



UNION PACIFIC RAILROAD COMPANY
NORTHWESTERN DISTRICT



IDAHO DIVISION
TIME-TABLE
No. 46

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

*Safety Gains Where
Courtesy Reigns*

FOR EMPLOYEES ONLY

G. H. BAKER
General Manager

J. BOWEN
General Supt. Transportation

J. E. PETERSEN
General Superintendent

T. P. Rogers, Superintendent Pocatello, Ida.
K. J. Hennessy, Assistant Superintendent Pocatello, Ida.
F. M. Ladd, Assistant Superintendent Nampa, Ida.
J. J. Kutzman, Terminal Superintendent Pocatello, Ida.
J. Lagos, Assistant Terminal Superintendent Pocatello, Ida.
L. J. Schreiber, Assistant Terminal Superintendent Pocatello, Ida.
F. Bealer, Trainmaster Pocatello, Ida.
R. F. Kelly, Trainmaster Pocatello, Ida.
R. E. Riley, Trainmaster Nampa, Ida.
J. R. Davis, Trainmaster Idaho Falls, Ida.
J. B. Daly, Terminal Superintendent Idaho Falls, Ida.
A. W. Campbell, Master Mechanic Pocatello, Ida.
A. B. Ziegler, General Road Foreman of Engines Portland, Ore.
E. I. Payne, Road Foreman of Engines Pocatello, Ida.
M. D. Muck, Road Foreman of Engines Pocatello, Ida.
G. R. Spencer, Road Foreman of Engines Pocatello, Ida.
O. J. Madsen, Road Foreman of Engines Pocatello, Ida.
V. L. Orr, Road Foreman of Engines Glens Ferry, Ida.
J. B. Shaw, Road Foreman of Engines Nampa, Ida.

C. W. Sowell, Division Engineer Pocatello, Ida.
P. B. Armstrong, General Roadmaster Pocatello, Ida.
T. R. King, General Roadmaster Nampa, Ida.
L. G. Malzahn, Asst. to Mgr. of Safety and Courtesy Portland, Ore.
M. A. Devich, Asst. Supt. of Safety and Courtesy Pocatello, Ida.

First, Second and Fourth Subdivisions and Branches

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

Third Subdivision and Branches

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

Standard clocks are located as shown below:

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

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.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	50"	72.	1'	60.	1' 10"	51.4	2'	30.
41"	87.8	51"	70.6	1' 1"	59.	1' 11"	50.7	2' 15"	26.6
42"	85.7	52"	69.2	1' 2"	58.	1' 12"	50.	2' 30"	24.
43"	83.7	53"	67.9	1' 3"	57.1	1' 15"	48.	2' 45"	21.8
44"	81.8	54"	66.6	1' 4"	56.2	1' 20"	45.	3'	20.
45"	80.	55"	65.4	1' 5"	55.3	1' 25"	42.3	3' 30"	17.1
46"	78.3	56"	64.2	1' 6"	54.5	1' 30"	40.	4'	15.
47"	76.6	57"	63.1	1' 7"	53.7	1' 35"	37.9	5'	12.
48"	75.	58"	62.	1' 8"	52.9	1' 40"	36.	6'	10.
49"	73.5	59"	61.	1' 9"	52.1	1' 45"	34.3	7'	8.6
						1' 50"	32.7	8'	7.5
						1' 55"	31.3	10'	6.

MILEAGE

Main Line 844.9
Branches 1342.3
Grand Total 2187.2

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

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

Designation "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, wedge plows or company road-way machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.	35	25
When using No. 20 equilateral.	60	60		25	25
When using No. 14 turn-outs.	25	25			
When using other turn-outs.	15	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)	35	
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		10	
When using sidings in CTC territory.	20	20			
When using other sidings and tracks other than main tracks unless a different speed is specified.	15	15	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.	40	
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65	65			
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.	50	
	50	50			
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 percent.		35	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive.	50	
Car body type unit backing up light or backing up as leading unit at front of train.	30	30			
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling 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: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		40	Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.	35	
		35		45	45
		20		6	6
			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. 46 May 1, 1972		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									
124	6800	DN-R	GRANGER	GN	0.0	IPY				
124	6800		7.7							
129	7310		MOXA		7.7	P				
			7.7							
129	7304		NUTRIA		15.4	P				
			9.1							
129	7295		OPAL		24.5	P				
			9.1							
129	7320		WATERFALL		33.6	P				
			6.1							
131	7205	D	KEMMERER	AV	39.7	P				
137	7535		8.3							
129	7280		FOSSIL		48.0	P				
			5.0							
129	7324		NUGGET		53.0	P				
			6.6							
129	7303		ORR		59.6	P				
			5.2							
129	7345		LEEFE		64.8	PY				
			6.5							
129	7292		BECKWITH		71.3	P				
			6.1							
129	7349		PIXLEY		77.4	P				
			6.1							
151	8516	D	COKEVILLE	CK	83.5	P				
			4.7							
129	7317		MARSE		88.2	P				
			6.3							
129	7281		CHAUSSE		94.5	P				
			8.4							
130	7355		HARER		102.9	P				
			5.1							
			DINGLE		108.0	P				
			7.0							
		DN-R	MONTPELIER	MX YL	115.0	FPTY				
			5.4							
			PESCADERO		120.4	P				
			6.4							
			GEORGETOWN		126.8	P				
			9.3							
168	9990		MANSON		136.1	P				
129	7304		9.9							
132	7416	DN	SODA SPRINGS	SD	146.0	PY				
			5.6							
129	7247		ALEXANDER		151.6	P				
			4.6							
129	7376		TALMAGE		156.2	P				
			5.6							
127	7095	D	BANCROFT	BN	161.8	P				
164	9020		8.5							
129	7287		PEBBLE		170.3	P				
			7.1							
			BLASER		177.4	P				
			2.6							
24	1320		LAVA HOT SPRINGS		180.0	P				
			6.0							
			TOPAZ		186.0	P				
			5.2							
C 133	7682	D	McCAMMON	MC	191.2	PXY				
			10.7							
99	5710		INKOM		201.9	P				
			12.0							
		DN-R	POCATELLO	CA YL	213.9	FPTY				
			(213.9)							

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

CLEARANCE REQUIREMENTS

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

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

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

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

MOVEMENTS AT GRANGER

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

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

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

SPEED RESTRICTIONS—FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.		Psgr.	Frnt.
Maximum speed.	79	70	Cokeville			Alexander		
Between Mile Posts—			Between Mile Posts—	60	50	Between Mile Posts—	60	50
Granger			87.4 and 87.7.			152.1 and 152.4.		
0.0 and 0.8.	40	25	92.9 and 93.1.	60	50	Bancroft	70	60
3.4 and 3.7.	70	55	Chausse	70	55	163.5 and 164.7.		
			96.7 and 96.9.			167.5 and 168.1.	70	60
Moxa			98.3 and 99.2.	60	50	168.9 and 169.3.		
12.1 and 12.3.	70	60	99.5 and 99.7.	70	55	Pebble	60	50
14.4 and 14.6.	70	55	102.6 and 104.8.	60	50	171.2 and 171.7.		
			104.8 and 105.4.	70	55	171.9 and 174.7.	70	55
Nutria			Montpelier			176.3 and 176.7.	70	60
16.1 and 16.4.	70	55	115.0 and 116.0.	20	20	Blaser	60	45
21.1 and 21.5.	70	55	120.6 and 123.4.	60	50	177.4 and 178.5.		
23.6 and 23.8.	70	55	125.2 and 125.3.	70	55	179.0 and 180.0.	45	30
Opal			125.8 and 126.7.	60	50	Lava Hot Springs	70	55
Trains switching through turn-outs east end El Paso tracks.		5	Georgetown			180.0 and 181.7.		
			Central Farmers Industry spur.		15	181.8 and 183.1.	60	45
Between Mile Posts—			Between Mile Posts—			183.2 and 184.8.	70	55
28.7 and 29.6.	70	55	127.6 and 127.9.	70	55	185.5 and 187.9.	45	30
31.3 and 32.3.	45	30	128.3 and 130.1.	60	50	188.2 and 190.2.	65	50
33.0 and 33.1.	70	55	131.6 and 132.2.	70	55	McCammmon	60	45
Waterfall			135.6 and 135.8.	70	55	192.1 and 192.7.		
34.6 and 34.8.	60	45	Manson			195.0 and 195.3.	60	45
35.5 and 40.8.	40	30	138.7 and 139.3.	60	50	197.7 and 199.7.	70	55
			141.0 and 141.9.	55	45	199.7 and 201.0.	60	45
Kemmerer			142.4 and 143.4.	70	55	Inkom	60	45
43.1 and 44.6.	60	50	143.7 and 145.2.	55	45	202.3 and 202.6.		
			Nugget			Over switch M.P. 213.3 (No. 1 Track).	35	35
54.5 and 57.8.	40	30	58.0 and 61.2.	70	55	Pocatello		
63.6 and 65.4.	60	45	66.5 and 68.2.	70	55	Within platform limits of passenger depot.	20	20
						On Eastward and Westward running tracks.	10	10

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

WESTWARD		SECOND SUBDIVISION		EASTWARD	
CAPACITY OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	Rule 6(B)
CARS	FEET	STATIONS			
		Block Signals	DN-R POCATELLO YL CA	213.9	FP TY
			2.4 POCATELLO JCT. YL	216.3	P
			8.0 MICHAUD	224.3	P
			5.8 BANNOCK	230.1	P
			8.4 AMERICAN FALLS AF	238.5	P
			3.8 BORAH	242.3	P
			7.8 QUIGLEY	250.1	P
			5.9 WAPI	256.0	P
			3.8 DEWOFF	259.8	P
			7.5 HAWLEY	267.3	P
			5.1		
			D MINIDOKA RT	272.4	PY
			3.8 MAX	276.2	P
			8.1 ADELAIDE	284.3	P
			4.7 KIMAMA	289.0	P
			6.7 SENTER	295.7	P
			7.8 OWINZA	303.5	P
			11.2		
			DIETRICH	314.7	P
			7.1		
			D SHOSHONE X	321.8	PY
			9.0 TUNUPA	330.8	P
			6.7		
			D GOODING GD	337.5	P
			6.7 FULLER	344.2	P
			6.3 BLISS	350.5	PY
			6.8		
			TICESKA	357.3	P
			9.8 KING HILL	367.1	P
			6.7		
			DN-R GLENN'S FERRY GF	373.8	PY
			(159.9)		

WESTWARD		THIRD SUBDIVISION		EASTWARD	
CAPACITY OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	Rule 6(B)
CARS	FEET	STATIONS			
		DN-R	GLENN'S FERRY GF	373.8	PY
			8.9 HAMMETT	382.7	P
			10.6 REVERSE	393.3	P
			8.3 MOUNTAIN HOME MZ	401.6	PY
			5.9 SEBREE	407.5	P
			5.2 CLEFT	412.7	P
			10.3 ORCHARD	423.0	P
			11.7 OWYHEE	434.7	P
			12.0 KUNA	446.7	P
			9.9		
			DN NAMPA YL Q	456.6	FPTY
			4.2 MOSS	460.8	P
			4.8 CALDWELL CW	465.6	P
			3.6 ENROSE	469.2	P
			3.3 NOTUS	472.5	P
			8.3 PARMA MA	480.8	P
			7.6 NYSSA SY	488.4	PY
			10.3		
			D ONTARIO ON	498.7	PY
			3.8 PAYETTE AY	502.5	P
			6.8 CRYSTAL	509.3	P
			6.6		
			D WEISER SR	515.9	PY
			9.8 COBB	525.7	P
			7.1 ROCK ISLAND	532.8	P
			6.0 HUNTINGTON HU	538.8	PT
			(165.0)		

WESTWARD		BOISE CUTOFF		EASTWARD	
CAPACITY OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	Rule 6(B)
CARS	FEET	STATIONS			
			ORCHARD	B 423.5	P
			24.9 BOISE YL	B 448.4	PY
			2.3 BOISE JCT.	B 450.7	P
			6.6 MERIDIAN MD	B 457.3	P
			10.5 DN NAMPA YL Q	B 467.8	FPTY
			(44.3)		

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

SPEED RESTRICTIONS—SECOND SUBDIVISION

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

THIRD SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	79	70	Parma Over streets and crossings.	50	50	Huntington Between Oregon Division Mile Posts—390 and 389.2.	20	20
Glenn's Ferry Between Mile Posts—373.2 and 374.5.	20	20	482.8 and 483.0.	70	55	Boise Cutoff Maximum speed.		49
376.5 and 377.6.	60	45	484.5 and 485.0.	70	55	Orchard B-423.7 and B-424.0.		45
378.6 and 379.3.	40	30	Payette Over streets and alleys.	60	60	B-429.2 and B-430.0.		45
Hammett 384.9 and 390.7.	60	50	Between Payette and Weiser, trains handling logs.		30	B-433.9 and B-434.3.		45
Between Mile Posts—Orchard 428.4 and 429.0.	60	50	Crystal Trains using turn-out east switch Crystal.	15	15	B-439.5 and B-440.4.		25
Kuna 447.3 and 450.8.	60	45	Between Mile Posts—515.8 and 516.2.	55	45	B-440.4 and B-446.1.		45
Nampa 456.6 and 457.2.	20	20	523.1 and 524.9.	70	55	Boise Over streets and road crossings between M.P. B-446.5 and M.P. B-451.25.		20
Between Mile Posts—464.9 and 466.0.	20	20	524.9 and 528.1.	60	45	Between Mile Posts—Sonna B-467.1 and B-467.7.		25
			529.4 and 535.5.	70	55			
			535.5 and 536.9.	60	45			
			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
Sand Bank.....	370.9	50 P	2828	Both
		37 PX	1846	Both
Third Subdivision				
Simco.....	419.1	9 P	495	West
Hillcrest.....	B-445.1	12 P	660	Both
Perkins.....	B-451.4	26 P	1430	Both
Beatty.....	B-454.6	25 P	1375	Both
Sonna.....	B-460.7	19 P	1045	Both
Mangum.....	476.3	21 P	1155	Both
Apple Valley.....	485.9	22 P	1210	Both
Arcadia.....	491.7	38 P	2090	Both
Washoe Spur.....	500.9	27 P	1485	West
Wood.....	506.2	9 P	495	Both
Feltham.....	512.7	20 P	1100	Both
Wix.....	514.3	12 P	660	Both
Boise Cutoff				
Hillcrest.....	B-445.1	12 P	660	Both
Perkins.....	B-451.4	26 P	1430	Both
Beatty.....	B-454.6	25 P	1375	Both
Sonna.....	B-460.7	19 P	1045	Both

FOURTH SUBDIVISION

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

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

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

CLEARANCE REQUIREMENTS
All trains must receive clearance at:
Idaho Falls
Lima

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

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

Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by operating rules, time-table and special instructions of Burlington Northern, Inc.

SPEED RESTRICTIONS—FOURTH SUBDIVISION

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

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

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		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	
			1.2 END OF TRACK YL	6.0	
		(6.0)			

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

SPEED RESTRICTION—CUMBERLAND BRANCH

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

WESTWARD ↙ **ELKOL BRANCH** ↗ **EASTWARD**

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

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

SPEED RESTRICTION—ELKOL BRANCH

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

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

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		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	
5	275		1.0 FORMATION YL (Spur)	2.8	
15	825		3.1 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 Post—5.9 and 7.5.	15

Following speed restrictions apply on Epco Industry Spur:

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

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

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

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

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

SPEED RESTRICTIONS—GRACE BRANCH

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

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

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
167	9185	DN-R	RUPERT YL MS	0.0	FPY
48	2640		4.4		
47	2585		MYERS YL	4.4	
48	2640		1.5		
31	1705		2.0 PAUL YL	5.9	
17	935		8.0 BUDGE	7.9	
46	2530		3.9 SCHODDE	15.9	
18	990		4.2 McHENRY	19.8	
19	1045	D	2.9 HAZELTON AZ	24.0	
24	1320		1.2 BLACK	26.9	
54	2970		6.7 EDEN	28.1	
46	2530		3.5 PERRINE	34.8	
10	550		2.3 SUGAR LOAF	38.3	
21	1155		2.0 FALLS CITY	40.6	
9	495		5.3 BARRYMORE	42.6	
46	2530	D	8.8 JEROME YL JO	47.9	Y
46	2530	D	1.4 WENDELL ND	56.7	
15	825		15.5 KING	58.1	
104	5845		26 BLISS YL	73.6	PY
		(73.6)			

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

ADDITIONAL STATIONS—NORTH SIDE BRANCH

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

SPEED RESTRICTIONS—NORTH SIDE BRANCH

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

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

WESTWARD ↙ **TWIN FALLS BRANCH** ↗ **EASTWARD**

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

SPEED RESTRICTIONS—TWIN FALLS BRANCH

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

SPEED RESTRICTIONS—OAKLEY BRANCH

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

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

WESTWARD ↙ **WELLS BRANCH** ↗ **EASTWARD**

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

ADDITIONAL STATION—OAKLEY BRANCH

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

WESTWARD ↙ **RAFT RIVER BRANCH** ↗ **EASTWARD**

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

SPEED RESTRICTIONS—RAFT RIVER BRANCH

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

WESTWARD ↙ **HILL CITY BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
33	1815		RICHFIELD YL	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 YL	57.8	Y
			(57.8)		

SPEED RESTRICTIONS—HILL CITY BRANCH

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

WESTWARD ↙ **ABERDEEN BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		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. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
104-99 96-112	5720 5280 5445 6160	DR	SHOSHONE YL X	0.0	PY
33	1815		15.3 RICHFIELD YL	15.3	Y
25	1375		6.4 PAGARI	21.7	
50	2750		15.6 PICABO	37.3	
5	275		4.5 HAY	41.8	
26	1430		10.3 BELLEVUE	52.1	
15	825		5.1 HAILEY	57.2	
19	1045		2.8 BARITE	60.0	
26	1430		9.4 KETCHUM YL	69.4	LOOP
			(69.4)		

ADDITIONAL STATIONS—KETCHUM BRANCH

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

SPEED RESTRICTIONS—KETCHUM BRANCH

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

WESTWARD ↙ **GAY BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		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. 46 May 1, 1972		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 YL	44.4	P
			(44.4)		

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

ADDITIONAL STATIONS—EAST BELT BRANCH

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

SPEED RESTRICTIONS—EAST BELT BRANCH

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

ADDITIONAL STATIONS—MACKAY BRANCH

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

SPEED RESTRICTIONS—MACKAY BRANCH

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

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

WESTWARD ↙ **WEST BELT BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		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	38.7	PY
			(38.7)		

ADDITIONAL STATIONS—WEST BELT BRANCH

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

SPEED RESTRICTIONS—WEST BELT BRANCH

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

WESTWARD ↙ **MACKAY BRANCH** ↗ **EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
67	3685	DN-R	BLACKFOOT YL BF	0.0	PY
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	Y
32	1760	D	19.4 ARCO YL RO	59.1	Y
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 YL	85.3	Y
			(85.3)		

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

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

WESTWARD		GOSHEN BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
106	5830	D	FIRTH	FR	0.0	P
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. 46 May 1, 1972		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	D	TETONIA NA	30.3	Y
26	1430	D	DRIGGS DI	37.2	
16	880	D	VICTOR YL VR	45.6	Y
			(45.6)		

ADDITIONAL STATIONS—TETON VALLEY BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Marysville.....	1.8	16	880	Both
Judkins.....	22.3	5	275	East
Fox Creek.....	42.3	5	275	Both
		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. 46 May 1, 1972		SECOND CLASS	Rule 6(B)
CARS	FEET	477 Local Freight			478 Local Freight	
		Daily Except Sunday	STATIONS		Daily Except Sunday	
15	825	6.10	DN-R	IDAHO FALLS YL AK	0.0	A 4.40 PM FP TY
51	2805	6.23		ORVIN YL	3.0	4.25 P
46	2530	6.42	D	UCON	7.6	4.15 P
31	1705	6.50		RIGBY RG	13.8	4.00 P
21	1155	6.57		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	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 YL	107.1	Y
				(107.1)		

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

SPEED RESTRICTIONS—YELLOWSTONE BRANCH			
LOCATION	MPH	LOCATION	MPH
Between Idaho Falls and Ashton.	40		
Between Ashton and Gerrit, watch for rocks.	25		
Between Gerrit and Big Springs.	35		
Between Big Springs and West Yellowstone, watch for rocks.	25		
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20		
St. Anthony over highway crossing, just west of depot.	8		
Between Mile Posts—	MPH	Between Mile Posts—	MPH
55.4 and 55.7.	15	85.2 and 85.5.	25
59.6 and 65.9.	15	86.4 and 87.0.	15
72.9 and 73.2.	25	92.1 and 95.0.	15
74.0 and 74.2.	25	99.9 and 100.8.	15

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

SPEED RESTRICTION—BROGAN BRANCH	
LOCATION	MPH
Maximum speed.	25

WESTWARD		PAYETTE BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
133	7315	D-R	PAYETTE YL AY	0.0	P
15	825		EIFFIE	3.9	
23	1265	D	FRUITLAND FU	5.1	
16	880		BUCKINGHAM	6.8	
26	1430	D	NEW PLYMOUTH NP	11.1	
9	495		LETHA	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. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
15	825	DN-R	NAMPA YL Q	0.0	FPYT
38	2090		DEAL	4.4	
6	330		BOWMONT	8.9	
24	1320		MELMONT (Spur)	11.6	
46	2530		MELBA	14.6	
			STODDARD	17.1	
			END OF TRACK	17.8	
			(17.8)		

SPEED RESTRICTIONS—STODDARD BRANCH	
LOCATION	MPH
Maximum speed.	25
Between Stoddard and end of track.	15

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

SPEED RESTRICTION—HOMEDALE BRANCH	
LOCATION	MPH
Maximum speed.	25

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

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

SPEED RESTRICTION—WILDER BRANCH	
LOCATION	MPH
Maximum speed.	25

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

ADDITIONAL STATIONS—BOISE BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Boise Jct. and Boise Freight.				25
Boise Freight and Barber.				15

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

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

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 46 May 1, 1972		SECOND CLASS	
LENGTH OF SIDINGS	485 Local Freight	MILE POST	STATIONS	486 Local Freight	RULE 6(B)
CARS	FEET			Tuesday Thurs. Sat.	
			DN-R NAMPA YL Q	A 2.00 PM	FPYT
42	2310		2.4 FISCHER YL	2.4	1.52 P
12	660		6.9 MIDDLETON	9.3	1.37
13	715		9.6 JENNESS	18.9	1.17
82	4510		8.1 D-R EMMETT YL MF	27.0	12.50 Y
36	1980		4.8 PLAZA	31.8	12.34
37	2035		9.3 MONTOUR	41.1	12.03 PM
27	1485		8.6 D HORSESHOE BEND HB YL	49.7	11.37 AM
27	1485		5.4 GARDENA	55.1	11.19
30	1650		9.0 BANKS YL	64.1	10.55
21	1155		11.3 BIG EDDY	75.4	10.07
26	1430		7.6 SMITHS FERRY YL	83.0	9.35 Y
13	715		9.7 CABARTON	92.7	9.01
27	1485		2.8 BELVIDERE	95.5	8.55
27	1485		3.7 D CASCADE YL CD	99.2	8.45 Y
26	1430		11.8 ARLING	111.0	7.51
28	1540		8.4 DONNELLY	119.4	7.32
12	660		5.3 NORWOOD	124.7	7.20
27	1485		8.1 A 3.00 PM D-R McCALL YL NE	132.8	7.00 AM Y
			(132.8)		

WESTWARD		OREGON EASTERN BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 46 May 1, 1972		SECOND CLASS	
LENGTH OF SIDINGS	459 Local Freight	MILE POST	STATIONS	460 Local Freight	RULE 6(B)
CARS	FEET			Daily Except Sunday	
144	7920		D-R ONTARIO YL ON	A 3.45 PM	PY
144	7920		3.7 CAIRO	3.7	3.33
12	660		3.2 LUSE	6.9	3.25
32	1760		8.6 VALE YL	15.5	3.04
115	6325		8.0 HOPE	23.5	2.44
39	2145		11.3 LITTLE VALLEY	34.8	2.14
44	2420		7.2 HARPER	42.0	1.55
45	2475		9.2 NAMORF	51.2	1.29
43	2365		11.0 JONESBORO	62.2	1.02
23	1265		11.4 JUNTURA	73.6	12.34 PM Y
45	2475		13.0 LONG	86.6	11.57 AM
42	2310		6.1 RIVERSIDE	92.7	11.40
26	1430		10.1 DUNNEAN	102.8	11.15
25	1375		7.4 VENATOR	110.2	10.55
25	1375		7.7 CIRCLE BAR	117.9	10.36
26	1430		8.7 CRANE	126.6	10.12
26	1430		16.9 REDESS	143.5	9.32
20	1155		13.3 D-R BURNS YL BR	156.8	9.00 AM Y
			(156.8)		

Additional Information Oregon Eastern Branch—See Page 17.
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD		NEW MEADOWS BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 46 May 1, 1972		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
140	7700	DN-R	WEISER YL	SR	0.0
140	7700		6.0 REBECCA		6.0
30	1650		13.1 CONCRETE		19.1
41	2255		12.7 MIDVALE		31.8
20	1155		8.7 CAMBRIDGE		40.5
30	1650		16.1 MESA		56.6
22	1210		3.6 COUNCIL YL	CN	60.2
10	550		1.4 HOOVER YL		61.6
50	2750	D	10.4 GLENDALE		72.0
6	330		12.1 RUBICON YL		84.1
5	275		5.6 NEW MEADOWS YL	DS	89.7
37	2035		(89.7)		Y
38	2090	D-R			Y

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

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

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

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

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	LOCATION	MPH
Maximum speed, except between M.P. 140.0 and 145.0.	25	Juntura Between Mile Posts—78.6 and 80.7, watch for rocks.	20
Hope Between Mile Posts—29.5 and 33.5, watch for rocks.	20	80.7 and 81.0, watch for rocks.	10
Between Mile Posts—Little Valley 36.5 and 37.6, watch for rocks.	20	81.0 and 86.6, watch for rocks.	20
37.6 and 37.9, soft spot.	10	Long 86.6 and 90.3, watch for rocks.	20
37.9 and 38.2, watch for rocks.	20	Dunnean 103.5 and 106.5.	20
Jonesboro 65.1 and 69.0, watch for rocks.	20	Bridge 106.14.	15
		Circle Bar 119.0 and 124.0, watch for rocks.	20
		Crane 140.0 and 145.0.	30

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

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

SPECIAL RULES — ALL SUBDIVISIONS

STANDARD TIME

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

Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (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.

Cabooses

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

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

Inspection of Trains

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

Switching Cars

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

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

804 (R-2). When switching or handling cars containing explosives or other hazardous materials, instructions contained in Bu-

reau of Explosives pamphlets 20-F and 20-G must be complied with.

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

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

Continuous Welded Rail Trains

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

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

When Loaded

Maximum speed:
 On unrestricted track—40 MPH;
 On restricted track—20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;
 Through cross-overs or turnouts—10 MPH.
 After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

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

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

When Empty

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

Position of Cars in Trains

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

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

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

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

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

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

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

When Loaded with Phosphorus:

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

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

When Loaded with Phosphorus or with Water Ballast:

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

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

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

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

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

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

Units Dead in Train

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

Helper Engines

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

Inspection of Trains

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

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

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

Hot Box Detectors

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

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

Scanner at	Read-out at
First Subdivision	
MP 20.2	Pocatello
MP 77.4	Pocatello
MP 106.5	Pocatello
MP 151.4	Pocatello
MP 174.2	Pocatello

Second Subdivision

MP 233.5	Pocatello
MP 252.3	Pocatello
MP 290.9	Pocatello
MP 313.4	Pocatello
MP 339.9	Pocatello
MP 369.0 No. 1 Track	Pocatello

Third Subdivision

MP 418.0	Nampa
MP 507.0	Nampa

Riding on Engines

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

Rule 816 is modified accordingly.
 EXCEPTION: No deadhead employes may occupy RCS units.

Unattended Locomotives

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

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

Engine Service

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

In road freight service;
 In yard service provided the fireman is a promoted engineer.
 The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

Air Brake Rules

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

remote units must be cut out and remote units must be isolated before separating train.

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

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

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

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

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

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

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

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

SPECIAL RULES—POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

14 (S). At Pocatello, whistle signal 14 (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 derail on the west end of this track is left in proper position.

93 (T-2). Switch engines must not foul tracks or leads at east end of Receiving Yard or use 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.

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

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

Switches

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

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

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

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

Retarder Yard—Pocatello

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

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

Color	Indication
Red	—Stop.
Yellow	—Proceed (toward hump) not 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). Multi-level auto transport cars, flat cars containing trailers, and other cars or loads of excess height or width must not be handled on pit tracks at Pocatello roundhouse.

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

Handling Cars with Air Brakes

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

Use of Hand Brakes

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

Location	Requirements
PFE Shop Yard tracks	—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	
Receiving Yard tracks	—Not less than 2 hand brakes on east and west ends.
	—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, Elkol, Conda and Grace Branches**

Switch Lights

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

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

Flag Protection

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

Cumberland Elkol Conda Grace.

Switches

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

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

North Kemmerer lead

- M.P. 4.60—Derail, in derailing position.
- M.P. 5.25—Derail, in derailing position.
- M.P. 6.10—Derail, in derailing position.

Georgetown —Central Farmers Industry Spur,

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

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

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

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

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.

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

Dual Control Switches

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

Switching Operations

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

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

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

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

804 (V). Crews using North runaround track 600 feet east of river bridge at Inkó 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 North Kemmerer lead;
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.....	Under ore unloading tipple.
MP 18.5, El Paso Industrial Spur.....	Under ore loading tipple. (Overhead clearance 12' 8" above top of rail).
Inkó.....	Over track scales at cement plant.

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

Close Clearances

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

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

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 Epcó 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.

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

SPECIAL RULES — SECOND SUBDIVISION

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

Switch Lights

27 (S). Switch lights will not be used on branch lines. Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (T). On following branches, between 7 A.M. and 5 P.M. daily, all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently:

Oakley Raft River Wells Ketchum Hill City.

Public Crossings

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

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

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

103 (S-4). Referring to Rule 103 (E). At 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:
 Oakley—Team track 20 degrees;
 —Mill track 21 degrees.

Handling Cars with Air Brakes

806 (U-1). Air brakes must be cut in and operative on all cars handled on tracks shown below:
 Between Twin Falls and McMillan;
 Between main track and city yard, Jerome.

Use of Hand Brakes

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

Derricks, Snow Plows, etc.

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

Track Restrictions

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

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

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

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

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

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

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

Close Clearances

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

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

SPECIAL RULES — THIRD SUBDIVISION

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

Switch Lights

27 (T). Switch lights will not be used on branch lines. Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (U). On following branches, between 7 A.M. and 5 P.M. daily all trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently:

Stoddard Payette Brogan
 Homedale Wilder

Inspection of Track

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

Public Crossings

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

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

103 (T-2). Referring to Rule 103 (E). At 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.

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 —for Idaho Northern on east leg of wye Branch;
 —east switch Short —for Short Three Three pocket pocket;
 —switches west end —for movement in of yard and out of Ice House Track No. 1;
 Nyssa —Homedale Branch —for siding;
 Ontario —Oregon Eastern Branch —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 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, Reverse, and at junction with Boise Cutoff main track at Orchard.

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

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

Restricting Trains

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

Switching Log Cars

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

Long Cars

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

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

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

Derricks, Snow Plows, etc.

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

Track Restrictions

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

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

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Third Subdivision		
M.P. 447.74	Bridge	Side.
M.P. 448.07	Bridge	Side.
M.P. 465.01	Bridge	Side.
M.P. 466.74	Bridge	Side.
M.P. 486.83	Bridge	Side.
M.P. 487.70	Bridge	Side.
M.P. 494.51	Bridge	Side.
M.P. 499.82	Bridge	Side.
M.P. 500.17	Bridge	Side.
Idaho Northern Branch		
M.P. 33.32	Tunnel	Side and top.
M.P. 38.61	Tunnel	Side and top.
M.P. 49.23	Bridge	Side and top.
M.P. 49.39	Bridge	Side and top.
M.P. 77.39	Tunnel	Side and top.
M.P. 83.78	Tunnel	Side and top.
M.P. 89.59	Bridge	Side and top.
Oregon Eastern Branch		
M.P. 11.47	Bridge	Side.
M.P. 29.27	Bridge	Side.
M.P. 53.71	Tunnel	Top.
M.P. 71.16	Tunnel	Top.
M.P. 72.35	Bridge	Side.
M.P. 84.58	Bridge	Side.
M.P. 84.99	Bridge	Side.
M.P. 95.32	Bridge	Side.

Air Brake Rules

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

SPECIAL RULES — FOURTH SUBDIVISION

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

Switch Lights

27 (U). Switch lights will not be used on branch lines. Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Meeting of Trains

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

Flag Protection

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

Mackay	Goshen	West Belt
Aberdeen	East Belt	Teton Valley

Public Crossings

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

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

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

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

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

Switches

- 104 (X). Switches will be set normally:
 - Monida —switch at tail of wye —for east leg of wye.
 - Ashton —Teton Valley Branch junction switch —for Teton Valley Branch.

Sidings and Side Tracks

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

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

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

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

Long Cars

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

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

Handling Cars with Air Brakes

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

Use of Hand Brakes

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

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

806 (V-4). At Lima, cars switched into any track must have hand brakes set to secure them, whether cars are cut off in a switching movement or shoved into 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 East Belt and West Belt Branches, any loaded car with gross weight in excess of 263,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each.

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

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

Inspection of Trains

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

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

Track Restrictions

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

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

