

## NAMPA SUBDIVISION (0807)

Mile Post	Rule 6.3	CP #'s	Radio Display: Pocatello to Nampa-4242(*09)		Sta. #'s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
214.2 215.8 216.0	CTC 3MT	P214 P215 P216 P217	POCATELLO (1.8)	T	IY061	Yard
216.3 216.9			POCATELLO JCT. (6.4)	X	IY063	
222.7 224.4	CTC 2MT	P223 P225	MICHAUD (6.6)		IY071	C7354
229.3 231.0	CTC	P229 P231	BANNOCK (8.6)	!	IY077	8261
237.9 239.4		P238 P240	AMERICAN FALLS (3.8)		IY086	7108
241.7 243.0		P242 P243	BORAH (7.4)		IY090	6042
249.1 250.8		P249 P251	QUIGLEY (6.2)	!	IY097	8257
255.3 256.5		P255 P256	WAPI (4.1)		IY103	5969
259.4 261.2		P260 P261	DEWOFF (7.4)	!	IY107	8280
266.8 268.0		P267 P268	HAWLEY (4.5)		IY115	5990
271.3 274.0		P271 P274	MINIDOKA (4.8)	T!	IY120	13190
276.1 277.4		P276 P277	MAX (7.6)		IY123	5913
283.7 285.4		P284 P285	ADELAIDE (5.4)	!	IY132	8273
289.1 290.4		P289 P290	KIMAMA (5.8)		IY136	5961
294.9 296.2		P295 P296	SENER (7.3)		IY143	5973
302.2 303.9		P302 P304	OWINZA (12.5)		IY151	8354
314.7 320.4 323.1	CTC 2MT	P315 P320 P323	DIETRICH (8.4)		IY161	
				WHOLD SIG.		
			SHOSHONE (6.4)	B	IY169	
329.5 331.2	CTC	P329 P331	TUNUPA (6.7)	!	IY178	8260
336.2 337.9		P336 P338	GOODING (7.8)		IY185	8232
344.0 345.7		P344 P346	FULLER (5.3)	!	IY191	8283
349.3 350.6		P349 P350	BLISS (6.7)	T	IY198	5842
356.0	CTC 2MT	P356	TICESKA (16.9)		IY205	S6026
372.9 376.2		P373 P376	GLENNS FERRY (11.5)	B X	IY221	16958
384.4		P384	HAMMETT (7.2)		IY230	
391.6		P392 P393	REVERSE (7.9)	!	IY240	C8338
399.5 401.2 402.6	CTC	P400 P401 P403	MT. HOME (3.1)	!		
			CP P403 (4.8)	!	IY249	8233
407.4 409.1		P407 P409	SEBREE (5.4)	!	IY255	8250
412.8 414.5		P413 P415	CLEFT (8.8)	!	IY260	8241

421.6 423.5	CTC	P422 P424	ORCHARD (12.8)		IY270	9347
434.4 436.1		P434 P436	OWYHEE (11.2)		IY282	8214
445.6 447.3		P446 P447	KUNA (3.2)	!	IY294	8226
448.8	CTC 2MT	N449	FOX (6.1)		IY297	
454.9 456.4		N455 N456	E. NAMPA (1.9)	X	IY303	
456.8			NAMPA	BT	IY304	Yard

(242.6)

### SI-01 MAIN TRACK AUTHORITY

CTC Entire Subdivision.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>214.2 and 456.8</b>	<b>PSGR FRT</b>
<b>(Except as Below) .....</b>	<b>79 70</b>
214.2 and 216.8 Trk3.....	20 20
214.2 and 215.0.....	20 20
215.0 and 215.9.....	79 40
218.8 and 220.0.....	79 50
224.2 and 224.3 Trk2.....	40 40
237.9 and 241.3.....	65 55
314.7 and 316.7 Trk2.....	65 45
321.5 and 321.8.....	60+ 60+
321.8 and 323.3.....	79 60
321.8 and 323.3 Trk2.....	40 40
323.3 and 325.6.....	70 60
325.6 and 326.6.....	79 60
337.5 and 338.0.....	60+ 60+
340.7 and 343.4.....	55 50
356.0 and 360.2.....	79 60
360.2 and 360.9.....	55 45
364.9 and 365.4.....	79 60
365.4 and 366.0.....	65 60
367.5 and 367.9.....	70 60
367.9 and 369.1.....	79 60
369.1 and 369.7.....	55 45
369.7 and 373.4.....	40 30
373.4 and 374.1.....	60 60
374.1 and 376.5.....	79 60
376.5 and 377.6.....	55 50
377.6 and 379.4.....	75 60
379.4 and 384.8.....	79 60
384.8 and 390.6.....	55 50
447.3 and 447.9.....	79 60
447.9 and 448.4.....	70 60
448.4 and 450.4.....	79 60
450.4 and 450.8.....	70 60
454.7 and 456.1 Trk1.....	60 55
454.7 and 456.4 Trk2.....	50 40
456.0 and 456.8 Trk1.....	35 35
456.4 and 456.8 Trk2.....	20 20

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Glenns Ferry Siding.....	10
Michaud and Reverse Sidings.....	20
<b>2. Dual Control Switch Turnouts</b>	
CP P225 between main tracks; CP P315; CP P323; CP P356; CP P393 between main tracks; CP P449;.....	40
CP P214; CP P215 and CP P216 between No. 2 & No. 3 main tracks, Montana Jct. switch from MT 3 to Montana MT at CP P216, CP P392; CP P456 to Boise or west crossover; CP P373; CP P376 No.1 to No. 2 and to West Glenn's Ferry.....	15
<b>3. Misc. Speed Restrictions</b>	
Speed frater switches.....	15
West Main Track 3 to Main Track 1 at CP P217.....	20

**SI-04 MAIN TRACK DESIGNATIONS**  
**Three main tracks** CP P214 to CP P217.  
**Two main tracks** CP P217 to CP P225;  
 CP P315 to CP P323; CP P356 to CP P393;  
 CP N449 to Nampa.

**SI-05 MILEPOST EQUATIONS**  
 MP 429.56 = MP 429.38

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 233.5	(#) 353.5
(#) 252.3	(#) 379.8
(#) 268.9	(#) 397.3
(#) 290.9	(#) 417.9
(#) 313.4	(#) 431.7
(#) 333.7	(#) 443.1

**SI-08 RULES ITEMS**  
**Rule 31.5.1:** 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.

**SI-09 FRA EXCEPTED TRACKS**  
**Mt. Home Air Base Lead**

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #'S
Don .....	219.8	IY067
Schiller W.....	226.8	IY074
King Hill W #1.....	367.7	IY214
Simco W.....	419.4	IY266
LaFleuer W.....	438.9	IY286

**SI-11 INDUSTRIAL LEADS**  
**Orchard** MP B423.5 to MP B443.0.

**SI-12 TONNAGE RESTRICTIONS/TPOB**  
**Maximum gross weight:** 158 Tons.  
**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 refer 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.

**SI-13 TRAIN MAKE-UP RESTRICTIONS**  
 Glenns Ferry to Reverse via Trk #1 and  
 Glenns Ferry to Ticeska via Trk #2:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1252		SD38-2	1556
B30-7, B36-7	1337		SD39	1639
B39-8, B40-8	2289		SD40, SD40-2, SD40T-2	1942
C30-7	2369		SD45	1932
C36-7	2843		SD45-2, SD45T-2	2031
C39-8	3011		SD50, SD50M	2762
C40-8	3050		SD60, SD60M	2954
C41-8	3147		SD70M	3135
C44-9	3483		SD70MAC	2812
C44AC, C60/44	3639		SD90/43	3532
C60AC	4503		SD90AC	4450
GP15, GP15-1	1104			
GP30, GP35	1285		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1322		C44AC, C60/44	4464
GP40, GP40-2, GP40P-2	1371		C60AC	4518
GP40X	1357		SD70MAC	3752
GP50	1954		SD90/43	4410
GP60	2289		SD90AC	4464

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Glenns Ferry to Reverse via Trk #2:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	1132		SD38-2	1403
B30-7, B36-7	1208		SD39	1477
B39-8, B40-8	2076		SD40, SD40-2, SD40T-2	1754
C30-7	2144		SD45	1745
C36-7	2576		SD45-2, SD45T-2	1835
C39-8	2730		SD50, SD50M	2503
C40-8	2765		SD60, SD60M	2678
C41-8	2853		SD70M	2842
C44-9	3160		SD70MAC	2548
C44AC, C60/44	3302		SD90/43	3204
C60AC	4090		SD90AC	4041
GP15, GP15-1	996			
GP30, GP35	1161		<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	1194		C44AC, C60/44	4053
GP40, GP40-2, GP40P-2	1239		C60AC	4102
GP40X	1226		SD70MAC	3404
GP50	1771		SD90/43	4004
GP60	2076		SD90AC	4053

Glenns Ferry to Ticeska via Trk #1:

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		<b>Model</b>	<b>All AC Consist</b>
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 Mt. Home Air Base Lead:** State Hwy. 67 must be protected by crew member on ground before occupying.

**Rear-end helpers at Reverse:** All westward trains using rear end helper power must detach helpers at Reverse, unless dispatcher advises helpers are to be taken to Mt. Home.

**Eastern Idaho RR (EIRR):** Has trackage rights on main track from MP 211 to MP 296.

**Hand throw switches:** At MP 404.75 and 404.3. (Rule 10.2)

**Rear end helper power:** On any westward train must be detached at Reverse unless dispatcher advises helpers are to be taken to Mt. Home.