| George M. Gilboy | Surgeon | Butte, Mont. | Howard W. Crawford | Surgeon | Rupert, Ida. |
| F. H. Burton | Oculist and Aurist | Butte, Mont. | Arthur F. Dalley | Surgeon | Rupert, Ida. |
| John V. Plett | Oculist and Aurist | Butte, Mont. | Royal G. Neher | Surgeon | Shoshone, Ida. |
| Gerald C. Bauman | Surgeon | Caldwell, Ida. | Allen H. Tigert | Surgeon | Soda Springs, Ida. |
| Donald D. Price | Surgeon | Caldwell, Ida. | Russell Tigert, Jr. | Surgeon | Soda Springs, Ida. |
| D. J. Baranco | Orthopedologist | Caldwell, Ida. | Victor V. Telford | Surgeon | Twin Falls, Ida. |
| H. J. Garber | Orthopedologist | Caldwell, Ida. | W. M. Peterson | Surgeon | Twin Falls, Ida. |
| J. F. Moser | Surgeon | Cascade, Ida. | C. J. Kopp | Surgeon | Vale, Ore. |
| Wm. A. Pogue | Surgeon | Council, Ida. | Harold F. Holsinger | Surgeon | Wendell, Ida. |
| John C. Seidensticker | Surgeon | Dillon, Mont. | Richard J. Giever | Surgeon | Weiser, Ida. |
| K. E. Head | Surgeon | Driggs, Ida. | Marion S. McGrath | Surgeon | Weiser, Ida. |
| R. P. Rawlinson | Surgeon | Emmett, 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 (I), 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.

Block Signal Rules

516 (R). Where Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes.

Rules cited above are revised accordingly.

When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

Caboose

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 employees.

Passengers on Freight Trains

721 (R). The following passengers may be carried on freight trains between stations at which the trains stop:
Employees holding "Identification Certificate—U.P.R.R. Co." and travelling on company business.

Switching Cars

804 (R-1). 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-2). 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-3). 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). 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-4). 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 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 809 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 397.2 | Pocatello |
| MP 418.0 | Pocatello |
| MP 507.0 | Pocatello |

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 unless otherwise instructed.

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.

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.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048 (E) in any way.

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.

Mechanical Instructions

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine must be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

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 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

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 enumerated 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 clearance.
- 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 Deleted.

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.

SPECIAL RULES—POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

14 (S). At Pocatello, whistle signal 14 (I) must be sounded for fire road crossing in Montana freight yard and engine bell must 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 must 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 deraul 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 cross-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.

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 (S-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 Purioa 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 (S-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 (S-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 exceeding 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). 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 | } —Not less than 6 hand brakes on west end. |
| Tie Plant Yard tracks | |
| 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 | } —Not less than 6 hand brakes on west end. |
| Drill tracks and main tracks west of Gould Street | |
| 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. Hand 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, Conda and Grace Branches**

Engine Whistle Signals

14 (U). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

Switch Lights

27 (R). 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.

Switches

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

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

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.

Epcó, near —Switch to west leg of wye —for wye track.
end of Epcó Spur 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.

104 (U-3). No. 20 turnouts are in service at end of two main tracks Dingle, Pescadero, Topaz, McCammon and Blaser.

CTC Stop Signals

269 (R). Switch at west end Idaho Division siding at Granger (M.P. 1.58) is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

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 cut in and operative on all cars handled on tracks shown below:

- On Central Farmers Industry Spur at Georgetown;
- Between Soda Springs and Monsanto plant;
- Between Epcó 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. |
| Epcó..... | Over rollover dumper. |
| 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 restricted to one GP-7 or GP-9 class unit per movement.

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. 95.91..... | 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. |
| Cumberland 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.

Public Crossings

103 (S-1). 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-2). 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-3). Referring to Rule 103 (E). At Glens 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 Glens 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:

Don —J. R. Simplot Ampto-Phos trackage 20 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 Ampto-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 Cut-off

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.

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, runing 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 Glenss 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; |
| | —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 Glenss 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 turnout is in service at end of two main tracks, Reverse.

104 (W-3). 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.

CTC Rules

268 (R). At Glenss Ferry a train or engine must not clear the main track on Dock Track. When using this track, main track must be continuously occupied or main track switch must be left open.

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. |

Use of Hand Brakes

806 (V). Referring to Rule 806(A). Following are minimum requirements on tracks shown Nampa Yard:

| Location | Requirements |
|---|--|
| Icehouse and Storage Yard Tracks | Not less than 6 hand brakes on west end. |
| East yard tracks | Not less than 2 hand brakes on west end. |

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 903041 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-1). 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. |

900 (T-2). At Cascade, impaired clearance exists on Old Mill Spur 190 feet from end of track account conveyor pipe 16 feet above top of rail.

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.

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.

Restricting Trains

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.

Switching Wood Chip Cars

804 (Y). At St. Anthony and at Rexburg employees must look out for cable lying along track where wood 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 (W-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 (W-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 (W-3). At Mooida, hand brakes must be set on all cars left on Simplot track.

806 (W-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 any 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 West Belt Branch 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.

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-1). 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. 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. |

900 (U-2). At Monida, train crews must know that apron on loading platform Simplot track is clear before moving cars past tipple.

900 (U-3). At Idaho Falls there is impaired clearance at Animal Products plant account loading device across track 19.5 feet above top of rail.

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.

**SPECIAL RULES—OREGON DIVISION
FIRST AND SECOND SUBDIVISIONS
Joseph and Pilot Rock Branches**

Use of Engine Whistle

14 (U). Within the city limits of Pendleton, it is unlawful to sound engine whistle except to signal flagman or to prevent accident not otherwise avoidable.

Public Crossings

103 (V). At Baker, street crossings at Campbell and Auburn Streets must not be blocked in excess of five minutes by freight trains.

At Barnhart, when movements to or from ballast pit are made over public crossing, a member of the crew must be stationed on each side of track at the crossing to stop highway traffic.

Switches

104 (Y-1). No. 14 turn-outs are installed at all dual control switches in CTC territory except:

- Meacham—West switch to siding;
 - Switches between Tracks 1 and 2 at east and west end;
- Duncan —Siding switches;
- Gibbon —West switch to siding;
- Rieth —Switch to Pilot Rock Branch.

104 (Y-2). Switches will be set normally at:

- La Grande: Joseph Branch switch—for drill track;
 - Switch to north side lead and roundhouse—for drill track;
- Joseph, main track switch, east leg of wye—for wye;
- Joseph, switch at stem of wye—for east leg of wye;
- Hinkle, junction switch, Umatilla Branch—for running track;
- Hinkle, wye switches—for running track;
- Hinkle, switch at stem of wye—for east leg of wye.

104 (Y-3). At La Grande, when switching movements are being made on east end of drill lead, derail and main track switch must be operated by hand.

104 (Y-4). At Hinkle, when switching movements are being made at east end, derail and main track switches must be operated by hand. Dragging equipment detector has been installed in this location.

Main Track Derails

104 (Y-5). Main track derails are located at the following points:

Pilot Rock—two derails located 1500 feet west of west switch to New Setout Track and 190 feet east of west switch to Old Mill Track. Derails must be in derailing position except when movement is being made over them.

Approach Indications

240 (R). At Nordeen, an eastward train receiving Approach indication on eastward signal at MP 271.6 must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 20 MPH must immediately reduce to that speed.

240 (S). At Duncan, a westward train receiving Approach indication on westward signals at MP 249.1, MP 248.6 or MP 248.4 must proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 20 MPH must immediately reduce to that speed.

Centralized Traffic Control System

268 (S). At Pendleton, trains from Pendleton Branch to extension of Track 6, must obtain permission from train dispatcher before passing Signal 2165.

269 (S). Referring to Rule 269 (B), push buttons are located in relay houses:

- Between Hinkle and Rieth;
- At MP 184.0;
- At MP 184.5.

Helper Engines

809 (Z-1). When helper units are cut out of trains at Kamela or Encina, helper units will be used to couple rear portion of the train to head portion.

809 (Z-2). When starting trains with helper on rear end of train, and it is not possible to communicate signals, the following method will be used:

When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

Hot Box Detectors

812 (T). Referring to Rule 812 (C), hot box detectors are located:

| <u>Location</u> | <u>Read Out</u> |
|-----------------|-----------------|
| MP 194.9 | Albinu |
| MP 211.0 | Albina |
| MP 243.7 | Albina |
| MP 298.9 | Albina |
| MP 336.1 | Albina |
| MP 371.8 | Albina |

Track Restrictions

899 (W-1). On tracks listed below, only engines of types shown may be used:

(Note—Following are classified as DE-Switch engines:

Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1800-1865 and 1870-1877.)

| <u>Location</u> | <u>Track</u> | <u>Engine Permitted</u> |
|---------------------|--------------------------|-------------------------|
| Pendleton | Harris Mill Log Track | DE-switch |

899 (W-2). EMD DDA 40X (6900 series) units must not be operated over turn-out from main track to Highline track at Lime.

Close Clearances

900 (V-1). There are close clearances above and at the side of main tracks as follows, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks. (See Operating Rule M.)

| Location | Structure or obstruction | Clearance of engine or car is close at— |
|---------------------------|--------------------------|---|
| First Subdivision | | |
| M.P. 388.40 | Bridge | Side. |
| M.P. 387.75 | Bridge | Side. |
| M.P. 387.36 | Bridge | Side. |
| M.P. 386.92 | Bridge | Side. |
| M.P. 385.95 | Bridge | Side. |
| M.P. 385.19 | Bridge | Side. |
| M.P. 385.02 | Bridge | Side. |
| Limo | Overhead bridge | Side. |
| M.P. 384.42 | Bridge | Side. |
| M.P. 383.27 | Bridge | Side. |
| M.P. 382.02 | Bridge | Side. |
| M.P. 381.77 | Overhead bridge | Top. |
| M.P. 381.66 | Bridge | Side. |
| M.P. 381.41 | Bridge | Side. |
| M.P. 380.44 | Bridge | Side. |
| M.P. 380.22 | Bridge | Side. |
| M.P. 379.62 | Bridge | Side. |
| M.P. 378.75 | Bridge | Side. |
| M.P. 378.77 | Tunnel No. 6 | Side. |
| M.P. 378.19 | Bridge | Side. |
| M.P. 376.11 | Bridge | Side. |
| M.P. 375.62 | Bridge | Side. |
| M.P. 373.90 | Bridge | Side. |
| M.P. 373.76 | Bridge | Side. |
| M.P. 372.02 | Bridge | Side. |
| M.P. 366.74 | Bridge | Side. |
| M.P. 343.94 | Bridge | Side. |
| M.P. 322.52 | Overhead bridge | Top and Side. |
| M.P. 322.25 | Overhead bridge | Top and Side. |
| M.P. 312.07 | Overhead bridge | Side. |
| Second Subdivision | | |
| La Grande | Second Street viaduct | Top. |
| M.P. 288.02 | Bridge | Side. |
| M.P. 285.38 | Bridge | Top. |
| M.P. 252.52 | Bridge | Top. |
| M.P. 251.18 | Bridge | Side. |
| M.P. 238.67 | Bridge | Side. |
| M.P. 230.57 | Bridge | Side. |
| M.P. 226.86 | Bridge | Side. |
| M.P. 214.42 | Bridge | Side. |
| M.P. 206.21 | Bridge | Side. |
| M.P. 205.84 | Bridge | Side. |
| M.P. 204.91 | Bridge | Side. |
| M.P. 204.15 | Tunnel No. 3½ | Side. |
| M.P. 198.26 | Bridge | Side. |
| Joseph Branch | | |
| M.P. 2.48 | Bridge | Side. |
| Pilot Rock Branch | | |
| M.P. 0.16 | Bridge | Top and Side. |

900 (V-2). At La Grande, look out for close clearance on Tracks 4 and 5, which have less clearance than other tracks in yard.

Air Brake Rules

1029 (R). Running test as prescribed in Air Brakes Rules 1029, 1029 (A), 1029 (B) and 1029 (C) must be made before descending grades as follows:

| | |
|-----------|-------------------------|
| Encina | —westward and eastward; |
| Telocaset | —westward and eastward; |
| Kamela | —westward and eastward. |

1042 (T-1). The following governs the use of retaining valves: When, in the judgment of the conductor or engineer, the use of retaining valves is necessary to control the train properly, retaining valves must be used.

Unless otherwise specified, when use of retaining valves is required, they must be used on all cars in train with retaining valves on all loads in Heavy Holding position.

When retaining valves are in use, a speed of 20 MPH must not be exceeded at any point.

Conductor must advise engineer number of cars in train, total tonnage and tons per operative brake.

1042 (T-2). At Encina, Telocaset and Kamela, speed of all trains over crest of grade must be 10 MPH less than maximum authorized speed on descending grades.

1042 (T-3). On descending grades from Encina to Durkee, from Kamela to Hilgard and from Kamela to Huron, the following applies:

Maximum tonnage permitted—100 tons per operative brake except on unit trains.

Trains must be handled with a brake pipe reduction of not less than 6 pounds.

On trains with less than TWO horsepower effective dynamic brake per trailing ton, or if more than 10 pound brake pipe reduction is required to control speed, a speed of 20 MPH must not be exceeded.

Retaining valves must be used:

1. On any train exceeding 75 tons per operative brake.
2. On any train with less than one horsepower effective dynamic brake per trailing ton. Such trains must not exceed 15 MPH on these descending grades.
3. On any train being handled without pressure maintaining.

1042 (T-4). On descending grades from Encina to Quartz or from Telocaset to Union Jct., the following applies:

Train must be handled with not less than 6 pound brake pipe reduction.

Retaining valves must be used:

1. On any train exceeding 100 tons per operative brake and having less than one horsepower effective dynamic brake per trailing ton.
2. Any train being handled without pressure maintaining.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

| | 31-53 5000 HP GE U50 | 70-98B 5000 HP EMD- DD35 | 100-129 1500 HP EMD- GP7 450-459 1500 HP EMD- SD7 | 130-348B 500-542B 1750 HP EMD- GP9 F9 | 400-448 2400 HP EMD- SD24 | 470-499 2000 HP EMD- GP20 | 700-739B 800-875 2250 HP EMD- GP30 | 740-763 2500 HP EMD- GP35 | 1400-1409 2500 HP SDP35 | 2810-2884 3000 HP U30C | 3000-3242 3000 HP SD40 | 3600-3649 3600 HP SD45 | 5000-5039 5000 HP U50C | 6900-6946 6600 HP DD40X |
|--------------------------|----------------------------|-----------------------------------|--|--|------------------------------------|------------------------------------|--|------------------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|-------------------------------|
| Granger-Kemmerer | 6000 | 5830 | 2220 | 2590 | 3680 | 2520 | 2900 | 2900 | 3610 | 4800 | 4800 | 5550 | 4190 | 5700 |
| Kemmerer-Fossil | 4800 | 4800 | 1850 | 2050 | 3400 | 2050 | 2550 | 3000 | 2810 | 3750 | 3750 | 3790 | 3260 | 4440 |
| Fossil-Montpelier | CL | CL | 3560 | 4130 | 5890 | 4000 | 4630 | 4720 | 5770 | 7660 | 7660 | 7740 | 6710 | 9110 |
| Montpelier-Pocatello | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | 7740 | CL | CL |
| Pocatello-McCammon | 5330 | 5260 | 1970 | 2300 | 3260 | 2240 | 2550 | 2630 | 3200 | 4260 | 4260 | 4310 | 3720 | 5050 |
| McCammon-Montpelier | 3970 | 4220 | 1460 | 1710 | 2410 | 1660 | 1910 | 1950 | 2370 | 3170 | 3170 | 3210 | 2970 | 3785 |
| Montpelier-Nugget | 6000 | 5930 | 2220 | 2590 | 3680 | 2520 | 2900 | 2900 | 3610 | 4800 | 4800 | 5550 | 4190 | 5700 |
| Nugget-Kemmerer | 3970 | 3910 | 1460 | 1710 | 2410 | 1660 | 1910 | 1950 | 2370 | 3170 | 3170 | 3210 | 2970 | 3785 |
| Kemmerer-Granger | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Pocatello-American Falls | 6850 | 6780 | 3090 | 3300 | 4700 | 3300 | 3500 | 3600 | 4130 | 5500 | 5500 | 5550 | 4800 | 6520 |
| American Falls-Shoshone | 5400 | 5400 | 2000 | 2400 | 3800 | 2400 | 2600 | 2700 | 3200 | 4260 | 4260 | 4310 | 3720 | 5050 |
| Shoshone-Glenns Ferry- | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Glenns Ferry-Tieska | 2905 | 2850 | 1100 | 1250 | 2000 | 1250 | 1350 | 1400 | 1630 | 2200 | 2200 | 2220 | 1995 | 2720 |
| Tieska-Shoshone | 6000 | 5930 | 2300 | 2590 | 4000 | 2520 | 2900 | 2960 | 3610 | 4500 | 4800 | 4860 | 4190 | 5700 |
| Shoshone-Minidoka | 6600 | 6600 | 3000 | 3300 | 4900 | 3300 | 3300 | 3650 | 4130 | 5500 | 5500 | 5550 | 4800 | 6520 |
| Minidoka-Pocatello | 6400 | 6400 | 2500 | 3000 | 3700 | 3000 | 3300 | 3400 | 2810 | 3750 | 3750 | 3790 | 3260 | 4440 |
| Pocatello-Idaho Falls | CL | CL | 4000 | 4500 | 6900 | 4500 | 5000 | 5200 | 5770 | 7660 | 7660 | 4860 | 6710 | 9110 |
| Idaho Falls-Dubois | 6100 | 6100 | 2280 | 2600 | 4000 | 2600 | 2900 | 3050 | 3200 | 4260 | 4260 | 3790 | 3720 | 5050 |
| Dubois-Monida | 2150 | 1900 | 750 | 850 | 1450 | 850 | 950 | 1000 | 1100 | 1510 | 1510 | 1520 | 1280 | 1760 |
| Monida-Dillon | CL | CL | 4000 | 4300 | 6900 | 4500 | 5000 | 5200 | 5770 | 7660 | 7660 | 7740 | 6710 | 9110 |
| Dillon-Feeley | 3850 | 3850 | 1300 | 1650 | 2250 | 1650 | 1800 | 1900 | 2010 | 2700 | 2700 | 2370 | 2340 | 3180 |
| Feeley-Silver Bow | CL | CL | 4000 | 4500 | 6900 | 4500 | 5000 | 5200 | 5770 | 7660 | 7660 | 7740 | 6710 | 9110 |
| Silver Bow-Butte | 4100 | 4100 | 1450 | 1800 | 2800 | 1800 | 2550 | 2650 | 2370 | 3170 | 3170 | 3790 | 2750 | 3750 |
| Butte-Silver Bow | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Silver Bow-Apex | 2550 | 2550 | 1000 | 1100 | 1800 | 1100 | 1200 | 1300 | 1100 | 1510 | 1510 | 1520 | 1280 | 1760 |
| Apex-Lima | 5200 | 5200 | 1930 | 2250 | 3700 | 2250 | 2600 | 2700 | 2370 | 3170 | 3170 | 3210 | 2750 | 3750 |
| Lima-Monida | 4100 | 4100 | 1640 | 1850 | 2900 | 1850 | 2200 | 2400 | 2170 | 2830 | 2830 | 2370 | 2450 | 3330 |
| Monida-Pocatello | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Glenns Ferry-Reverse | 2905 | 2850 | 1100 | 1250 | 2000 | 1250 | 1400 | 1400 | 1630 | 2200 | 2200 | 1690 | 1995 | 2720 |
| Reverse-Orchard | CL | CL | 3400 | 3750 | 5800 | 3750 | 3900 | 4200 | 4200 | 4700 | 4700 | 5300 | CL | CL |
| Orchard-Huntington | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Huntington-Nampa | CL | CL | 3750 | 4100 | 6900 | 4100 | 4600 | 4800 | 4800 | 5300 | 5300 | 5900 | CL | CL |
| Nampa-Orchard | 6970 | 6900 | 2590 | 3015 | 4900 | 2930 | 3380 | 3500 | 4200 | 5590 | 5590 | 5650 | 4900 | 6640 |
| Orchard-Glenns Ferry | CL | CL | 3500 | 4200 | 6200 | 4200 | 4500 | 4950 | 5750 | 7700 | 7700 | 7950 | CL | CL |

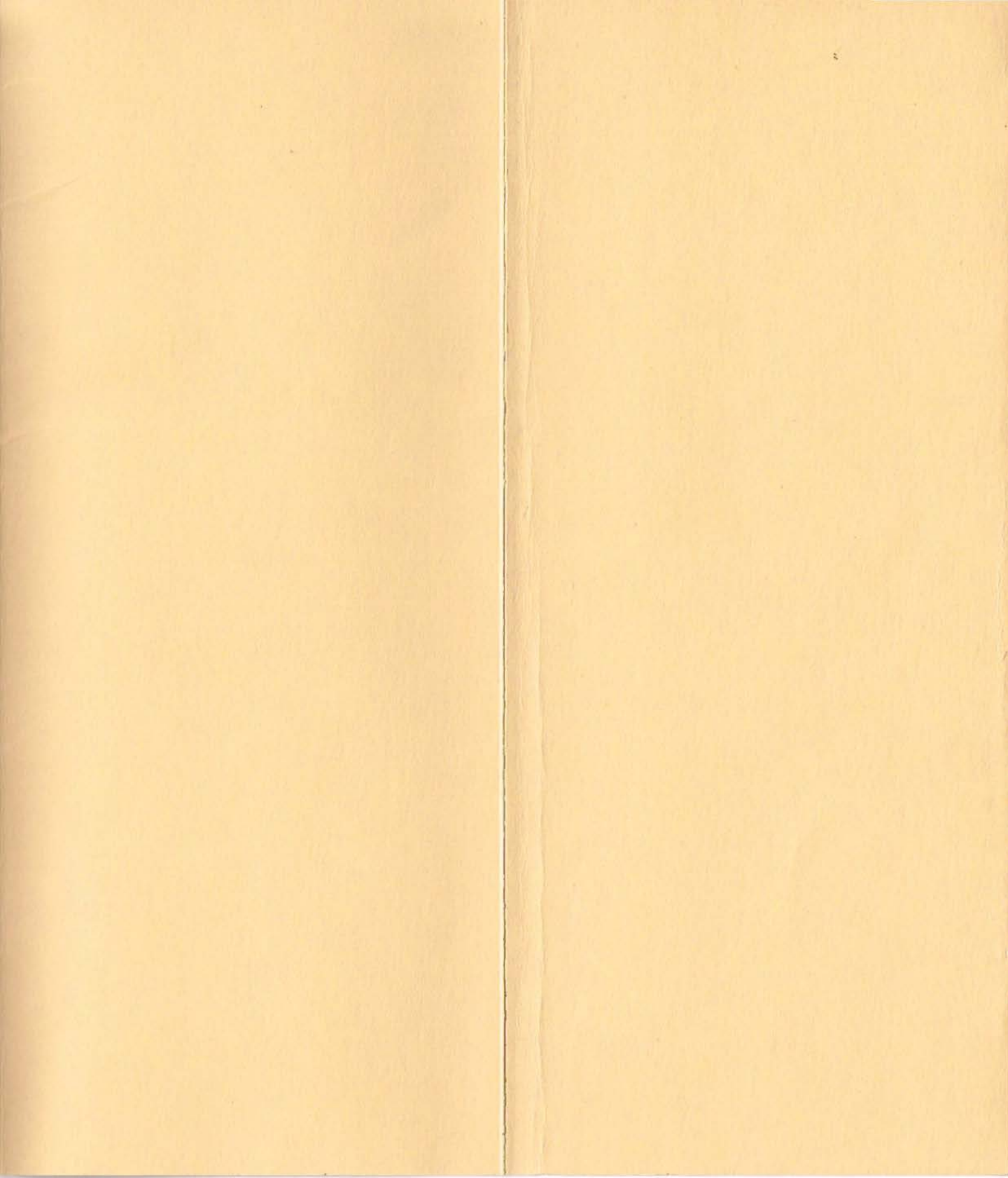
RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. Rating shown is for single unit. If more than one unit, rating of combined units will govern.

| | 31-45 5000 HP GE U50 | 72B-98B 5000 HP EMD DD35 | 100-129 1500 HP EMD GP7 | 130-349B 500-542B 1750 HP EMD GP9 EMD F9 | 400-448 2400 HP EMD SD24 | 470-499 2000 HP EMD GP20 | 700-739B 800-875 2250 HP EMD GP30 | 740-763 2500 HP EMD GP35 | 1400-1409 2500 HP EMD SDP35 | 2810-2864 3000 HP U30C | 3000-3242 3000 HP EMD SD40 | 3600-3637 3600 HP SD45 | 5000-5039 5000 HP U50C | 6900-6946 6600 HP DD40X |
|---------------------------|----------------------------|-----------------------------------|-------------------------------|--|-----------------------------------|-----------------------------------|---|-----------------------------------|--------------------------------------|------------------------------|----------------------------------|------------------------------|------------------------------|-------------------------------|
| FIRST SUBDIVISION | | | | | | | | | | | | | | |
| Huntington to Durkee | 4050 | 3980 | 1500 | 1720 | 2850 | 1750 | 1900 | 2000 | 2500 | 3455 | 3350 | 2820 | 2070 | 4040 |
| Durkee to Encina | 1910 | 1880 | 700 | 820 | 1320 | 850 | 900 | 950 | 1150 | 1690 | 1500 | 1270 | 1330 | 1825 |
| Encina to North Powder | 8000 | 8000 | 3100 | 3450 | 5650 | 3450 | 3800 | 4000 | 4800 | 6750 | 6450 | 5190 | 5485 | 7430 |
| North Powder to Telocaset | 4050 | 3980 | 1500 | 1720 | 2850 | 1750 | 1900 | 2000 | 2400 | 3685 | 3250 | 2820 | 2970 | 4040 |
| Telocaset to La Grande | 8400 | 8400 | 3300 | 3600 | 5950 | 3600 | 4000 | 4200 | 5050 | 8055 | 6800 | 6195 | 6550 | 8870 |
| La Grande to Union Jet. | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Union Jet. to Telocaset | 2750 | 2750 | 1050 | 1100 | 1950 | 1200 | 1350 | 1400 | 1700 | 2495 | 2250 | 1900 | 1995 | 2720 |
| Telocaset to Baker | 5800 | 5800 | 2300 | 2500 | 4700 | 2500 | 2800 | 2950 | 3500 | 5805 | 4700 | 4460 | 4710 | 6385 |
| Baker to Encina | 2750 | 2750 | 1050 | 1100 | 1950 | 1200 | 1350 | 1450 | 1700 | 2495 | 2250 | 1900 | 1995 | 2720 |
| Encina to Huntington | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| SECOND SUBDIVISION | | | | | | | | | | | | | | |
| La Grande to Hilgard | 4820 | 4820 | 1820 | 2080 | 3400 | 2100 | 2300 | 2400 | 2500 | 5085 | 3350 | 3900 | 4120 | 5585 |
| Hilgard to Kamela | 1910 | 1880 | 700 | 820 | 1320 | 850 | 900 | 950 | 1150 | 1690 | 1500 | 1270 | 1330 | 1825 |
| Kamela to Hinkle | 9600 | 9600 | 3650 | 4100 | 6800 | 4100 | 4600 | 4850 | 5800 | 6750 | 7750 | 5190 | 5485 | 7430 |
| Hinkle to Duncan | 3800 | 3800 | 1500 | 1640 | 2700 | 1670 | 1850 | 1950 | 2300 | 3685 | 3100 | 2820 | 2970 | 4040 |
| Duncan to Kamela | 2100 | 2050 | 800 | 900 | 1475 | 900 | 1000 | 1050 | 1300 | 1865 | 1700 | 1410 | 1475 | 2020 |
| Kamela to La Grande | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |

| | 100-129 GP7 | 130-349B 500-542B GP9 F9 470-499 GP20 | 400-448 SD24 | 1000 1095 | 1800 1824 |
|--------------------------|----------------|---|-----------------|--------------|--------------|
| Joseph Branch | | | | | |
| Joseph to MP 37.2 | 3200 | 3500 | 5800 | 3500 | 3500 |
| MP 37.2 to Elgin | 1800 | 2000 | 3250 | 2300 | 2500 |
| Elgin to LaGrande | 3200 | 3500 | 5800 | 3500 | 3700 |
| La Grande to Lostine | 2000 | 2200 | 3600 | 2300 | 2500 |
| Lostine to Enterprise | 1600 | 1750 | 2900 | 1750 | 1950 |
| Enterprise to Joseph | 1200 | 1300 | 2150 | 1300 | 1500 |
| Pilot Rock Branch | | | | | |
| Pilot Rock to Rieth | CL | CL | | 3500 | 3500 |
| Rieth to Pilot Rock | 2000 | 2000 | | 1015 | 1610 |







OREGON IDAHO NEVADA UTAH

MONTAIN

Inset Map: Idaho Falls Area

Towns shown: CAMAS, HAMER, HAWGOOD, MENAN, MIDWAY, LEWISVILLE, BARLOW, GRANT, COLTMAN, PAYNE, ORVIN, LINCOLN, ST. LEON, IONA, LINCOLN JCT., AMMON, ST. ANTHONY, PARK, HEMANN, EDMONDS, IFLAND, CHESTER, BELT, WAMAR, NEWDALE, HART, SUGAR CITY, JOLLEY, REXBURG, MOODY, PARKINSON, MARK, THORNTON, WALKER, GALE, JENSON, LORENZO, BYRNE, RIGBY, GARRY, RIRIE, MIKAMI, UCON, ST. LEON, IONA, LINCOLN JCT., AMMON, IDAHO FALLE.

Inset Map: Mine Locations

Mines shown: WOOLLY VALLEY MINE, DRY VALLEY MINE, CONDA, EPSCO, MONSANTO, SODA SPRINGS, MANSON, GEORGETOWN, ALLANDOR.



NORTH