

Union Pacific Railroad Company
Northwestern District



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



Make
Your Move
Safely

Effective Sunday July 1, 1973 at 12:01 A.M.
Mountain Time East of La Grande, Oregon
Pacific Time West of La Grande, Oregon

FOR EMPLOYEES ONLY

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

G. H. BAKER
General Manager

J. BOWEN
General Supt. Transportation

T. P. ROGERS
General Superintendent

IDAHO DIVISION

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

Pocatello, Idaho

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

OREGON DIVISION

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

Albina, Oregon

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

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

MILEAGE

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

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

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



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

Designation "Frt."—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.	Frt.		Psgr.	Frt.
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling scale test cars, other than WO-3, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On Main lines—tangent track; On Main lines—curves; On Branch lines.	35	25
When using No. 20 equilateral.	60	60		25	25
When using No. 14 turn-outs located on: Straight track; Curves.	30	30		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	Trains handling ore cars U.P. 26000-26499 inclusive, loaded or empty.	40	
When using other sidings and tracks other than main tracks unless a different speed is specified.	15	15	Trains handling M.C.P.X. and M.O.N.X. 23000 series tank cars loaded with phosphorus.	50	
Road freight locomotives G.P. 7 Units Nos. 100-129 inclusive. Other road freight locomotives.	65	65	Trains handling specially equipped cars for company wheels and axles, U.P. 99000-99014 and U.P. 99500-99962 inclusive.	50	
Yard-switch locomotives in road service: 1000-1100 class; 1800 class.	35	35	Trains handling open top hopper cars U.P. 85000 to 88999: Loaded; When loaded with ballast.	50	35
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.				35	35
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.	50	
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling logs, unless cars are staked and wired in accordance with A.A.R. rules: Maximum speed. Through truss bridges.	20	6
Freight trains handling tonnage in excess of 75 tons per operative brake.		40		6	6
Trains handling wrecking derricks: American Hoist Derrick 903050. Other Derricks with 6-wheel trucks. Other Derricks with 4-wheel trucks. For first 5 miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial units other than yard-switch type; Union Pacific road-switch units of Alco type.	35	
				45	45
				20	
			Wye tracks except those portions used as main track or siding.	6	6
			Through tunnels, branch lines.	10	10

FIRST SUBDIVISION

WESTWARD 		EASTWARD 	
CAPACITY OF SIDINGS		Time-Table No. 47 July 1, 1973	
Cars	Feet	MILE POST	RULE 6(B)
124	6800		
124	6800		
129	7310		
129	7304		
129	7295		
129	7320		
131	7205		
137	7535		
129	7280		
129	7324		
129	7303		
129	7345		
129	7292		
129	7349		
151	8516		
129	7317		
129	7281		
130	7355		
168	9990		
129	7304		
132	7416		
129	7247		
129	7376		
127	7095		
164	9020		
129	7287		
24	1320		
C 133	7682		
99	5710		

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

CLEARANCE AND REGISTER REQUIREMENTS

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

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

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

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

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

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

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

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

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

Two Main Tracks

Two Main Tracks

SPEED RESTRICTIONS—FIRST SUBDIVISION

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

SPEED RESTRICTION—LEEFE SPUR

Maximum speed **25 MPH**

WESTWARD		SECOND SUBDIVISION		EASTWARD			
CAPACITY OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	Rule 6(B)		
CARS	FEET	STATIONS					
		Block Signals DN-R	POCATELLO YL CA 2.4 POCATELLO JCT. YL 8.0 MICHAUD 5.8 BANNOCK 8.4 AMERICAN FALLS AF 3.8 BORAH 7.8 QUIGLEY 5.9 WAPI 3.8 DEWOFF 7.5 HAWLEY 5.1	213.9	FP TY		
				216.3	P		
C 135	7595			224.3	P		
146	8218			230.1	P		
125	7056			238.5	P		
104	6003			242.3	P		
146	8209			250.1	P		
103	5902			256.0	P		
146	8232			259.8	P		
104	5937			267.3	P		
108 231	6091 13189	DN	MINIDOKA RT 3.8 MAX 8.1 ADELAIDE 4.7 KIMAMA 6.7 SENER 7.8 OWINZA 11.2 DIETRICH 7.1	272.4	PY		
103	5863			276.2	P		
142	8224			284.3	P		
103	5915			289.0	P		
103	5872			295.7	P		
150	8310			303.5	P		
20	1100			314.7	P		
104-99 96-112	5720 5445 5280 6160			D	SHOSHONE X) 9.0 TUNUPA 6.7 GOODING GD 6.7 FULLER 6.3 BLISS 6.8 TICESKA 9.8 KING HILL 6.7	321.8	PY
146	8223					330.8	P
146 52	8183 2600					337.5	P
146	8133	344.2	P				
104	5845	350.5	PY				
C 104 86	5720 4969	357.3	P				
C 146	8392	367.1	P				
		D-R	GLENNS FERRY GF Two Main Tracks			373.8	PY
						(159.9)	

WESTWARD		THIRD SUBDIVISION		EASTWARD	
CAPACITY OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	Rule 6(B)
CARS	FEET	STATIONS			
		CENTRALIZED TRAFFIC CONTROL	D-R GLENNS FERRY GF 8.9 HAMMETT 10.6 REVERSE 8.3 MOUNTAIN HOME MZ 5.9 SEBREE 5.2 CLEFT 10.3 ORCHARD 11.7 OWYHEE 12.0 KUNA 9.9 DN-R NAMPA Q 4.2 MOSS 4.8 D CALDWELL CW 3.6 ENROSE 3.3 NOTUS 8.3 PARMA MA 7.6 NYSSA SY 10.3 D ONTARIO ON 3.8 PAYETTE AY 6.8 CRYSTAL 6.6 D WEISER SR 9.8 COBB 7.1 ROCK ISLAND 6.0 D-R HUNTINGTON HU (165.0)	373.8	PY
C 146	8374			382.7	P
C 146	8370			393.3	P
140	7700			401.6	PY
140	7700			407.5	P
140	7700			412.7	P
159	8745			423.0	P
140	7700			434.7	P
140	7700			446.7	P
48	2640			456.6	FPTY
140	7700	460.8	P		
105	5775	465.6	P		
140	7700	469.2	P		
140	7700	472.5	P		
140	7700	480.8	P		
149	8195	488.4	PY		
144 144	7920 7920	498.7	PY		
133	7315	502.5	P		
140	7700	509.3	P		
140	7700	515.9	PY		
140	7700	525.7	P		
133	7315	532.8	P		
140	7700	538.8	PT		

WESTWARD		BOISE CUT-OFF		EASTWARD	
CAPACITY OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	Rule 6(B)
CARS	FEET	STATIONS			
159	8745	ORCHARD 24.9		B 423.5	P
60	3300	BOISE YL 2.3 BOISE JCT. 6.6		B 448.4 B 450.7	PY P
101	5555	D	MERIDIAN MD 10.5	B 457.3	P
		DN-R	NAMPA YL Q (44.3)	B 467.8	FPTY

CLEARANCE AND REGISTER REQUIREMENTS

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

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

SPEED RESTRICTIONS—SECOND SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	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 Glenns Ferry.	79	60	Shoshone Over public crossings M.P. 321.5 and 321.8.	35	35	360.2 and 360.8.	55	45
Pocatello Within platform limits of passenger depot.	20	20	Through No. 20 equilateral at end of two main tracks, M.P. 323.1.	60	60	360.8 and 365.9.	65	50
On Eastward and Westward running tracks.	10	10	On enginehouse lead and tracks.	5		King Hill 367.5 and 368.3.	70	55
Westward trains on No. 2 track over switches Pocatello Jct.	15	15	232.3 and 323.9.	70	55	369.1 and 371.1.	60	45
Between Mile Posts—218.8 and 220.0 (No. 1 Track).	65	50	325.0 and 326.6.	70	60	371.1 and 373.2.	45	30
218.8 and 220.0 (No. 2 Track).	45	45	Gooding Over public crossings M.P. 337.5 and M.P. 338.0.	45	45	Glenns Ferry Over Commercial Street crossing M.P. 374.1.	45	45
Bannock 237.9 and 241.3.	65	55	Between Mile Posts—340.7 and 341.2.	60	50			
			342.3 and 343.4.	60	50			

THIRD SUBDIVISION

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

ADDITIONAL STATIONS

Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Second Subdivision				
Don.....	219.6	38 PX	2090	Both
Schiller.....	226.5	63 P	3465	Both
		50 P	2828	Both
Third Subdivision				
Simco.....	419.1	9 P	495	West
Mangum.....	476.3	21 P	1155	Both
Apple Valley.....	485.9	22 P	1210	Both
Arcadia.....	491.7	10 P	600	West
Washoe Spur.....	500.9	27 P	1485	West
Wood.....	506.2	9 P	495	Both
Feltham.....	512.7	20 P	1100	Both
Wix.....	514.3	12 P	660	Both
Boise Cutoff				
Hillcrest.....	B-445.1	12 P	660	Both
Perkins.....	B-451.4	26 P	1430	Both
Beatty.....	B-454.6	25 P	1375	Both
Sonna.....	B-460.7	19 P	1045	Both

FOURTH SUBDIVISION

WESTWARD		EASTWARD	
CAPACITY OF SIDINGS		SECOND CLASS	Time-Table No. 47 July 1, 1973
CARS	FEET	277 Daily	STATIONS
		1.30 PM	POCATELLO JCT. YL
		1.36	MONTANA JCT. YL
107	5885	1.36	TYHEE
129	7095	1.44	FORT HALL
62	3410	1.51	GIBSON
67	3685	2.01	DN BLACKFOOT YL BF
63	3465	2.10	WAPELLO
106	5830	2.18	D FIRTH FR
90	4950	2.28	DN SHELLEY SY
62	3410	2.34	COTTON
		3.00	DN-R IDAHO FALLS YL AK
45	2475	3.20	PAYNE
47	2585	3.28	BASSETT
47	2585	3.37	ROBERTS
45	2475	4.04	HAMER
44	2420	4.14	CAMAS
92	5060	4.50	DUBOIS
50	2750	5.20	SPENCER
129	7095	5.46	HUMPHREY
53	2915	6.05	MONIDA
44	2420	6.22	SNOWLINE
91	4996	6.50 7.30	DN-R LIMA YL RD
41	2255	7.50	DELL
42	2310	8.05	KIDD
134	7370	8.25	RED ROCK
138	7590	9.00	BARRETT'S
129	7095	9.25	DN DILLON YL DN
39	2145	10.16	APEX
41	2255	10.40	NAVY
53	2915	11.10	MELROSE
20	1100		MAIDEN ROCK
34	1870	11.45 PM	DIVIDE
16	880	12.15 AM	FELY
		A 1.00 AM	DN-R SILVER BOW YL SB
		A 5.00 AM	DN BUTTE YL BY
			(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 P	1650	Both
Dalys.....	316.4	12 P	660	Both
Ford.....	322.2	23 P	1265	Both

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

CLEARANCE REQUIREMENTS

All trains must receive clearance at:
Idaho Falls
Lima
Westward trains must receive clearance at Pocatello and need not receive clearance at Pocatello Jct. or Montana Jct.

Note 2 to Rule 99 is in effect between Pocatello Jct. and Idaho Falls and between Spencer and Humphrey.
Time shown at Butte is for information only. Between Silver Bow and Butte, trains are governed by operating rules, time-table and special instructions of Burlington Northern, Inc.

SPEED RESTRICTIONS—FOURTH SUBDIVISION

Location	Miles Per Hour	Location	Miles Per Hour	Location	Miles Per Hour
Maximum speed. Between Pocatello Jct. and Idaho Falls.	50	Between Mile Posts—Roberts 205.4 and 206.1.	45	Between Mile Posts—Lima Over Center Street east of depot, M.P. 279.8.	15
Between Idaho Falls and Silver Bow.	49	208.4 and 210.2.	45	Westward, within yard limits.	15
Between Mile Posts—Pocatello Jct. 135.1 and 136.7.	25	213.7 and 214.0.	45	Red Rock 309.2 and 310.2.	30
Tyhee 142.3 and 142.5.	45	Hamer 218.4 and 218.5.	45	315.9 and 318.7.	30
143.3 and 143.5.	45	Dubois 235.6 and 236.7.	35	Dillon 328.6 and 329.2.	25
Blackfoot Over public crossings M.P. 157.3 and 158.8.	20	237.8 and 238.0.	45	336.4 and 341.4.	45
Firth Over public crossing M.P. 169.5.	35	239.1 and 239.3.	45	Apex 342.7 and 346.3.	25
Shelley Over public crossings M.P. 175.0 and M.P. 176.0.	30	244.4 and 246.7.	35	347.9 and 348.2.	40
Between Mile Posts—182.6 and 183.5.	25	Spencer 247.9 and 250.9.	45	Navy 351.0 and 354.4.	30
Idaho Falls Over public crossings M.P. 182.5 and M.P. 186.7.	25	251.0 and 251.4.	35	357.2 and 357.7.	45
185.5 and 185.9.	10	252.7 and 254.7.	25	Melrose 361.7 and 368.2.	20
187.4 and 188.6.	35	254.9 and 257.5.	20	Divide 373.5 and 381.1.	30
190.7 and 191.0.	40	Humphrey 258.3 and 259.2.	30	382.3 and 383.7.	25
		262.9 and 267.6.	30	384.3 and 388.1.	30
		269.7 and 269.9.	35	389.8 and 390.1.	20
		271.0 and 271.8.	35	Snowline 277.4 and 278.9.	30
		Silver Bow			

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

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

ADDITIONAL STATIONS—FIRST SUBDIVISION

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

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

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

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

ADDITIONAL STATIONS—SECOND SUBDIVISION

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

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

CLEARANCE AND REGISTER REQUIREMENTS

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

OREGON DIVISION
SPEED RESTRICTIONS—FIRST SUBDIVISION

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
Maximum Speed.	79	60	Between Mile Posts—316.0 and 319.5.	35	25
La Grande Over public crossings within city limits, M.P. 289.9 and M.P. 291.4.	20	20	321.3 and 321.6.	70	55
Union Jct. Between Mile Posts—302.6 and 303.2.	65	55	Baker over Public Crossings 341.1 and 342.4.	15	15
303.2 and 304.0.	40	30	343.6 and 345.1.	45	35
304.0 and 307.1.	35	25	346.9 and 347.1.	70	55
307.1 and 307.7.	40	30	Quartz 348.3 and 349.6.	30	25
308.7 and 311.9.	40	30	351.1 and 353.9.	40	25
311.9 and 314.3.	55	40	354.1 and 354.5.	60	35
315.4 and 316.0.	40	30	Pleasant Valley On descending grade between M.P. 355.9 and 365.0, unless otherwise restricted.	50	25
			355.9 and 360.5.	30	30
			Oxman 362.1 and 363.6.	45	25

OREGON DIVISION
SECOND SUBDIVISION

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

WESTWARD ↙ CUMBERLAND BRANCH ↗ EASTWARD

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

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

SPEED RESTRICTIONS—CUMBERLAND BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Posts—0.0 and 0.4.	15
4.8 and 5.3.	15

WESTWARD ↙ CONDA BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
129	7095	DN	SODA SPRINGS YL SD	0.0	PY
68	3740		MONSANTO YL (Spur)	1.8	
15	825		EPCO YL	5.9	
16	880		CONDA YL	7.0	Y
				(7.0)	

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

SPEED RESTRICTIONS—CONDA BRANCH

LOCATION	MPH
Maximum speed.	25
Between Mile Posts—1.3 and end of track, Conda.	10

EPCO INDUSTRY SPUR
Movements on EpcO Industry Spur must be authorized by train order.
The following speed restrictions apply:

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

WESTWARD ↙ GRACE BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
129	7095		ALEXANDER YL	0.0	P
14	770		GRACE YL	6.0	
				(6.0)	

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

SPEED RESTRICTIONS—GRACE BRANCH

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

WESTWARD ↙ NORTH SIDE BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
167	9185	DN-R	RUPERT YL MS	0.0	FPY
48	2640		MYERS YL	4.4	
47	2585		PAUL YL	5.9	
48	2640		BUDGE	7.9	
31	1705		SCHODDE	15.9	
17	935		McHENRY	19.8	
46	2530		HAZELTON	24.0	
18	990		BLACK	26.9	
19	1045		EDEN	28.1	
24	1320		PERRINE	34.8	
54	2970		SUGAR LOAF	38.3	
46	2530		FALLS CITY	40.6	
10	550		BARRYMORE	42.6	
21	1155		JEROME YL JO	47.9	Y
9	495		WENDELL	56.7	
46	2530	D	KING	58.1	
46	2530		BLISS YL	73.6	PY
15	825				
104	5845				
				(73.6)	

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

ADDITIONAL STATIONS—NORTH SIDE BRANCH

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

SPEED RESTRICTIONS—NORTH SIDE BRANCH

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

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

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

WESTWARD ↙ TWIN FALLS BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		SECOND CLASS 475 Local Freight Daily Except Sunday	Time-Table No. 47 July 1, 1973		Mile Post	SECOND CLASS 476 Local Freight Daily Except Monday	Rule 6(B)
Cars	Feet		STATIONS				
108 231	5940 12705	3.00AM	DN-R MINIDOKA YL RT	0.0	A 3.30AM	PY	
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	MURTAUGH	41.4	1.45	P	
45	2475	4.55	BICKEL	45.1	1.35	P	
20	1100		BILLS	49.0			
35	1925	5.10	HANSEN	49.7	1.25	P	
51	2805	5.23	KIMBERLY	53.3	1.15	P	
26	1430		McMILLAN YL	56.4		P	
		A 6.00AM	DN-R TWIN FALLS YL NA	58.9	1.00AM	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

ADDITIONAL STATION—OAKLEY BRANCH

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

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

WESTWARD ↙ WELLS BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
26	1430	DN-R	TWIN FALLS YL NA	0.0	FPY
22	1210		BERGER	10.9	
8	440		HOLLISTER	19.4	
18	990		AMSTERDAM (Spur)	23.2	
32	1760		ROGERSON	28.8	Y
29	1595		METEOR	38.7	
29	1595		IDAVADA	50.1	
29	1595		DELAPLAIN	56.1	
28	1540		CONTACT	68.8	
28	1540		HENRY	75.1	
41	2255		SHORES	86.7	
38	2090		WILKINS	93.6	Y
38	2090		SUMMER CAMP	102.5	Y
30	1650		MELANDCO	108.9	
			TOWN CREEK	116.1	
			WELLS YL	123.4	Y
				(123.4)	

SPEED RESTRICTIONS—WELLS BRANCH

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

WESTWARD ↙ OAKLEY BRANCH ↗ EASTWARD

LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
50 54	2750 2970	DN-R	BURLEY YL BU	0.0	PY
24	1320		BEETVILLE	4.3	
20	1100		PELLA	5.2	
56	3080		NORTH KENYON	8.3	
8	440		KENYON	9.6	
9	495		CHURCHILL	13.5	
20	1100		TROUT	16.3	
7	385		MARION	17.8	
21	1155		WARR	19.4	
17	935		OAKLEY	21.8	
				(21.8)	

ADDITIONAL STATION—OAKLEY BRANCH

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

WESTWARD		RAFT RIVER BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
50 54	2750 2970	DN-R	BURLEY YL BU	0.0	PY
29	1595		UNITY	3.1	
24	1320		ELCOCK	4.0	
13	715		EVANS (Spur)	4.7	
19	1045		SPRINGDALE	6.0	
21	1155		HATCH	7.5	
14	770		DECLO	9.1	
			(9.1)		

SPEED RESTRICTIONS—RAFT RIVER BRANCH	
LOCATION	MPH
Maximum speed.	25
Burley, within city limits.	20
Burley, over street crossings.	12
Burley, Salt Lake yard tracks.	5

WESTWARD		HILL CITY BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
33	1815		RICHFIELD	0.0	Y
10	550		BURMAH	9.4	
6	330		RANDS	36.8	
15	825		SELBY	39.7	
36	1980	D	FAIRFIELD FD	43.8	
27	1485		CORRAL	51.7	
43	2365		HILL CITY	57.8	Y
			(57.8)		

SPEED RESTRICTIONS—HILL CITY BRANCH	
LOCATION	MPH
Maximum speed.	25
Over trestles 21.6 and 23.40 with snow plows.	15

WESTWARD		ABERDEEN BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
			ABERDEEN JCT. YL	0.0	
27	1485		ROCKFORD	4.3	
16	880		LIBERTY	5.9	
27	1485		PINGREE	10.2	
26	1430		SPRINGFIELD	16.5	
15	825		STERLING	19.7	
7	385		FINGAL	26.0	
32	1760	D	ABERDEEN YL BN	28.2	Y
			(28.2)		

SPEED RESTRICTION—ABERDEEN BRANCH	
LOCATION	MPH
Maximum speed.	25

WESTWARD		KETCHUM BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
104-99 96-112	5720 5280	5445 6160	D-R	SHOSHONE YL X	0.0 PY
33	1815			RICHFIELD	15.3 Y
25	1375			PAGARI	21.7
50	2750			PICABO	37.3
5	275			HAY	41.8
26	1430			BELLEVUE	52.1
15	825			HAILEY	57.2
19	1045			BARITE	60.0
26	1430			KETCHUM	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. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
129	7095		FORT HALL	0.0	P
30	1650		M.P. 9.1	9.1	
329	18095		GAY	20.8	Y
			(20.8)		

SPEED RESTRICTIONS—GAY BRANCH	
LOCATION	MPH
Maximum speed.	25
Between M.P. 3.0 and Gay.	15

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

WESTWARD		EAST BELT BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
16	880		ORVIN YL	0.0	PY
19	1045		LINCOLN YL	2.3	
			LINCOLN JCT. YL	3.1	
39	2145		IONA	5.7	
18	990	D	RIRIE RK	16.4	
9	495		BYRNE	21.4	
9	495		JENSON	25.6	
20	1100		WALKER	28.2	
34	1870		PARKINSON	32.4	
9	495		MOODY	34.3	
10	550	D	NEWDALE NE	38.1	
			BELT	44.4	P
			(44.4)		

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

ADDITIONAL STATIONS—EAST BELT BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Ken.....	0.4	5	275	West
Mikami.....	14.0	6	330	East
Gale Spur.....	27.5	9	495	East
Hilltop.....	27.7	12	670	East

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

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

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

Westward 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. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
51	2805		UCON	0.0	P
19	1045		LEWISVILLE	8.8	
33	1815	D	MENAN MN	10.5	
44	2420		PLANO	25.0	
15	825		EDMONDS	26.7	
9	495		EGIN	29.3	
27	1485		HEMAN	31.6	
16	880		PARKER	33.5	
95	5225	D	ST. ANTHONY YL SH	38.7	PY
			(38.7)		

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

SPEED RESTRICTIONS—WEST BELT BRANCH	
LOCATION	MPH
Maximum speed.	25
Trains handling any loaded car in train exceeding gross weight 240,000 pounds.	15
Between Mile Posts—2.7 and 3.0.	20
8.5 and 8.7.	20
12.8 and 12.9.	10 Truss Bridge
Between M.P. 35.2 and St. Anthony.	20
36.0 and 36.1.	10 Truss Bridge
Highway Crossing M.P. 37.44.	5

WESTWARD		MACKAY BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
67	3685	DN-R	BLACKFOOT YL BF	0.0	PY
85	4675		COLLINS YL	2.1	
6	330		CLARKSON YL	4.3	
26	1430		MORELAND	5.7	
			ABERDEEN JCT. YL	7.1	
28	1540		TABER	20.1	
30	1650		SCOVILLE	39.7	Y
32	1760	D	ARCO RO	59.1	Y
18	990		MOORE	66.7	
9	495		DARLINGTON	72.6	
4	220		LESLIE	77.3	
58	3190		MACKAY	85.3	Y
			(85.3)		

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

WESTWARD		GOSHEN BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
106	5830	D	FIRTH 5.2	FR	0.0	P
16	880		GOSHEN 5.8		5.2	
19	1045		GERRARD 1.8		11.0	
9	495		INDIAN 2.8		12.8	
12	660		HACKMAN 2.5		15.6	
26	1430		AMMON 3.9		18.1	
			LINCOLN JCT. (22.0)		22.0	

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

SPEED RESTRICTIONS—GOSHEN BRANCH	
LOCATION	MPH
Maximum speed.	25
Between Mile Posts— 4.4 and 4.6.	15

WESTWARD		TETON VALLEY BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
39	2145	D-R	ASHTON YL 6.0	HN	0.0	PY
28	1540		GRAINVILLE 2.6		6.0	
19	1045		DRUMMOND 4.2		8.6	
10	550		FRANCE 3.0		12.8	
28	1540		LAMONT 10.5		15.8	
18	990		FELT 4.0		26.3	
19	1045		TETONIA 6.9		30.3	Y
26	1430		DRIGGS 8.4		37.2	
16	880	D	VICTOR 45.6	VR	45.6	Y

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

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

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

WESTWARD		YELLOWSTONE BRANCH		EASTWARD			
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)		
CARS	FEET	STATIONS					
15	825	6.10	IDAHO FALLS YL 3.0	AK	0.0	4.40 PM	FP TY
51	2805	6.23	ORVIN YL 4.6		3.0	4.25	P
46	2530	6.42	UCON 6.2	RG	7.6	4.15	P
31	1705	6.50	RIGBY 4.3		13.8	4.00	P
21	1155	6.57	LORENZO 2.6		18.1	3.45	P
57	3135	7.10	THORNTON 5.3		20.7	3.35	
44	2420	7.20	REXBURG 3.8	RX	26.0	3.20	P
31	1705		SUGAR CITY 1.1	SC	29.8	3.10	P
95	5225	7.35	HART 5.9		30.9		PY
			ST. ANTHONY YL 1.5	SH	36.8	2.55	PY
			BELT YL 4.5		38.3		P
37	2035	7.50	CHESTER 8.2		42.8	2.40	P
39	2145	8.10 AM	ASHTON YL 7.2	HN	51.0	2.20 PM	PY
24	1320		WARM RIVER 8.7		58.2		
19	1045		GERRIT 5.6		66.9		
24	1320		PINEVIEW 3.2		72.5		
19	1045		ECCLES 4.9		75.7		
13	715		ISLAND PARK 4.8		80.6		
22	1210		TRUDE 5.3		85.4		
21	1155		BIG SPRINGS 9.9		90.7		Y
19	1045		REAS PASS 9.9		97.2		
24	1320		WEST YELLOWSTONE (107.1)		107.1		Y

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.	25		
Between Gerrit and Big Springs.	35		
Between Big Springs and West Yellowstone.	25		
Rexburg, Sugar City and St. Anthony, over streets and alleys.	20		
St. Anthony, over highway crossing just west of depot.	8		
Between Mile Posts—	MPH	Between Mile Posts—	MPH
1.0 and 1.7 with cars of 315,000 pounds gross weight.	10	72.9 and 73.2.	25
		74.0 and 74.2.	25
55.4 and 55.7.	15	85.2 and 85.5.	25
59.6 and 62.8.	15	86.4 and 87.0.	15
62.8 and 63.0.	10	92.1 and 95.0.	15
63.0 and 65.9.	15	99.9 and 100.8.	15

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

SPEED RESTRICTION—BROGAN BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD		PAYETTE BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
133	7315	D-R	PAYETTE YL 3.9	AY	0.0	P
15	825		EFFIE 1.2		3.9	
23	1265	D	FRUITLAND 1.7	FU	5.1	
16	880		BUCKINGHAM 4.3		6.8	
26	1430		NEW PLYMOUTH 10.5		11.1	
9	495		LETHA 8.1		21.6	
82	4510	D-R	EMMETT YL (29.7)	MF	29.7	Y

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

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

WESTWARD		STODDARD BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
15	825	DN-R	NAMPA YL 4.4	Q	0.0	FPYT
38	2090		DEAL 4.5		4.4	
6	330		BOWMONT 2.7	(Spur)	8.9	
24	1320		MELMONT 3.0		11.6	
46	2530		MELBA 2.5		14.6	
			STODDARD 0.7		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. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
149	8195	D-R	NYSSA YL 8.1	SY	0.0	
34	1870		OVERSTREET 2.5		8.1	
17	935		ADRIAN 6.3		10.6	
27	1485		NAPTON 7.5		16.9	
53	2915		HOMEDALE YL 8.7		24.4	
16	880		MARSING YL (33.1)		33.1	

SPEED RESTRICTION—HOMEDALE BRANCH

LOCATION	MPH
Maximum speed.	25

WESTWARD		WILDER BRANCH		EASTWARD		
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
140	7700	D-R	CALDWELL YL 2.5	CW	0.0	P
34	1870		SIMPLOT YL 1.2		2.5	
18	990		WEITZ YL 1.4		3.7	
22	1210		DOLES YL 1.9		5.1	
8	440		GREENLEAF 2.7	(Spur)	7.0	
11	605		ALLEDALE 1.8		9.7	
37	2035		WILDER (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. 47 July 1, 1973		MILE POST	RULE 6(B)	
CARS	FEET	STATIONS				
19	1045		BOISE JCT. YL 1.1		0.0	
			FAIR GROUNDS YL 2.1		1.1	
9	495		BOISE FREIGHT YL 3.1		3.2	
			VERNON YL 2.1	(Spur)	6.3	
			BARBER YL (8.4)		8.4	

SPEED RESTRICTIONS—BOISE BRANCH					
LOCATION	MPH	LOCATION	MPH	LOCATION	MPH
Between Boise Jct. and Boise Freight.	25				
Between Boise Freight and Barber.	15				

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

WESTWARD		IDAHO NORTHERN BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		C.G.	DN-R NAMPA YL	Q 0.0	FPYT
42	2310		2.4 FISCHER YL		P
12	660		6.9 MIDDLETON		
13	715		9.6 JENNESS		
82	4510	D-R	8.1 EMMETT YL	MF 27.0	Y
36	1980		4.8 PLAZA		
37	2035		9.3 MONTOUR		
27	1485	D	8.6 HORSESHOE BEND YL	HB 49.7	
27	1485		5.4 GARDENA		
30	1650		9.0 BANKS YL		
21	1155		11.3 BIG EDDY		
26	1430		7.6 SMITHS FERRY YL		Y
13	715		9.7 CABARTON		
27	1485		2.8 BELVIDERE		
27	1485	D	3.7 CASCADE YL	CD 99.2	Y
26	1430		11.8 ARLING		
28	1540		8.4 DONNELLY		
12	660		5.3 NORWOOD		
27	1485	D-R	8.1 McCALL	NE 132.8	Y
(132.8)					

CLEARANCE REQUIREMENTS
All trains must receive clearance at Emmett.

WESTWARD		OREGON EASTERN BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
144	7920	12.01 PM	D-R ONTARIO YL ON	0.0	A 3.45 PM PY
144	7920		3.7 CAIRO	3.7	3.33
12	660	12.10	3.2 LUSE	6.9	3.25
32	1760	12.18	8.6 VALE YL	15.5	3.04
115	6325	12.39	8.0 HOPE	23.5	2.44
39	2145	12.59	11.3 LITTLE VALLEY	34.8	2.14
44	2420	1.30	7.2 HARPER	42.0	1.55
45	2475	1.55	9.2 NAMORF	51.2	1.29
43	2365	2.18	11.0 JONESBORO	62.2	1.02
23	1265	2.45	11.4 JUNTURA	73.6	12.34 PM Y
45	2475	3.13	13.0 LONG	86.6	11.57 AM
43	2365	3.50	6.1 RIVERSIDE	92.7	11.40
42	2310	4.07	10.1 DUNNEAN	102.8	11.15
26	1430	4.32	7.4 VENATOR	110.2	10.55
25	1375	4.52	7.7 CIRCLE BAR	117.9	10.36
25	1375	5.11	8.7 CRANE	126.6	10.12
26	1430	5.35	16.9 REDESS	143.5	9.32
26	1430	6.15	13.3 BURNS YL	156.8	9.00 AM Y
20	1155	A 6.50 PM	(156.8)		

Additional Information Oregon Eastern Branch—See Page 19.

WESTWARD		NEW MEADOWS BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
140	7700	D-R	WEISER YL	SR 0.0	PY
140	7700		6.0 REBECCA		
30	1650		13.1 CONCRETE		6.0
41	2255		12.7 MIDVALE		19.1
20	1155		8.7 CAMBRIDGE		31.8
30	1650		16.1 MESA		40.5
22	1210		3.6 COUNCIL	CN 60.2	56.6
10	550	D	1.4 HOOVER		Y
50	2750		10.4 GLENDALE		
6	330		12.1 RUBICON		61.6
5	275		5.6 NEW MEADOWS		72.0
37	2035		(89.7)		84.1
38	2090				89.7

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

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

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

SPEED RESTRICTIONS—IDAHO NORTHERN BRANCH	
LOCATION	MPH
Maximum speed.	40
Between Mile Posts—0.0 and 1.0.	20
8.2 and 8.8.	25
11.2 and 11.4.	35
13.8 and 14.7.	25
15.6 and 18.4.	35
18.4 and 22.5.	15
Trains handling high cars between Jenness and Bramwell.	12
Emmett, over street crossings.	12
Between Mile Posts—31.2 and 31.5.	20
Between Plaza and M.P. 53, unless otherwise restricted.	25
Between Mile Posts—33.0 and 39.0.	15
45.7 and 46.9.	20
49.7 and 51.3.	20
53.0 and 81.2.	15
Between Smiths Ferry and Cabarton.	20
Between Mile Posts—92.6 and 99.6.	30
99.6 and 108.3.	20
111.4 and 111.6.	20
113.0 and 113.3.	20
122.1 and 122.4.	25
126.5 and 127.9.	30
128.2 and 128.5.	15
129.0 and 129.9.	30
131.3 and 132.6.	25
McCall, over street crossings.	10

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

WESTWARD		JOSEPH BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 47 July 1, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
31	1960	7.00 AM	D-R JOSEPH YL	J 83.8	A 1.50 PM Y
25	1655	7.30	5.8 ENTERPRISE	RS 78.0	1.25
29	1885	8.05	10.2 LOSTINE		12.50
39	2405	8.30	7.8 WALLOWA		12.25 PM Y
8	720	9.00	12.9 MINAM		11.55 AM
66	3940	9.35	7.6 KIMMELL		11.25
33	2080	9.50	5.7 LOOKING GLASS		11.05
24	1650	10.35	8.7 GULLING		10.35
28	1805	11.05	4.2 ELGIN YL	GN 20.9	10.20 Y
12	950	11.30	8.6 IMBLER		9.55
13	995	11.45 AM	3.9 ALICEL		9.40
		A 12.25 PM	8.4 LA GRANDE YL	RA 0.0	9.00 AM FPTY
(83.8)					

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

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

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

On Joseph Branch eastward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

ADDITIONAL STATION—OREGON EASTERN BRANCH				
Location	Mile Post	Car Capacity of tracks, etc., Rule 6(B)	Feet	Switch Connection
Claude.....	2.7	7	385	West

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

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

ADDITIONAL STATION—PILOT ROCK BRANCH

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

SPEED RESTRICTIONS—PILOT ROCK BRANCH

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

OPERATION UNDER STAFF SYSTEM

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

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

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

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

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

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
80.7 and 81.0, watch for rocks.		10
81.0 and 86.6, watch for rocks.		20
Long		
86.6 and 90.3, watch for rocks.		20
Dunnean		
103.5 and 106.5.		20
Bridge 106.14.		15
Circle Bar		
119.0 and 124.0, watch for rocks.		20
Crane		
140.0 and 145.0.		30

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.

N—night operator;
R—train register;
YL—yard limits.

T—turntable;
X—cross-over;
Y—wye.

Rule 6(A)
The following letters placed in column with station name in time-table indicate:
D—day operator;

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;

Rule 6(C)
Capacity of sidings in the column provided in the time-table in car lengths based on 55 feet per car. Then following letters placed before the capacity of sidings indicate:
C—center siding;
E—eastward siding;
W—westward siding.

Standard clocks are located as shown below:

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

Nampa Telegraph Office
Nampa Switchmen's Locker Room
Nampa Crew Dispatcher's Office
Nampa Enginemen's Register Room
..... at Roundhouse
Nampa East End Yard Office
Nyssa Telegraph Office
Ontario Telegraph Office
Pocatello Train Dispatcher's Office
Pocatello Train, Yard and Engine Crew
..... Dispatcher's Office

Pocatello Switchmen's Locker Room
..... New Yard
Pocatello Switchmen's Locker Room
..... Hump
Pocatello Switchmen's Locker Room
..... Sherman St.
Pocatello Roundhouse Foreman's Office
Pocatello Conductor's Register Room,
..... Passenger Station
Rupert Telegraph Office
Twin Falls Telegraph Office
Emmett Telegraph Office

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

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

SPECIAL RULES — ALL SUBDIVISIONS

Standard Time

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

Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (1), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

Markers

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

Clearances

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

Maintenance of Way Rules

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

Switches

104 (R). Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in CTC territory.
Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

Train Order Signals

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

Block Signal Rules

516 (R). Where Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes.
Rules cited above are revised accordingly.
When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

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.

Passengers on Freight Trains

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

Switching Cars

804 (R-1). Except in humping operations, cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

804 (R-2). Any movement into spur tracks, inside buildings and at end of spur which ends at building or abutment must first have hand brakes set on lead car or cars of movement and if necessary to couple to cars already on these tracks, hand brakes must be checked on these cars to know properly set before coupling into. Cars must not be permitted to roll free on such tracks. Hand brakes must be set on each end of cut of cars left inside buildings.

804 (R-3). When switching or handling cars containing explosives or other hazardous materials, instructions contained in Bureau of Explosives pamphlets 20-F and 20-G must be complied with.

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

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

Continuous Welded Rail Trains

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

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

When Loaded

Maximum speed:
On unrestricted track—40 MPH;
On restricted track—20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;
Through cross-overs or turnouts—10 MPH.
After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.
Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

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

When Empty

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

Position of Cars in Trains

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

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

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

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

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

FMLX 19000 Series, gross weight, loaded, 315,000 lbs.
Additional cars of similar capacity and high gross weight may

be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

When Loaded with Phosphorus:

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

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

When Loaded with Phosphorus or with Water Ballast:

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

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

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

809 (S-3). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

809 (S-4). Referring to Rule 809 (C). Amend to include Modular housing units. All such cars must be entrained ahead of banded loads.

Units Dead in Train

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

Helper Engines

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

Inspection of Trains

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

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

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

Hot Box Detectors

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

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

Scanner at	Read-out at
First Subdivision	
MP 20.2	Pocatello
MP 77.4	Pocatello
MP 106.5	Pocatello
MP 151.4	Pocatello
MP 174.2	Pocatello
Second Subdivision	
MP 233.5	Pocatello
MP 252.3	Pocatello
MP 290.9	Pocatello
MP 313.4	Pocatello
MP 339.9	Pocatello
MP 369.0 No. 1 Track	Pocatello
Third Subdivision	
MP 397.2	Pocatello
MP 418.0	Pocatello
MP 507.0	Pocatello

Riding on Engines

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

Rule 816 is modified accordingly.

EXCEPTION: No deadhead employes may occupy RCS units.

Unattended Locomotives

871 (R). Exception to Rule 871 is in effect at all points unless otherwise instructed.

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

Engine Service

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

In road freight service;

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

Air Brake Rules

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

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

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

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

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

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

1. Safety control feature must be cut-in in all cases.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.

3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve should be placed in emergency position which will automatically reduce the engine speed to idle.

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

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

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

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

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

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

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

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

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

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

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

Air Brake Rule 1044 is modified accordingly.

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

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

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

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

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

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

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

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

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

Mechanical Instructions

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

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

Proper report must be made to the next maintenance terminal.

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

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

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

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

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

Cars or Loads of Excess Dimension

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

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamount Tunnel between Ogden and Granger.
- 8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10J Do not detour via team tracks No. 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Deleted.

12L Deleted.

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

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

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

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

SPECIAL RULES—POCATELLO TERMINAL AREA

Use of Whistle and Bell and Crossing Protection

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

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

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

Inspection and Repair Protection

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

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

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

Movements In Yard

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

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

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

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

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

Eastward Begin CTC is located at Stop Signal 211.14.

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

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

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

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

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

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

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

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

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

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

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

93 (T-1). Trains arriving and leaving Pocatello on drill track No. 2 must see that 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.

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

Switches

- 104 (S-1). Switches will be set normally:
- Pocatello —Switches to conditioning tracks west end PFE Ice House No. 2 —for Ice House No. 2;
 - Switch from drill track to Old Tie Plant track —for drill track;
 - Switch from Old Montana main track to freight house —for Old Montana main track;
 - Switch to 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 (S-2). Fourth Subdivision trains leaving Pocatello via Old Montana main track will use Montana Storage track No. 2 between switches connecting this track to Old Montana main. Normal position of switches is for this route.

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

Retarder Yard—Pocatello

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

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

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

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

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

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

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

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

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

- soda ash
- transformers
- modular housing units

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

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

Restricted Cars

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

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

Handling Cars with Air Brakes

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

Use of Hand Brakes

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

Location	Requirements
PFE Shop Yard tracks	—Not less than 6 hand brakes on west end.
Tie Plant Yard tracks	
PFE Ice House tracks	—When trains are left on Ice House tracks the incoming conductor must contact yardmaster as to whether or not power will be detached from train. Not less than 6 hand brakes on west end to be applied by incoming train crew if advised that power will be detached.

UP Car Cleaning Yard tracks	—Not less than 6 hand brakes on west end.
Drill tracks and main tracks west of Gould Street	
Departure Yard tracks	—Not less than 2 hand brakes on east and west ends.
Receiving Yard tracks	—Not less than 2 hand brakes on west end of trains or cuts of cars. Train and yard crews are responsible for applying hand brakes on cars handled by them.

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

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

Track Restrictions

899 (R). Engines must not be operated through cross-over between paint shop and coach shop at Pocatello. 6900 class units must not use Enginehouse Track 9.

**SPECIAL RULES — FIRST SUBDIVISION
Cumberland, Conda and Grace Branches**

Engine Whistle Signals

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

Switch Lights

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

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

Switches

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

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

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

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

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

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

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

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

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

CTC Stop Signals

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

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

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

Switching Operations

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

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

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

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

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

Long Cars

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

Handling Cars with Air Brakes

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

On Central Farmers Industry Spur at Georgetown;
Between Soda Springs and Monsanto plant;
Between Epcó and end of track El Paso Industrial Spur.

Use of Hand Brakes

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

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

Derricks, Snow Plows, etc.

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

Track Restrictions

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

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

899 (S-2). High Line track behind depot Kemmerer restricted to one GP-7 or GP-9 class unit per movement.

Close Clearances

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

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

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. 95.91.....	Bridge.....	Side.
M.P. 96.97.....	Bridge.....	Side.
M.P. 98.66.....	Bridge.....	Side.
M.P. 101.08.....	Bridge.....	Side.
M.P. 106.32.....	Bridge.....	Side.
M.P. 107.29.....	Bridge.....	Side.
M.P. 119.86.....	Bridge.....	Side.
M.P. 126.40.....	Bridge.....	Side.
M.P. 129.92.....	Bridge.....	Side.
M.P. 131.44.....	Bridge.....	Side.
M.P. 133.65.....	Bridge.....	Side.
M.P. 136.97.....	Bridge.....	Side.
M.P. 138.64.....	Bridge.....	Side.
M.P. 139.96.....	Bridge.....	Side.
M.P. 178.61.....	Bridge.....	Side.
M.P. 184.83.....	Bridge.....	Side.
M.P. 186.58.....	Bridge.....	Side.
M.P. 198.65.....	Bridge.....	Side.
M.P. 202.34.....	Bridge.....	Side.
M.P. 203.02.....	Bridge.....	Side.
Cumberland Branch		
Elkol coal mine.....	Coal tipple.....	Side and top.
Grace Branch		
M.P. 5.33.....	Bridge.....	Side and top.
Conda Branch		
M.P. 7.41.....	Mine trestle.....	Side.

SPECIAL RULES — SECOND SUBDIVISION

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

Switch Lights

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

Public Crossings

103 (S-1). At Burley, city ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

103 (S-2). On Ketchum Branch, at MP 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing. If crossing is clear, train may then proceed sounding whistle frequently and ringing bell. In stormy weather or when other conditions require, a member of crew must be sent ahead to act as crossing watchman.

103 (S-3). Referring to Rule 103 (E). At Glens Ferry, when a train has stopped before passing over Commercial Street crossing, whistle must be sounded at yellow whistle post to activate crossing gates.

Switches

- 104 (V-1). Switches will be set normally:
- Don —F.M.C. switch to runaway spur —for runaway spur;
 - Minidoka —Switch at end of Twin Falls Branch main track —for siding;
 - Bliss —Switch at end of North Side Branch main track —for siding;
 - Buhl —Main track switch, east leg of wye —for wye;
 - Jerome —East end of team track —for team track.

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

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

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

Sidings and Side Tracks

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

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

- Acequia—siding.
- Ticeska—north siding.

Restricting Trains

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

Track Scales

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

Long Cars

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

- Don —J. R. Simplot Ampo-Phos trackage 20 degrees;
- Oakley—Team track 20 degrees;
- Mill track 21 degrees.

Handling Cars with Air Brakes

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

Use of Hand Brakes

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

Derricks, Snow Plows, etc.

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

Track Restrictions

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

- Don— Union Pacific crews must not move engine or cars east of FMC Plant main crossing on load tracks, or west of empty track switches on empty tracks.
 - Engines must not be operated over trackage serving J. R. Simplot 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 Cut-off

Switch Lights

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

Inspection of Track

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

Public Crossings

103 (T). At Emmett, 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;
 - switches west end —for movement in of yard and out of Ice House Track No. 1;
 - Nyssa —Homedale Branch switch —for siding;
 - Ontario —Oregon Eastern Branch switch —for siding.

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

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

At 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 turnout is in service at end of two main tracks, Reverse.

104 (W-3). At Nampa, cross-over between Ice House 2 and Ice House 1 tracks, west of dual control switches, may be left lined for cross-over movement. All trains and engines must approach these switches prepared to stop if switches are not properly lined for movement to be made.

Restricting Trains

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

CTC Rules

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

Switching Log Cars

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

Long Cars

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

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

Use of Hand Brakes

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

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

Derricks, Snow Plows, etc.

809 (X). Derricks, Diesel Cranes and Rotary Snow Plows must not be operated on Boise, Idaho Northern, Wilder, Homedale, Oregon Eastern, New Meadows and Stoddard Branches without authority of chief dispatcher. Derrick 903041 is restricted to 15 MPH on Boise, Idaho Northern, Wilder, Homedale and Oregon Eastern Branches.

Track Restrictions

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

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

Close Clearances

900 (T-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

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

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

Air Brake Rules

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

SPECIAL RULES — FOURTH SUBDIVISION

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

Switch Lights

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

Meeting of Trains

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

Public Crossings

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

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

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

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

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

Switches

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

Sidings and Side Tracks

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

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

Restricting Trains

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

Switching Wood Chip Cars

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

Long Cars

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

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

Handling Cars with Air Brakes

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

Use of Hand Brakes

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

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

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

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

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

Derricks, Snow Plows, etc.

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

Position of Cars in Train

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

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

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

Track Restrictions

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

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

Close Clearances

900 (U-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

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

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

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

Air Brake Rules

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

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

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

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

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

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

Use of Engine Whistle

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

Public Crossings

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

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

Switches

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

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

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

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

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

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

Main Track Derails

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

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

Approach Indications

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

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

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

Centralized Traffic Control System

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

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

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

Helper Engines

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

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

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

Hot Box Detectors

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

Location	Read Out
MP 194.9	Albina
MP 211.0	Albina
MP 243.7	Albina
MP 298.9	Albina
MP 336.1	Albina
MP 371.8	Albina

Track Restrictions

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

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

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

Location	Track	Engine Permitted
Pendleton	Harris Mill Log Track	DE-switch

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

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

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

	31-45 5000 HP GE U50	72B-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	130-349B 500-542B 1750 HP EMD GP9 EMD F9	400-448 2400 HP EMD SD24	470-499 2000 HP EMD GP20	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	1400-1409 2500 HP EMD SDP35	2810-2864 3000 HP U30C	3000-3242 3000 HP EMD SD40	3600-3637 3600 HP SD45	5000-5039 5000 HP U50C	6900-6946 6600 HP DD40X
FIRST SUBDIVISION														
Huntington to Durkee	4050	3980	1500	1720	2850	1750	1900	2000	2500	3455	3350	2820	2970	4040
Durkee to Encina	1910	1880	700	820	1320	850	900	950	1150	1690	1500	1270	1330	1825
Encina to North Powder	8000	8000	3100	3450	5650	3450	3800	4000	4800	6750	6450	5190	5485	7430
North Powder to Telocaset	4050	3980	1500	1720	2850	1750	1900	2000	2400	3685	3250	2820	2970	4040
Telocaset to La Grande	8400	8400	3300	3600	5950	3600	4000	4200	5050	8055	6800	6195	6550	8870
La Grande to Union Jct.	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
Union Jct. to Telocaset	2750	2750	1050	1100	1950	1200	1350	1400	1700	2495	2250	1900	1995	2720
Telocaset to Baker	5800	5800	2300	2500	4700	2500	2800	2950	3500	5805	4700	4460	4710	6385
Baker to Encina	2750	2750	1050	1100	1980	1200	1350	1450	1700	2495	2250	1900	1995	2720
Encina to Huntington	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
SECOND SUBDIVISION														
La Grande to Hilgard	4820	4820	1820	2080	3400	2100	2300	2400	2500	5085	3350	3900	4120	5585
Hilgard to Kamela	1910	1880	700	820	1320	850	900	950	1150	1690	1500	1270	1330	1825
Kamela to Hinkle	9600	9600	3650	4100	6800	4100	4600	4850	5800	6750	7750	5190	5485	7430
Hinkle to Duncan	3800	3800	1500	1640	2700	1670	1850	1950	2300	3685	3100	2820	2970	4040
Duncan to Kamela	2100	2050	800	900	1475	900	1000	1050	1300	1865	1700	1410	1475	2020
Kamela to La Grande	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL

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

