UNION PACIFIC RAILROAD COMPANY
Northwestern District

Idaho Division

Special Rules No. 16

Effective Monday, January 1, 1962

Superseding Special Rules No. 15

Employes whose duties are in any way affected thereby, must have a copy of these instructions with them while on duty.

D. F. WENGERT,
General Manager

C. B. LISHER,
Superintendent

NOTE: Changes in this issue are printed in type same as this.

Spec Rules 15 eff 15 Sept 1959
17 10 July 1966

Note.—Referring to note on page 17 of Operating Rules: The term "conductor" as used in Operating Rules, special rules and superintendent's bulletins and notices also applies to engine herders.

Signals

8 (R). Electric lanterns with yellow bulb may be used by switch tenders, herders and interlocking signalmen for giving signals.

Engine Whistle Signals

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

Communicating Signal

16 (R). Rule 16 (e) is cancelled. Rule 16 (l) is changed to read:
"One sound of communicating signal—
When standing—apply or release air brakes;
When running—brakes sticking; look back for hand signals; approaching meeting or waiting points (see Rule S-90)."

Markers

19 (R). Oscillating red rear end light on passenger trains must be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. It must also be displayed by day when train is moving under circumstances in which it may be overtaken by another train.

When rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19 (A), *19 (C)* and 19 (E).

When passenger trains are clear of main track at night and rear end protection is not required, red rear end light must be extinguished and auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of auxiliary marker as well as rear end light.

19 (S). Red reflectorized disc with hinged cover now being applied to cabooses and car body type units is for emergency use only and must be concealed except under following conditions:

On cabooses so equipped, when electric markers fail at night, and on units so equipped when rules require display of markers and marker lamps are not available, red reflectorized disc must be displayed to rear when train is on main track. When train is clear of main track, except in CTC territory, red reflectorized disc must be concealed.

When red reflectorized disc is displayed, red light prescribed by Rule 19 (E) need not be displayed.

These instructions apply only on lines operated by the Union Pacific.

Blue Flag Protection at P.F.E. Icing Platforms

26 (R). Second paragraph of Operating Rule 26 (C) is changed to read as follows:

Where mechanical blue flag protection is in service at PFE icing platforms, 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.

Clearances

96 (R). Trains are not required to receive clearance as provided by Operating Rule 96 at initial stations which are not train order offices.

Flag Protection

99 (R). First sentence of Rule 99 (F) is revised to read:
"99 (F). When an employe alone finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night on or near the track in both directions one-eighth mile (660 feet) from the point of obstruction."

There is no change in remainder of this rule.

99 (S). In CTC territory, when a work train has been authorized in accordance with Operating Rule 266, work train may occupy main track and move in either direction within designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in working authority.

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.

104 (S). For movement through a spring switch where engine does not precede the cars, switch must be operated by hand.

Train Order Signals

200 (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.

240 (R). Slide Warning Indicator

Rule	ASPECT
240-R	**SLIDE WARNING INDICATOR** (To apply to trains governed by fixed signal to which connected) ILLUMINATED

NAME OF INDICATION — SLIDE WARNING

When block signal indicates Stop (Rule 240-A) and illuminated "F" is displayed on slide warning indicator, train or engine may, after stopping, proceed at restricted speed to next signal without sending flagman ahead, but keeping close lookout for rocks or other obstructions, broken, bent or damaged rail.

Remote Control and Dual Control Switches

529 (R). Referring to Operating Rule 529:
When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

Dispatcher must block switch and signal levers, and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

General Regulations

702 (R). Operating Rule 702 (A) is changed to read as follows:

Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

713 (R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains, including streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and top half of vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals when passing depots. On freight trains this trainman must be on rear platform of caboose.

Fire Prevention

727 (R). Cabooses, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

Handling of Explosives or Other Dangerous Articles

802 (R). Trainmen, enginemen, yardmen, agents and other employees who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Placards on Cars

BE 589 (b). A car requiring car certificates and "Explosives," "Dangerous," "Dangerous-Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous-Empty Flammable Poison Gas," or "Caution-Residual Phosphorous" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.

BE 589 (b). (1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

BE 589 (c). (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (d). (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives in Yards, on Sidings or Sidetracks

BE 589 (e). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives, in Freight Trains or Mixed Trains

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (1) of this section.

Separating Cars Placarded "Explosives" From Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car; except as provided in paragraph (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material."
4. Engine.
5. *Any car placarded "Poison Gas" or "Flammable Poison Gas."*
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph).
8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. *Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.*
2. *Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.*
3. Any car placarded "Explosives."
4. *Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).*
5. *Any car placarded "Poison Gas" or "Flammable Poison Gas."*
6. Wooden under-frame car (except on narrow gauge railroads.)
7. *Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid constructions shall be considered as open-top cars. See sub-paragraph (8) of this paragraph.)*
8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. *Car containing lighted heaters, stoves, or lanterns, except when occupied by gas handlers or authorized personnel accompanying shipment.*
11. Car loaded with live animals or fowl, occupied by an attendant.

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable Poison Gas," or Containing Poison Liquids, Class A

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas," "Flammable Poison Gas" or containing poison liquids, class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas" or Both, and Cars Placarded "Flammable Poison Gas" When Accompanied By Cars Carrying Guards or Gas Handling Crews

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

Cars Containing Explosives, Poison Gas, or Flammable Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains, except as provided in paragraph (l) of this section.

BE 589 (m). (2) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Radioactive Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Switching Operations

802 (S). In switching operations, cabooses, trailers on flat cars, or open top 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.

Securing Cars

804 (R). Each passenger unit with control cab is provided with two chain wheel blocks for emergency use.

When necessary to set out a car or a unit from a passenger train between terminals, in addition to applying hand brakes as required by the rules, wheels must be blocked using these chain wheel blocks.

Position of Cars in Train

807 (R). Rule 807 is modified as follows:

Eliminate "Outfit Cars."

Care must be exercised to insure that outfit cars which are stenciled or tagged for handling only on rear of train, or which, under other provisions of Rule 807 must be handled on rear of train, are so handled.

807 (S). Operating Rule 807 (B) is cancelled.

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars.

When practicable, open top loads covered with tarpaulin must be entrained not less than five cars from engine.

Units Dead in Train

807 (U). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, Baldwin or Fairbanks-Morse 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 modified 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 type units dead in train.

Helper Engines

808 (R). Two diesel units may be used behind all steel cabooses as well as cabooses listed below, unless car or cars listed in Operating Rule 807 are in train:

2642 2698 3179

When helper engine consists of more than two diesel units, helper will be cut in ahead of caboose, and ahead of cars listed in Operating Rule 807.

Conductors will consider condition of authorized caboose in each instance and cut helper in where, in their judgment, there is any hazard indicated.

Continued on page 5.

808 (R). Continued.

Where helper engines are used at rear of train, trailer flat cars 65 ft. or more in length must be on rear of train and helper engine must be cut in ahead of such cars.

Inspection of Trains

811 (R). Referring to Operating Rule 811 (E). On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to dispatcher and be governed by his instructions.

811 (S). On freight trains when visibility is such that trains cannot be inspected while running, train must stop for inspection at least once in each 35 miles.

811 (T). When a car is set out account hot box, all fire in box must be extinguished. Dirt, gravel or snow must be placed on top of box at back end over top of dust guard retainer opening. If dry chemical fire extinguisher available, contents of one bag should be thrown into journal box and lid closed until fire extinguished, after which all packing must be removed from waste packed box and any remaining fire therein extinguished. Pad lubricator must be removed when practicable. Journal box lid must be left closed. Conductor must make thorough inspection of car body before and after attention is given to hot box to insure there is no further danger of fire.

Exhaust Gases

812 (R). When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha engines, such engines must be stopped, and to avoid possible delay in getting them stopped, they should be stopped by pressing "stop" button in electric lockers.

Passenger Service

834 (R). Train service employes and chair car attendants must have vestibule side and trap doors closed until passenger trains stop at stations and before starting from stations.

Passenger trainmen may open vestibule side and trap doors to get on and off moving equipment to handle switches and perform other duties except at passenger stations.

Engine Service

872 (R). Operating Rule 872 is amended to read as follows:

When an engine consisting of two or more units is to be moved in yards, around enginehouses, or between stations without cars, if unit at each end is equipped with control cab, engine must be operated from leading unit in direction of movement unless the movement is protected by a trainman.

874 (R). Operating Rule 874 (A) is cancelled.

876 (R).Operating Rule 876 is amended to read as follows:

"Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight service under the close supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive in yard service or in road passenger service, except in case of emergency."

883 (R). Diesel locomotives operated in multiple intermixed with F-7 (1400), F-9 (500), GP-7 or GP-9 units must be positioned with an F-7 or GP-7, operating as control unit. Short time ratings of control unit must not be exceeded.

888 (R). In moving over CTC, dual control, remote control or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.

Track Restrictions

899 (S). Union Pacific trailer flat cars series 53700-53899 and foreign line 85 foot flat cars must not be handled on curves in excess of 16 degrees except as follows:

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 miles per hour. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

Station Service

910 (R). Last sentence of Operating Rule 910 is changed to read as follows:

They must see that train bulletin boards are kept in a neat condition and bear such information regarding trains as required by instructions or by law.

Air Brakes

1001 (R). Engineer must know before moving an engine in engine house or from spot track 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.

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

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 miles per hour.

1005 (R). Standard pressures as shown in Air Brake Rule 1005 are modified as follows:

Brake Pipe Pressures:
Freight, mixed train and branch line passenger trains—
First Subdivision and branches.....80 pounds.
Second, Third, Fourth Subdivisions and branches .....90 pounds.

1024 (R). Air brake companies have modified brake pipe cut-off valve on 26-L type brake equipment. Both types of valves are in service.

With old type valve, when necessary to change from "freight" position to "cut-out" position, as must be done when making brake pipe leakage test, it is necessary to move through "passenger" position. This is also true when changing from "cut-out" position to "freight" position.

With the modified valve, change from "freight" position to "cut-out" position, or the reverse, is made without going through "passenger" position.

Engineers on locomotives equipped with 26-L type brake equipment must determine which type valve is on that particular unit, and be certain that brake pipe cut-off valve is in "freight" position before moving train, unless operating in passenger service.

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by calcium chloride solution by rail car.

1037 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1037, 1037-A, 1037-B and 1037-E.

"When applying brakes for making ordinary slow-downs or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

1039 (R). Air Brake Rule 1039 (F) is cancelled.

On EMD locomotives, if dynamic brake is inoperative on any unit of a multiple unit locomotive, except the unit from which the locomotive is being operated, dynamic jumper cable must be removed from head end of defective unit, and selector switch must be positioned to correspond with number of units with effective dynamic brake ahead of defective unit.

1066 (R). As required by Form 7170, Rules 1064, 1066, 1066 (C) and 1066 (F), when necessary to cut out brakes on passenger car equipment due to sticking brakes or defective brake rigging, cutout cock in brake cylinder pipe must be closed.

Cutout cock in brake pipe branch pipe to control valve must be used **only** in the event of defect causing undesired emergency application or any other defect in pipe or valve that is causing excessive loss of brake pipe pressure.

SPECIAL RULES — POCATELLO TERMINAL AREA

Engine Bell and Whistle Signals

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

Whistle signal 14 (l) will not be sounded for fire road crossing at Sherman Street, Pocatello, but 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.

Inspection and Repair Protection

26 (S). Mechanical blue flag protection is in service on icing platform tracks at Pocatello. Signals display blue or white indication. If no signal is displayed, it must be considered as though displaying blue indication. See Special Rule 26 (R), page 2.

Starting Passenger Trains—Pocatello

84 (R). At Pocatello, passenger train must not leave passenger depot without a signal from stationmaster or passenger director.

Movements in Yards

93 (R). At Pocatello, trains and road engines moving eastward on eastward running track must stop west of cross-over between eastward and westward running tracks just west of junction of these tracks near yard office, and must remain west of this cross-over unless proceed signal is received from switchtender or verbal instructions are received from yardmaster.

Westward trains must remain clear of yard lead at west end of departure yard until proceed signal from switchtender or verbal instructions from yardmaster are received and must receive proceed signal from switchtender at east end of receiving yard before passing switch leading from running track to receiving yard.

At west end of receiving yard short tracks near old Montana yard junction, westward trains and engines must receive proceed signal or verbal instructions from roundhouse switchtender before fouling the lead.

At Sherman Street, eastward and westward freight trains must receive proceed signal from Sherman Street switchtender before using crossovers or fouling lead tracks at that location.

Public 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 to make switching movements.

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

103 (S). At Pocatello, on old Montana main track, all trains and engines must approach Oak Street at not to exceed 5 M.P.H. and be prepared to stop if crossing is occupied.

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

Switches

104 (T). Switches will be set normally:

Pocatello —Switch to conditioning tracks west end PFE ice dock No. 2 —for ice dock No. 2;
—Switch from drill track to Old Tie Plant Track —for drill track.

104 (U). At Pocatello Junction, dual control switches leading to Montana Main track and West switch of PFE Ice Dock tracks and Junction switch to Montana Main track, and switch leading to Kraft Cheese Plant, are No. 10 turnouts.

104 (V). Westward *freight* trains arriving Pocatello on No. 1 Main track must stop at crossover located at Mile Post 213.3, leading from No. 1 Main track to Pocatello Yard unless proceed signal is received from switchtender at that location.

Movements at Stations

107 (R). At Pocatello, trains and engines must stop clear of switches entering Passenger Yard unless proceed signal is received from switchtender. An employe must walk just ahead of engine or leading car to protect all switching and train movements on Passenger Yard tracks in front of Passenger Depot.

Movement of Trains by Block Signals

251 (R). At Pocatello, between passenger station and "End of CTC" sign near M.P. 216.1, trains and engines will run with reference to other trains and engines in the same direction by block signals whose indications will supersede the superiority of trains. In making such movements, care must be exercised to avoid delay to first-class trains.

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. Eastward trains and engines using No. 1 track must stop clear of crossovers west of Sherman Street unless proceed signal is received from switchtender at that location.

Centralized Traffic Control System

266 (R). At Pocatello, switchtender must not permit a westward freight train to occupy Second Subdivision main track without permission from dispatcher.

266 (S). At Pocatello, CTC Clearance Form B or Form C need not be received by trains or engines entering CTC territory between M.P. 216.1 and M.P. 216.5 but movements must be governed by signal indications and instructions from dispatcher.

Riding Footboards of Engines

802 (T). A yardman or trainman need not ride on leading footboard, or platform of engine, as follows:

Pocatello—main track movement between east and west yard limit signs and on eastward and westward running tracks, retarder yard.

Retarder Yard—Pocatello

802 (U). 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 not exceeding 3 MPH.
Green	—Proceed not exceeding 6 MPH.
Flashing Red	—Back up.

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.

Use of Hand Brakes

804 (S). At Pocatello, PFE ice house and U.P. car cleaning yard tracks, PFE shop yard tracks, drill tracks, stock yard tracks and main tracks west of Gould Street are on descending grade westward. At least ten hand brakes must be set on cars left on PFE shop yard tracks. At least six hand brakes must be set on cars left on PFE ice house and U.P. car cleaning yard tracks, drill tracks and main tracks west of Gould Street.

Hand brakes must be applied on all rail trailer cars spotted for loading or unloading *on trailer ramp.*

Yard crews must apply sufficient hand brakes, but not less than two, on west end of all cuts left standing in departure yard.

Handling Cars With Air Brakes

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

Track Restrictions

899 (R). Following tracks must not be used by any class of power:

Location	Track
Pocatello.....	Over cross-over between paint shop and coach shop.

NOTE: Referring to Special Rule 899 (S) All Subdivisions. West end of Academy tracks and a number of tracks in shop area have curves in excess of 16 degrees.

Air Brake Rules

1043 (R). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made on all trains at Pocatello.

In making this air brake test on passenger trains, when consist of train is not changed, following procedure will be followed:

1. *Arriving engineer will, after stop has been made, immediately release the train brakes.*
2. *Upon receipt of proper signal, outgoing engineer, with brake valve in automatic brake operation, will make a 20-pound service brake pipe reduction and check brake pipe leakage.*
3. *Upon receipt of proper signal, automatic air brakes will be released.*
4. *If train is to be handled with electric brake, upon receipt of proper signal, train brakes will be applied electro-pneumatically with a 30-pound brake application.*
5. *Upon receipt of proper signal, electric brakes will be released.*

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.

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at:

Montpelier

96 (T). Referring to Operating Rule 96 (A):

A clearance received at Montpelier by a regular train will confer the same authority on First Subdivision as when received at its initial station.

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by Example (7) of train order Form E, only on the branches named:

Cumberland Grace Conda

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, all extra trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Grace Branch

99 (V). On following branches, when main track is impassable, or before obstructing or in any way rendering it impassable or unsafe for trains at normal speed, and there are not enough men to provide flag protection as prescribed by Maintenance of Way Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:

Cumberland
Conda *Elkol*
North Kemmerer lead. *Grace*

Switches

104 (T). Switches will be set normally:

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

North Kemmerer lead
—M.P. 4.60—Derail, in derailing position.
—M.P. 5.25—Derail, in derailing position.
—M.P. 6.10—Derail, in derailing position.

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

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

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

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

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

Movement in Yards

105 (R). At Kemmerer, when visibility on No. 2 siding (a yard track) is restricted by trains or cars occupying No. 1 siding, trains or engines, except light engines, moving in either direction on No. 2 siding, must be preceded by flagman on curve. A speed of 5 mph must not be exceeded when moving on curves on No. 2 siding or other yard tracks.

107 (S). At Montpelier, when an engine or passenger train is being serviced on main track, movement must not be made on adjacent track past such train or engine unless protected by an employe walking just ahead of engine or leading car.

At Montpelier, when a first-class train is due, authority must be obtained from train dispatcher before an eastward freight train may move by passenger station on either main track.

Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains or engines entering CTC territory from Cumberland, Conda or Grace Branches, Leefe Spur or from Central Farmers' Industry Spur at Georgetown, but will be governed by signal indications and instructions from train dispatcher.

EXCEPTION: When crew of train leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

267 (R). In CTC territory between Granger and Pocatello, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and operation of button for proper direction will, when conditions permit, cause signal to clear for the movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, train or engine may proceed, but must move at restricted speed to next Stop signal ("A" signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to superintendent and chief dispatcher at first stop or first open telegraph office.

Remote Control Switches

526 (R). Remote control switches are located as follows (See Operating Rules 526 to 528.):

Location	Controlled by
Granger, west switch.	Operator.

Riding Footboards of Engine

802 (T). A trainman need not ride on leading footboard or platform of engine, as follows:

Kemmerer—main track movements between cross-over opposite Snake lead and west yard limit sign;

Montpelier—main track movements.

Switching on El Paso Natural Gas Company Tracks

802 (V). 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.

Use of Hand Brakes

804 (S). At Kemmerer, sufficient hand brakes must be set on east end of trains or cars left in yard.

At Montpelier, sufficient hand brakes must be set on west end of cars left on any track in west yard.

Handling Cars With Air Brakes

804 (T). Air brakes must be cut in and operative on all cars handled by yard and train crews as follows:

On North Kemmerer lead;

On Central Farmer's Industry Spur at Georgetown;

Between Soda Springs and Monsanto plant.

Derricks, Snow Plows, etc.

807 (T). Derricks 900305, 902003, 903035 and 910002; Pile Drivers 902081, 902082, 903113, Diesel Crane 903115 and Rotary Snow Plows must be separated from the locomotive and from each other by at least 3 cars of not over 169,000 pounds gross weight over the Grace Branch.

Track Restrictions

899 (R). Following tracks must not be used by any class of power:

Location	Track
Leefe Spur	Box car loading track.
Monsanto Spur	End 50 feet of Furnace room track.
Conda	Loading tracks, west of scales.

NOTE: Referring to Special Rule 899 (S) All Subdivisions. curvature on following tracks is in excess of 16 degrees:
Montpelier— Town track 18 degrees.

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:

Snow plows, Jordan spreaders and other roadway machines must not be moved over any track until it has been definitely determined that there is adequate clearance at guard-rails, switches, bridges, buildings and other structures.

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.

Continued on opposite side.

900 (R). Continued.

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

NOTE: At Inkom, on ballast quarry spur, engines must stop before passing loading conveyor and know that chute is raised and will properly clear engine.

Air Brakes

1045 (R). On Central Farmers Industry Spur, Georgetown, retaining valves must be used as per Air Brake Rule 1045 (A) on all cars from MP 9.3 to MP 3.5; Duplex retaining valves must be placed in full retaining position on all loads.

Before departure from Central Farmers Plant yard, 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 Industry Plant to Georgetown.

SPECIAL RULES — SECOND SUBDIVISION

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

Engine Whistle Signals

14 (U). At Glenns Ferry, when moving on main track, whistle signal 14 (l) for Commercial Street crossing must be modulated as much as possible.

On tracks other than main tracks whistle signal 14 (l) need not be sounded for this crossing except in emergency, but engine bell must be ringing.

Switch Lights

27 (R). Switch lights will not be used on branch lines except as follows:

Ketchum Branch;
Twin Falls Branch.

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

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at:

Twin Falls

96 (U). When there is no operator on duty, trains are not required to receive clearance as per Operating Rule 96 at:

Richfield
Oakley

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by Example (7) of train order Form E, only on the branches named:

Oakley
Raft River
Wells
North Side
Ketchum, between Richfield and Ketchum
Hill City

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, all extra trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Oakley Raft River Hill City

99 (V). On following branches, when main track is impassable, or before obstructing or in any way rendering it impassable or unsafe for trains at normal speed, and there are not enough men to provide flag protection as prescribed by Maintenance of Way Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:

Hill City *Raft River*
Oakley *Wells*

Public Crossings

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

103 (V). 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 (W). On Ketchum Branch, at M.P. 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 flagman must be sent ahead to act as crossing watchman.

Switches

104 (T). Switches will be set normally:

Don	*—Westvaco 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 (U). At Glenns 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.

Sidings and Side Tracks

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

Acequia—siding.
Summer Camp—siding.

105 (U). At Minidoka, Twin Falls Branch ends to clear switch entering siding.

At Bliss, North Side Branch ends to clear switch entering south siding.

Movements at Stations

107 (S). At Glenns Ferry, when an engine or passenger train is being serviced on main track, movement must not be made on adjacent track past such train or engine unless protected by an employe walking just ahead of engine or leading car.

107 (T). At Shoshone, when an eastward first class train is due, authority must be obtained from train dispatcher before a westward train may move by passenger depot, unless proceed signal is received from operator.

At Minidoka, when an eastward or westward first class train is due, authority must be obtained from train dispatcher before any movement may be made on siding immediately adjacent to depot.

Restricting Trains

208 (R). At Rupert and Burley when a train order is issued restricting a train at that station for an opposing movement, operator need not place torpedoes as required by Operating Rule 208 (A). This does not modify other requirements of this rule.

Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains or engines entering CTC territory from Ketchum or North Side Branches. Such trains or engines will be governed by signal indications and instructions from train dispatcher.
EXCEPTION: When crew of a train leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

266 (U). At Minidoka, Clearance Form B will not be required by trains or engines entering CTC territory for movements at that station. Trains arriving from Twin Falls Branch for movement on Second Subdivision and trains originating at Minidoka moving on Second Subdivision must receive Clearance Form B at Minidoka.

266 (W). At Bliss and Ticeska, Clearance Form B need not be received by light engine leaving those stations, but movement must be governed by signal indication.

267 (S). CTC Stop signals located as follows are designated as "starting signals":

Minidoka —Westward signal one-half mile west of depot. Eastward signal one-quarter mile east of depot.

Glenns Ferry—Eastward and westward signals at MP 373.7.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

Use of Hand Brakes

804 (S). At Glenns Ferry, sufficient hand brakes must be set on trains or cars left on any track.

At Don, Westvaco track No. 4, cars left on this track must have hand brakes set and wheels securely blocked.

Handling Cars With Air Brakes

804 (T). Air brakes must be cut in and operative on all cars handled by yard and train crews as follows:

Between Twin Falls and McMillan;

Between main track and city yard, Jerome.

Derricks, Snow Plows, etc.

807 (V). Derricks 900305, 902003, 903035, 910002 and Diesel Crane 903115 or Rotary Snow Plows must not be handled with less than one tender and one car between machine and engine over Raft River and Ketchum Branches.

Helper Engines

808 (S). Helper locomotive must not be doubleheaded except as follows:

When diesel helper locomotive cannot be used behind caboose under provisions of Special Rule 808 (R);

Between King Hill and Ticeska, when tonnage of train does not exceed 75 percent of the combined tonnage rating of road and helper locomotives.

Inspection of Trains

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

Henry —Eastward and westward;
Jerome —Eastward and westward.

811 (V). In addition to inspection required by other rules, all passenger trains, including streamline trains, must be given close running inspection on the following curves:

Second Subdivision—
M.P. 240.25 and 240.50 —reverse curves;
M.P. 315 and M.P. 317 —*single* curves;
M.P. 340.5 and M.P. 343 —*reverse* curves.

After rear trainman has completed inspection on the above curves, if everything is all right, he must give hand signal to proceed; this signal must be acknowledged by two long sounds of engine whistle.

If anything unusual is detected, train must be stopped and walking inspection of train must be made before proceeding.

Restricted Tracks

899 (R). Referring to Special Rule 899 (S) All Subdivisions. Curvature on following tracks is in excess of 16 degrees:

Oakley	Team track	20 degrees.
	Mill track	21 degrees.

At Don, engines must not go over unloading hopper on Westvaco rock track when unloading platform and car shaker are installed during rock unloading season.

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:

Snow plows, Jordan spreaders and other roadway machines must not be moved over any track until it has been definitely determined that there is adequate clearance at guard-rails, switches, bridges, buildings and other structures.

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.

Air Brakes

1035 (R). On passenger trains, running test as required by Air Brake Rule 1035 must be made at following points:

Ticeska —Westward.

1044 (R). On freight and mixed trains, air brake tests as required by Air Brake Rule 1044 must be made at following points:

Summer Camp —Westward and eastward.

This test must also be made at intermediate points on these grades, *either ascending or descending grade*, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned, or when train has been standing for 30 minutes or more.

1045 (R). Retaining valves must be used on freight and mixed trains as per Air Brake Rule 1045 (A) as follows:

Summer Camp to Melandco;
Summer Camp to Herrell.

EXCEPTIONS: Freight and mixed trains, when handled by engine equipped with operative dynamic brake and pressure maintaining feature may be handled without use of retaining valves as follows:

Trains averaging not to exceed sixty gross tons per operative brake:

Summer Camp to Melandco;
Summer Camp to Herrell.

If tonnage per operative brake is exceeded, at least 50 percent of retaining valves must be used.

Where retaining valves are used on freight or mixed trains, a speed of 20 MPH must not be exceeded.

SPECIAL RULES — THIRD SUBDIVISION

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

Engine Whistle Signals

14 (V). At Glenns Ferry, when moving on main tracks, whistle signal 14 (l) for Commercial Street crossing must be modulated as much as possible.

On tracks other than main tracks whistle signal 14 (l) need not be sounded for this crossing except in emergency, but engine bell must be ringing.

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.

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at:

Nampa.

96 (T). Referring to Operating Rule 96 (A):

A clearance received at Nampa by a regular train will confer the same authority on Third Subdivision as when received at its initial station.

96 (U). When there is no operator on duty, trains are not required to receive clearance as per Operating Rule 96 at:

Vale Marsing Homedale

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by Example (7) of train order Form E, only on the branches named:

Stoddard
Homedale
Brogan
Idaho Northern between Emmett and McCall
New Meadows
Oregon Eastern between Vale and Burns
Wilder
Payette

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, all extra trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Stoddard Payette Brogan
Homedale Wilder

99 (V). On following branches, when main track is impassable, or before obstructing or in any way rendering it impassable or unsafe for trains at normal speed, and there are not enough men to provide flag protection as prescribed by Maintenance of Way Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:

Stoddard
Boise
Payette
Brogan
New Meadows
Wilder
Idaho Northern
Homedale
Oregon Eastern

Inspection of Track

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

Public Crossings

103 (X). 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.

Switches

104 (T). Switches will be set normally at:

Mountain Home	—west switch of Stock Track from Stock Track to north siding	—for Stock Track;
Nampa	—Idaho Northern switch on east leg of wye	—for Idaho Northern Branch;
Nyssa	—Homedale Branch switch	—for siding;
Ontario	—Oregon Eastern Branch switch	—for siding.

104 (U). At Glenns 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.

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.

No. 20 turnouts are in service at end of two main tracks, Reverse, and at junction with Boise main track at Orchard.

Sidings and Side Tracks

105 (U). At Ontario, Oregon Eastern Branch ends to clear switch entering siding.

Movements at Stations

107 (S). At Glenns Ferry, when an engine or passenger train is being serviced on main track, movement must not be made on adjacent track past such train or engine unless protected by an employe walking just ahead of engine or leading car.

Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains or engines entering CTC territory from Boise Branch or Gowen Field. Such trains or engines will be governed by signal indications and instructions from train dispatcher.

266 (U). At Nampa, Caldwell, Nyssa, Ontario, Payette and Weiser, Clearance Form B will not be required by trains or engines entering CTC territory for movement at those stations but trains originating at these stations must receive Clearance Form B for movement on Third Subdivision.

266 (W). At Reverse, Clearance Form B need not be received by light engines leaving that station, but movement must be governed by signal indications.

266 (X). At Nyssa, Ontario, Payette and Weiser, two or more trains or engines may be authorized by Clearance Form C to work at the same time between Stop signals at the station. When this is necessary, dispatcher must inform the conductor of each train or engine. All movements within working limits must be made at restricted speed and arrangements must be made for protection against other movements.

267 (R). In CTC territory between Glenns Ferry and Huntington push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when the dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and the operation of the button for the proper direction will, when conditions permit, cause signals to clear for the movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

Continued on page 13.

267 (R). Continued.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, the train or engine may proceed, but must move at restricted speed to the next Stop signal ("A" Signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to Superintendent and Chief Dispatcher at first stop or first open telegraph office.

267 (S). CTC Stop signals located as follows are designated as "starting signals":

Glenns Ferry—Eastward and westward signals at MP 373.7

Nampa —Westward signal at MP 458.1
—Eastward signal at MP 457.2

Huntington —Westward signal one-quarter mile west of depot.
—Eastward signal one-eighth mile east of depot.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (T). At Nampa, when Signal 4571, located near Ninth Avenue, displays Stop-and-Proceed indication (Rule 240-B), train or engine stopped by this signal must communicate with dispatcher before proceeding and be governed by his instructions.

Switching Log Cars

802 (W). 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.

Use of Hand Brakes

804 (S). At Glenns Ferry, sufficient hand brakes must be set on trains or cars left on any track.

At Nampa, sufficient hand brakes must be set on cars left on all ice house tracks, west yard.

Derricks, Snow Plows, etc.

807 (V). Derricks 900305, 902003, 903035 and 910002 must not be handled with less than one tender and one car between machine and locomotive over Boise, Stoddard and Wilder Branches.

Derricks 900305, 902003 and 910002 must not be handled with less than one tender and one car between machine and locomotive over New Meadows Branch.

Derrick 903035 must not be handled over New Meadows Branch.

Diesel Crane 903115 must not be operated over Stoddard or New Meadows Branches and must be separated from the engine or from any car of over 169,000 pounds, gross weight, by at least three cars when handled over Boise or Wilder Branches.

Rotary Snow Plows must not be handled with less than one tender and one car between machine and locomotive over Wilder Branch and must not be handled over Boise, Stoddard and New Meadows Branches.

Helper Engines

808 (S). Helper locomotive must not be doubleheaded except as follows:

When diesel helper locomotive cannot be used behind caboose under provisions of Special Rule 808 (R);

Between Glenns Ferry and Reverse when tonnage of train does not exceed 75 percent of the combined tonnage rating of road and helper locomotives.

Inspection of Trains

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

Juntura —Eastward and westward.

811 (V). In addition to inspection required by other rules, all passenger trains, including streamline trains must be given close running inspection on the following curves:

Third Subdivision—

M.P. 405.50 —single curve;
M.P. B-440 —reverse curves;
M.P. 516 —single curve.

After rear trainman has completed inspection on the above curves, if everything is all right, he must give hand signal to proceed; this signal must be acknowledged by two long sounds of engine whistle.

If anything unusual is detected, train must be stopped and walking inspection of train must be made before proceeding.

Track Restrictions

899 (R). Following tracks must not be used by any class of power:

Location	Track
Boise (Gowen Field)....	Wye track. Spur track located 1000 feet east of east wye track switch.
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-Payette trackage, west of No. 1 receiving track, west switch.

NOTE: Referring to Special Rule 899 (S) All Subdivisions. 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	East leg of wye	17 degrees.
	West leg of wye	17 degrees.
	Main track at east leg of wye	17 degrees.

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:

Snow plows, Jordan spreaders and other roadway machines must not be moved over any track until it has been definitely determined that there is adequate clearance at guard-rails, switches, bridges, buildings and other structures.

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.
Smiths Ferry	Stockyard platform	Side.
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.
Brogan Branch		
Brogan	Stockyard platform	Side.

Air Brake Rules

1035 (R). On passenger trains, running test as required by Air Brake Rule 1035 must be made at following points:

Reverse —Eastward.

1044 (R). On freight and mixed trains, air brake test as required by Air Brake Rule 1044 must be made at following points:

Tamarack —Eastward;
M.P. 84.5, New Meadows Branch —Westward;
Jenness —Westward;
Smiths Ferry —Eastward.

This test must also be made at intermediate points on these grades, either ascending or descending grade, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned, or when train has been standing for 30 minutes or more.

1045 (R). Retaining valves must be used on freight trains and mixed trains as per Air Brake Rule 1045 (A) as follows:

On Idaho Northern Branch—Jenness to MP 23;
Smiths Ferry to Banks.

All retaining valves must be used MP 80 to MP 64.

All eastward freight and mixed trains must stop and remain standing for at least 10 minutes at MP 69 and at Banks to cool wheels and inspect train.

On New Meadows Branch—Tamarack to Glendale;
Rubicon to New Meadows.

Log trains must use retaining valves in 20-pound position Tamarack to Council and such trains must stop and be inspected at Tamarack and Glendale.

All retaining valves must be used Rubicon to New Meadows and Tamarack to Glendale except trains of empty log cars.

EXCEPTIONS:

Freight and mixed trains, when handled by engine with pressure maintaining feature and dynamic brake in operation may be handled without use of retaining valves as follows:

Trains averaging not to exceed sixty gross tons per operative brake:

Jenness to MP 23;
Rubicon to New Meadows.

If tonnage per operative brake is exceeded, at least 50 percent of retaining valves must be used.

Where retaining valves are used on freight or mixed trains, a speed of 20 MPH must not be exceeded.

SPECIAL RULES — FOURTH SUBDIVISION
Gay, Goshen, Yellowstone, Teton Valley, East Belt, West Belt, Mackay and Aberdeen Branches

Where Time Applies

5 (S). At Bach, when the superiority of a westward train is restricted at that station by train order, it must not pass Bach station sign until the eastward train has passed Signal 1838, east end of Idaho Falls, or until the wait order has expired.

Switch Lights

27 (R). Switch lights will not be used on branch lines except as follows:

Yellowstone Branch—between Idaho Falls and Ashton.

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.

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at:

Idaho Falls Ashton Lima

96 (T). A clearance received at Lima by a regular train will confer the same authority on Fourth Subdivision as when received at its initial station.

96 (U). When there is no operator on duty, trains are not required to receive clearance as per Operating Rule 96 at:

Victor Aberdeen

Flag Protection

99 (T). Trains may be relieved from protecting against following extra trains by Example (7) of train order Form E, only on the branches named:

Aberdeen
Teton Valley
Mackay between
Aberdeen Jct. and
Mackay
East Belt
West Belt
Goshen
Yellowstone between
Ashton and West
Yellowstone
Gay

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, all extra trains must move at restricted speed approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently:

Mackay Goshen West Belt
Aberdeen East Belt

99 (V). On following branches, when main track is impassable, or before obstructing or in any way rendering it impassable or unsafe for trains at normal speed, and there are not enough men to provide flag protection as prescribed by Maintenance of Way Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches, he must go toward it and flag it with hand signals:

Mackay
Goshen
West Belt
Aberdeen
East Belt
Yellowstone, between
Ashton and West
Yellowstone.

Public Crossings

103 (T). 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 (X). 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 (T). 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

104 (V). At Lima, spring switch derail is located in main track at west end of yard and must be locked in derailing position when not being used.

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;
Bach	—both sidings;
Quinn	—siding.

Movements at Stations

107 (S). At Lima, when an engine or passenger train is being serviced on main track, movement must not be made on adjacent track past such train or engine unless protected by an employe walking just ahead of engine or leading car.

Restricting Trains

208 (R). 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 Operating Rule 208(A). This does not modify other requirements of this rule.

Handling Cars With Air Brakes

804 (T). Air brakes must be cut in and operative on all cars handled by yard and train crews as follows:

Gay Branch.

Use of Hand Brakes

804 (U). At Gay, cars set out must have slack bunched and hand brake set on each car. Runaway switch at end east of Gay must be lined for runaway track at all times except when train is passing switch.

804 (V). Before shoving cars into tracks shown below, it must be known that all couplings are made and before coupling to cars on these tracks, sufficient hand brakes must be set to prevent cars rolling should coupling fail to make:

Shelley—R. T. French Co. Spur;
Collins—American Potato Co. Spur.

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

804 (X). 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.

807 (V). Derrick 900305, Pile Driver 903113, Diesel Crane 903115 and Rotary Snow Plows must be separated from the engine and from each other by at least three cars of not over 169,000 pounds, gross weight, over main track between Lima and Silver Bow.

Derricks 900305, 902003, 903035 and 910002, Diesel Crane 903115, Pile Drivers 902081, 902082 and 903113 and Rotary Snow Plows must be separated from the engine and from each other by at least three cars of not over 169,000 pounds, gross weight, over East Belt and West Belt Branches.

Diesel Crane 903115 must not be operated on Mackay Branch beyond MP 60.

Helper Engines

808 (S). Helper locomotive must not be doubleheaded except as follows:

When diesel helper locomotive cannot be used behind caboose under provisions of Special Rule 808 (R);

Westward Dubois to Monida, when tonnage of train does not exceed 65 percent of the combined tonnage rating of road and helper locomotives.

Inspection of Trains

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

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

Track Restrictions

899 (R). Following tracks must not be used by any class of power:

Location	Track
Blackfoot	Sugar factory coal trestle.
Divide	Coal trestle.

NOTE: At Lincoln, cross-over between tracks 6 and 7 is for use of sugar company only, and must not be used by other engines or cars.

NOTE: Referring to Special Rule 899 (S) All Subdivisions. Curvature on following tracks is in excess of 16 degrees:

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

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:

Snow plows, Jordan spreaders and other roadway machines must not be moved over any track until it has been definitely determined that there is adequate clearance at guard-rails, switches, bridges, buildings and other structures.

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. 308.75	Bridge	Side.
M.P. 310.68	Bridge	Side and top.
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, N. P.	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.

NOTE: At Monida, train crews must know that apron on loading platform Simplot track is clear before moving cars past tipple.

Air Brake Rules

1035 (R). On passenger trains, running test as required by Air Brake Rule 1035 must be made at following points:

Humphrey	—Eastward;
Monida	—Westward;
Apex	—Westward;
Feely	—Westward;
Gerrit	—Eastward;
Reas Pass	—Eastward.

1044 (R). On freight and mixed trains, air brake test as required by Air Brake Rule 1044 must be made at following points:

Gerrit	—Eastward;
Reas Pass	—Eastward.

This test must also be made at intermediate points on these grades, *either ascending or descending grade*, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned, or when train has been standing for 30 minutes or more.

1044 (S). On westward freight trains which, under the provisions of Special Rule 1045 (R) are not required to use retaining valves Apex to Glen or Feely to Buxton, the following will apply:

Approaching Apex and Feely, after whistle signal 14 (m) has been sounded, a trainman must observe air gauge in caboose and if maximum pressure is indicated must give proceed signal which must be answered with whistle signal 14 (b).

If proper pressure is not indicated on caboose gauge, or if engineer does not receive proceed signal from rear of train, train must be stopped and air brake test prescribed by Air Brake Rule 1044 must be made.

1045 (R). Retaining valves must be used on freight and mixed trains as per Air Brake Rule 1045 (A) as follows:

Humphrey to MP 243; *Apex to Glen;*
Monida to Lima; Feely to Buxton.

EXCEPTIONS: Freight and mixed trains, when handled by engine equipped with operative dynamic brake and pressure maintaining feature may be handled without use of retaining valves as follows:

Trains averaging not to exceed sixty gross tons per operative brake:

Apex to Glen; Feely to Buxton;
Monida to Lima; Humphrey to MP 243.

Continued on opposite side.

1045 (R). Continued.

If tonnage per operative brake is exceeded, at least 50 percent of retaining valves must be used.

Where retaining valves are used on freight or mixed trains, a speed of 20 MPH must not be exceeded.

1045 (S). 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 1045 (A). Duplex retaining valves must be placed in full retaining position on all loads.

All trains must stop at MP 9.25 and must remain standing not less than 10 minutes to cool wheels and inspect train.

From Gay to MP 9, when handling ore, following car limits will apply:

Single unit—40 cars.

Two or three unit engine with pressure maintaining feature and dynamic brake in operation—90 cars.

Two or three unit engine without pressure maintaining feature or without dynamic brake in operation—65 cars.

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 conditions.

TYPE	H.P.	NUMBERS (Inclusive)	Granger to Kemmerer	Kemmerer to Fossil	Fossil to Montpelier	Montpelier to Pocatello	Pocatello to McCammon	McCammon to Montpelier	Montpelier to Nugget	Nugget to Kemmerer	Kemmerer to Granger
EMD F-7	1500	1400 to 1496	*2630*	*2220*	*4070*	*3370*	*2390*	*1710*	*2700*	*1780*	*Car Limit*
EMD GP-7	1500	100 to 129									
BALDWIN	1500	1250	2200	2050	4000	4000	2180	1750	1810	1750	4000
BALDWIN	1600	1260 to 1265	3100	2890	4000	4000	3230	2320	2530	2320	4000
EMD GP-9	1750	130 to 349	2700	2450	4000	4000	2600	2050	2150	2050	4000
EMD F-9		500 to 542									
EMD	1000	1000 to 1095	2000	1850	3000	3000	1875	1550	1610	1550	3000
EMD GP-20	*2000*	*700 to 729*	*2910*	*2080*	*4470*	*3280*	*2350*	*1690*	*2550*	*1690*	*Car Limit*
EMD SD-24	*2400*	*400 to 444*	*4760*	*3420*	*7370*	*5380*	*3820*	*2740*	*4160*	*2740*	*Car Limit*

TOTAL LOADED WEIGHT ON DRIVERS

200,000 to 220,000

Nos. 1250

220,000 to 250,000

Nos. 500 to 542
1400 to 1496
1000 to 1095
100's, 200's, 300's, 400's and 700's

250,000 to 300,000

Nos. 1260 to 1265

TYPE	H.P.	NUMBERS (Inclusive)	Pocatello to American Falls	American Falls to Shoshone	Shoshone to Glenns Ferry	Glenns Ferry to Reverse	Reverse to Orchard	Orchard to Huntington	Huntington to Nampa	Nampa to Orchard	Orchard to Glenns Ferry	Glenns Ferry to Ticeska	Ticeska to Shoshone	Shoshone to Minidoka	Minidoka to Pocatello
EMD F-7	1500	1400 to 1496	*3090*	*2270*	*4150*	*1270*	*3550*	*5170*	*3440*	*2590*	*3120*	*1270*	*2320*	*2980*	*2270*
EMD GP-7	1500	100 to 129													
BALDWIN	1500	1250	2650	2250	4000	900	2500	3500	3000	1900	3750	900	1950	2950	2650
BALDWIN	1600	1260 to 1265	3650	3320	5000	1650	4250	5000	4470	3970	4510	1650	3150	4030	3650
EMD GP-9	1750	130 to 349	3300	2850	5000	1450	3750	5000	3800	2950	4200	1450	2500	3800	3300
EMD F-9		500 to 542													
EMD	1000	1000 to 1095	2000	1950	3000	750	1800	3000	1850	1600	2100	750	1700	2200	2000
EMD GP-20	*2000*	*700 to 729*	*2910*	*2150*	*3890*	*1200*	*3340*	*5640*	*3230*	*2870*	*3040*	*1200*	*2400*	*2910*	*2150*
EMD SD-24	*2400*	*400 to 444*	*4760*	*3490*	*6400*	*1950*	*5460*	*9390*	*5290*	*4690*	*4970*	*1950*	*3910*	*4760*	*3490*

TOTAL LOADED WEIGHT ON DRIVERS

200,000 to 220,000

Nos. 1250

220,000 to 250,000

Nos. 500 to 542
1400 to 1496
1000 to 1095
100's, 200's, 300's, 400's and 700's

250,000 to 300,000

Nos. 1260 to 1265

For movement against the current of traffic King Hill to Ticeska, or westward on No. 2 track Hammett to Reverse, two thirds of the listed tonnage rating will apply

NOTE: Rating shown is for single unit. If more than one unit, rating of combined units will govern.

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 conditions.

TYPE	H.P.	NUMBERS (Inclusive)	Pocatello to Idaho Falls	Idaho Falls to Dubois	Dubois to Monida	Monida to Dillon	Dillon to Feeley	Feeley to Silver Bow	Silver Bow to Butte	Butte to Silver Bow	Silver Bow to Apex	Apex to Lima	Lima to Monida	Monida to Idaho Falls	Idaho Falls to Pocatello	TOTAL LOADED WEIGHT ON DRIVERS
EMD F-7	1500	1400 to 1496	4000	2280	750	4000	1300	4000	1450	4000	1025	1930	1640	3450	4000	200,000 to 220,000
EMD GP-7	1500	100 to 129														Nos. 1250
BALDWIN	1500	1250	3650	2050	675	4000	1100	4000	1250	4000	875	1700	1425	3050	3200	220,000 to 250,000
BALDWIN	1600	1260 to 1265	5000	2860	990	5000	1900	5000	2320	5000	1140	2510	2130	5000	5000	Nos. 500 to 542 1400 to 1496 1000 to 1095 100's, 200's, 300's, 400's and 700's
EMD GP-9	1750	130 to 244	4500	2610	850	4500	1650	4500	1800	4500	1100	2250	1850	4000	4500	
EMD F-9		*500 to 542*														250,000 to 300,000
EMD	1000	1000 to 1095	3450	1975	560	4000	825	4000	1050	4000	600	1500	1225	2800	3100	Nos. 1260 to 1265

TYPE	H.P.	NUMBERS (Inclusive)	Cumberland Branch	Elkol Branch	Yellowstone Branch		Teton Valley Branch	Gay Branch	Twin Falls Branch			North Side Branch	Wells Branch	Ketchum Branch	Idaho Northern Branch		New Meadows Branch			Oregon Eastern Branch		Payette Branch
			Glencoe Jct. to Kemmerer	Glencoe Jct. to Elkol	Warm River to Reas Pass	West Yellowstone to Reas Pass	Ashton to Victor	M.P. 9.1 to Gay	Twin Falls to Bickel	Burley to Minidoka	Burley to Bickel	Budge to Bliss	Melandco to Herrel	Hailey to Ketchum	Emmett to Jeanness	Banks to Smiths Ferry	Goodrich to Glendale	Glendale to Rubicon	New Meadows to Rubicon	Vale to Riverside	Riverside to Crane	Payette to Fruitland
EMD F-7	1500	1400 to 1496	2100	1000	910	1640	1450	840	2200	3200	3200	2200	1025	2200	840	700	1500	850	1550	2500	1700	1650
EMD GP-7	1500	100 to 129																				
BALDWIN	1500	1250	1810	890	850	1425	1250	780	1850	2650	2650	1850	1025	1850	780	675	1400	790	1450	2150	1400	1375
BALDWIN	1600	1260 to 1265	2520	1240	1150	2130	1900	1050	2650	3800	3800	2650	1450	2650	1050	980	2000	1050	2100	2950	2100	2050
EMD GP-9	1750	130 to 244	2300	1100	1010	1825	1650	850	2400	3600	3600	2400	1300	2400	950	890	1725	950	1775	2700	1850	1825
EMD F-9		*500 to 542*																				
EMD	1000	1000 to 1095	1550	725	650	1200	1000	600	1625	2150	2150	1625	800	1625	600	550	1100	610	1050	1900	1225	1200

NOTE: Rating shown is for single unit. If more than one unit, rating of combined units will govern.