

HUNTINGTON SUBDIVISION (0810)

Mile Post	Rule 6.3	CP #'s	Radio Display: C. Nampa to E. La Grande- 2727(*08) -		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
456.8	CTC 2MT		NAMPA (0.3)	B	IY304	Yard
457.1		N457	IDAHO NORTHERN JCT.	T		
457.5		N458	(2.3)			
459.4		N459	W. NAMPA		IY305	
464.7		N465	(6.8)			
466.2	CTC	N466	CALDWELL (4.4)		IY313	
470.6		N470	NOTUS	!	IY320	8284
472.3		N472	(3.0)			
473.6		N474	CP N474 (5.3)			
478.9		N479	PARMA	!	IY328	8261
480.7		N481	(3.4)			
482.3		N482	CP N482 (5.6)			
487.9		N488	NYSSA	T	IY336	8717
489.7		N490	(8.5)			
496.4		N496	ONTARIO	!T	IY346	N8440
498.2		N498	(3.4)			S8435
499.8		N500	CP N500 (1.5)			
501.3		N501	CP N501 (2.0)			
503.3		N503	PAYETTE	!	IY350	8067
504.9	N505	(5.5)				
508.8	N509	CRYSTAL	!	IY357	8256	
510.5	N510	(5.5)				
514.3	N514	CP N514 (2.0)				
516.3	N516	WEISER	!T	IY363	N8247	
517.9	N518	(9.1)			S8064	
525.4	N525	COBB	!	IY373	7895	
527.0	N527	(6.5)				
531.9	N532	ROCK ISLAND	!	IY381	8235	
533.6	N534	(6.5)				
538.4	N538	HUNTINGTON	!	OX386	8331	
388.4	N388	(4.9)				
384.9	N385	LIME	!	OX391	6897	
383.5	N383	(6.9)				
378.0	N378	WEATHERBY	!	OX398	8449	
376.2	N376	(8.3)				
369.7	N370	DURKEE	!	OX407	9961	
367.7	N368	(3.9)				
365.8	CTC 2MT	N366	PRICHARD CREEK (5.6)		OX410	
360.2	CTC	N360	OXMAN (4.3)		OX414	
355.9	CTC 2MT	N356	PLEASANT VALLEY (3.0)		OX420	
352.9		N353	E. ENCINA (2.0)		OX424	
350.9	CTC	N351	W. ENCINA (2.9)			
348.0		N348	QUARTZ	!	OX428	12047
345.6		N346	(5.3)			
342.7		N343	BAKER	T	OX434	10458
340.5		N341	(4.4)			
338.3		N339	WING		OX438	5197
337.2	N337	(5.2)				
333.1	N333	HAINES	!	OX444	8636	
331.4	N332	(10.2)				

322.9	CTC	N323	NORTH POWDER	!	OX453	8653
321.2		N321	(7.7)			
315.2	CTC 2MT	N315	SAGO (3.3)		OX460	
311.9	CTC	N312	TELOCASET (2.2)	T	OX463	
309.7		N310	CROOKS	!	OX467	8436
308.0		N308	(6.6)			
303.1		N303	UNION JCT.	!	OX473	8547
301.3		N301	(7.8)			
295.3	CTC 2MT	N295	LONE TREE (4.6)		OX481	
290.7		N291	E. LA GRANDE	XB	OX485	

(179.6)

SI-01 MAIN TRACK AUTHORITY

CTC In Effect Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts		
456.8 and 290.7	PSGR	FRT
(Except as Below)	79	70
456.8 and 457.1 - Trk.1.....	35	35
456.4 and 457.4 - Trk.2.....	20	20
457.4 and 464.8 - Trk.2.....	50	50
465.0 and 466.0.....	60	60
498.7 and 498.8.....	60	60
515.8 and 516.4.....	60	60
523.1 and 523.5.....	70	60
523.5 and 523.9.....	75	60
523.9 and 524.4.....	70	60
524.4 and 524.9.....	75	60
524.9 and 526.4.....	60	50
526.4 and 528.1.....	55	50
529.4 and 535.5.....	70	60
535.5 and 536.9.....	60	45
536.9 and 388.5.....	40	30
388.5 and 372.7.....	30	25
371.1 and 370.7.....	70	60
366.6 and 366.2.....	65	60
364.6 and 355.9.....	30	20
355.9 and 348.4.....	35	30
355.9 and 350.9 - Trk.2.....	40	30
348.4 and 347.2.....	79	60
347.2 and 346.9.....	60	50
346.9 and 345.1.....	79	60
345.1 and 341.1.....	50	50
331.3.....	70+	70
321.6 and 319.5.....	70	60
319.5 and 316.0.....	30	25
316.0 and 315.4.....	40	30
315.4 and 311.9.....	50	40
311.9 and 307.4.....	35	30
307.4 and 304.0.....	30	25
304.0 and 303.2.....	35	30
303.2 and 302.6.....	70	55
291.2 and 290.7 E.....	20+	20+

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SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Lime, Weatherby - Psgr.....	30
Lime, Weatherby - Frt.....	25
Huntington, Crooks and Union Jct.	10
2. Dual Control Switch Turnouts	
CP N465; CP N366; CP N315; CP N295.....	40
CP N456 to Boise or west crossover, CP N457; E. Crystal.....	15
3. Misc. Speed Restrictions	
At Wix, when operating 6-axle units on industry or business tracks.....	5

SI-04 MAIN TRACK DESIGNATIONS	
Two Main Tracks: MP 456.8 to MP 464.7	
MP 365.8 to MP 360.2	
MP 355.9 to MP 350.9	
MP 315.2 to MP 311.9	
MP 295.3 to MP 285.7	

SI-05 MILEPOST EQUATIONS	
MP 538.8 = MP 389.8	

SI-06 DTC BLOCK LIMITS - None.	
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SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 478.1	% 344.2	
(#) 492.0	(#) 336.0	
(#) 507.4	% 318.3	
(#) 524.6	% 315.9	
% 380.6	% 307.5	
% 378.7	% 304.9	
% 375.0	(#) 298.9	
(#) 371.7		
% 357.0		

SI-08 RULES ITEMS	
Rule 31.8.2 - Exceptions:	
1. Helper Service Placement Rule 31.8.2 does not apply to trains operating under the remote control configuration on the Huntington Subdivision.	
2. Refer to Helper Placement Chart, Section 1 titled "Any Helpers", this will apply to all remote control manifest trains.	
3. Section 3 - Part reading 9-12 is changed to read 9-16.	
4. All manifest trains exceeding 7,200 tons must comply with Section 3 - (9-16 axles) train make-up restrictions.	

SI-09 FRA EXCEPTED TRACKS - None.	
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SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Wilder Jct. E.....	465.9	IW701
Apple Valley E.....	486.1	IY333
Ontario/Wyco	497.0	IO001
Wood W.....	506.4	IY353
Feltham	512.9	IY360
Wix W.....	514.2	IY362
Nelson	372.6	OX403
Harney	325.8	OX449

SI-11 INDUSTRIAL LEADS		
Homedale Industrial Lead: Nyssa to MP 11.4 (11.4 miles southward). Maximum Speed - 20 MPH. Stop sign displayed to protect crossing at MP 8.1. All trains on main track must stop before entering crossing. If adjacent track is occupied with cars, flagman must protect crossing from the ground for movements on the main track. Rule 6.32.4 With stop signs displayed, cars on adjacent track can be left within 50 ft. of road crossing		
Business Tracks	MP	Sta.#'s
Nyssa	0.0	IY336
Overstreet	8.1	IH808
Adrian	10.6	IH811

Idaho Northern Industrial Lead: Nampa to MP 7.0 northward. Maximum speed - 20 MPH. 15 MPH - MP 0.2 and MP 0.4. Radio display 2727.		
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Business Tracks	MP	Sta.#'s
Fisher	2.6	IN003
Nampa - CPN457 T.....	0.0	IY304

Stoddard Industrial Lead: Nampa to MP 1.75 Maximum Speed - 20 MPH.		
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SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum gross weight: 158 Tons.		
Maximum Trailing Tonnage for Heavy ascending grades between Huntington and La Grande.		
Eastward Trains:		
From / To	Maximum Tons	Type of Train
Union Jct. To Encina	7350 tons	All Trains Except Double Stack Trains* With Head-end Power Only
	12,200 tons	All Trains Except Double Stack Trains* With Rear-end Helper
	8400 tons	Double Stack Trains* With Head-end Power Only
	9600 tons	Double Stack Trains* With Rear-end Helper

Westward Trains:		
From / To	Maximum Tons	Type of Train
Durkee to E. La Grande	5100 tons	All Trains Except Double Stack Trains.* With Head-end Power Only
	8500 tons	All Trains Except Double Stack Trains.* With Rear-end Helper
	6800 tons	Double Stack Trains.* With Head-Power Only
	9200 tons	Double Stack Trains.*With Rear-end Helper

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***Note:** Double stack Trains containing from 15 to 26 double stack cars may also contain the following number of other cars and still be considered a double stack train for maximum trailing tonnage limitation:

1. A maximum of four TOFC/COFC flat cars; or
2. A maximum of two multi-platform intermodal cars; or,
3. A maximum of two TOFC/COFC flat cars and one multi-platform intermodal car.

When double stack trains contain other cars, these cars must not be entrained ahead of more than 5500 tons; and when entrained ahead of helper, these cars must be separated from helper by at least 2 loaded double stack cars. Provisions in Special Instructions Item 5-A for empty intermodal cars remain in effect.

With passenger trains, running test as prescribed in Air Brake Rule 30.7.2 must be made before descending grades at Encina and Telocaset.

At Encina and Telocaset, speed of all trains over crest of grade must be 5 MPH less than maximum authorized speed on descending grades.

On descending grades from Pleasant Valley to Durkee, the following items A, B, and C apply:

A. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

B. Retaining valves must be set:

1. On any freight train exceeding 80 tons per operative brake and 7200 trailing tons. (See Note 1).
2. On any freight train exceeding 80 tons per operative brake and 300 tons per dynamic brake axle (including helper). (See Note 1)

Note 1: Retaining valve requirement does not apply to double stack trains* not exceeding 115 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). Retaining valve requirement also does not apply to trains operating under the remote control locomotive configuration.

3. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives).
4. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:

1. Anytime train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 10, must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)
2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)

Note 2: Whenever necessary to apply hand brakes to hold train on grade; after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

On descending grades from Encina to Quartz and from Telocaset to Union Junction, the following items A, B and C apply:

A. Freight trains exceeding 85 tons per operative brake must not exceed 25 MPH.

B. Freight trains exceeding 75 tons per operative brake must be handled with a brake pipe reduction of not less than 6 pounds. The first reduction must be made before the entire train is on the descending grade.

C. Retaining valves must be set:

1. On any freight train exceeding 100 tons per operative brake and 500 tons per dynamic brake axle (including helper locomotives).
2. On any freight train being handled without pressure maintaining.

Do not exceed 65 MPH if freight train averages over 80 tons per operative brake. Do not exceed 60 MPH if freight train averages over 100 tons per operative brake. Do not exceed 50 MPH if freight train averages over 115 tons per operative brake.

Exception: Trains containing reefer cars (with R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed an average of 105 tons per operative brake.
- Does not exceed a total of 60 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

Respect all lower speeds, such as TCS train consist speed requirements.

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SI-13 TRAIN MAKE-UP RESTRICTIONS

HUNTINGTON to ENCINA

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	805		SD38-2	991
B30-7, B36-7	859		SD39	1039
B39-8, B40-8	1502		SD40, SD40-2, SD40T-2	1248
C30-7	1536		SD45	1241
C36-7	1856		SD45-2, SD45T-2	1305
C39-8	1970		SD50, SD50M	1802
C40-8	1996		SD60, SD60M	1931
C41-8	2058		SD70M	2051
C44-9	2285		SD70MAC	1833
C44AC, C60/44	2390		SD90/43	2319
C60AC	2973		SD90AC	2938
GP15, GP15-1	704			
GP30, GP35	826		Model	All AC Consist
GP38, GP 38-2, GP39-2	849		C44AC, C60/44	2944
GP40, GP40-2, GP40P-2	881		C60AC	2980
GP40X	872		SD70MAC	2465
GP50	1277		SD90/43	2909
GP60	1502		SD90AC	2944

ENCINA to TELOCASET

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1811		SD38-2	2261
B30-7, B36-7	1933		SD39	2387
B39-8, B40-8	3271		SD40, SD40-2, SD40T-2	2808
C30-7	3409		SD45	2794
C36-7	4075		SD45-2, SD45T-2	2938
C39-8	4312		SD50, SD50M	3961
C40-8	4367		SD60, SD60M	4232
C41-8	4507		SD70M	4488
C44-9	4979		SD70MAC	4035
C44AC, C60/44	5198		SD90/43	5046
C60AC	6414		SD90AC	6338
GP15, GP15-1	1603			
GP30, GP35	1859		Model	All AC Consist
GP38, GP 38-2, GP39-2	1912		C44AC, C60/44	6366
GP40, GP40-2, GP40P-2	1984		C60AC	6442
GP40X	1962		SD70MAC	5362
GP50	2798		SD90/43	6289
GP60	3271		SD90AC	6366

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LA GRANDE to ENCINA

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1210		SD38-2	1502
B30-7, B36-7	1291		SD39	1581
B39-8, B40-8	2213		SD40, SD40-2, SD40T-2	1876
C30-7	2289		SD45	1866
C36-7	2748		SD45-2, SD45T-2	1962
C39-8	2912		SD50, SD50M	2670
C40-8	2949		SD60, SD60M	2857
C41-8	3043		SD70M	3031
C44-9	3369		SD70MAC	2719
C44AC, C60/44	3520		SD90/43	3416
C60AC	4357		SD90AC	4305
GP15, GP15-1	1066			
GP30, GP35	1241		Model	All AC Consist
GP38, GP 38-2, GP39-2	1277		C44AC, C60/44	4318
GP40, GP40-2, GP40P-2	1325		C60AC	4371
GP40X	1310		SD70MAC	3629
GP50	1889		SD90/43	4266
GP60	2213		SD90AC	4318

SI-14 MISC. INSTRUCTIONS

On trains operating under the remote control locomotive configuration, operative dynamic brakes on a locomotive consist that is cut into the train must not exceed 32 axles.

Ontario: Automatic crossing warning devices at SE 5th Ave. (MP 498.8) and SE 6th Ave. (MP 498.7) require continuous signal operation for not less than 20 seconds or more than 40 seconds before entering. (Only tracks located between crossing gates.) Rule 6.32.2 applies.

Mountain and Pacific Time: Crews operating east of CP N291 operate on Mountain Time and crews operating west of CP N291 operate on Pacific Time.