UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

Idaho Division

Special Rules No. 4

Effective Monday, December 1, 1941

Superseding Special Rules No. 3.

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

J. W. MYERS, Superintendent

R. E. TITUS, General Superintendent

F. C. PAULSEN,
General [illegible]

T. S. KINNERSLEY,
Supt. Transportation

Serial No. 3445

5 (R). At Nugget, the track south of main track is designated as a siding. The track north of main track is designated as a loading track.

When necessary for an eastward train to use loading track as a siding to clear main track for an opposing superior train, the eastward train must proceed under flag protection from west switch of siding to west switch of loading track, unless they are moving on a time order or time-table schedule against the opposing train, and can clear the time the opposing train is due to leave Fossil as many minutes as required to clear at Nugget.

Eastward trains whose superiority is restricted by train order at Vining must not pass Signal 2864 until the westward train has passed Signal 2849, west end of Adelaide, or until the wait order has expired.

Westward trains whose superiority is restricted by train order at Bach, must not pass Bach station board until the eastward train has passed Signal 1838, east end of Idaho Falls, or until the wait order has expired.

5 (S). At East Kemmerer, Fossil, Dingle, Pescadero, Blaser, Michaud, Dietrich, Ticeska and Reverse, time shown in time-table schedules and in train orders applies to the end of two main tracks instead of the switch where an inferior train enters the siding.

14 (U). Providing the bell is ringing while moving over Commercial Street crossing at Glenns Ferry, compliance with Rule 14 (*l*) will not be required except in extreme emergency for any train or engine movement over any track except main track.

During the hours the crossing watchman is not on duty, all movements over this crossing must be protected as required by Rule 802 (A), with a flagman preceding all back-up movements of engines or cars over this crossing.

Enginemen of trains or engines moving over this crossing on the main track will modulate the sound of whistle as much as possible.

On Ketchum Branch, all trains and engines must approach crossing to Baldy Mountain ski lift between M.P. 68.40 and M.P. 68.50 prepared to stop, keeping a close lookout for trucks, buses, autos or skiers on the track. Enginemen will sound whistle and bell and not proceed over this crossing until track is clear. In stormy weather or when other conditions require, a flagman must be sent ahead to protect this crossing.

26 (R). When a carman is accompanying equipment, or at points where work is of emergency character and Rule 26 cannot be complied with, protection must be arranged as follows: Before carman goes under or between cars, yard or trainman must give hand or lamp stop signal and receive whistle acknowledgment from engineman.

Train must not be moved, nor air brakes applied or released, until carman is out from under or from between cars and yard or trainman so indicates to engineman.

The yard or trainman must remain with the carman as long as carman works under or between cars, and the yard or trainman will be responsible for the carman's protection.

27 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them on all branch lines, except as follows:

Ketchum Branch	—between Shoshone and Ketchum; (from Dec. 20 to April 1, both incl.)
Twin Falls Branch	—between Minidoka and Buhl;
Yellowstone Branch	—between Idaho Falls and Ashton.

83 (E). Unless otherwise instructed, when a train is relieved by train order from checking a train register for overdue trains, the conductor will register by registering ticket, Form 2642, per Rule 83 (A) at that station.

83 (R). A clearance must be received as follows:

At Kemmerer	—all trains; (See Note)	At Idaho Falls	—all trains;
At McCammon	—all trains; (See Note)	At Ashton	—all trains;
At Minidoka	—all trains; (See Note)	At Boise	—all trains;
At Twin Falls	—all trains;	At Boise Freight	—all trains;
At Shoshone	—all trains; (See Note)	At Homedale	—all trains;
At Nampa	—all trains; (See Note)	At Vale	—all trains.

Note.—On receipt of proceed signal given by operator with yellow flag or yellow light, Nos. 1 and 2 may pass Kemmerer, McCammon, Minidoka, Shoshone and Nampa without receiving clearance as required by Rule 83 (R).

Trains are not required to receive clearance per Rule 83 (D) as follows:

At Declo	—eastward trains;	At Murphy	—eastward trains;
At Idahome	—eastward trains;	At Wilder	—eastward trains;
At Nampa Loop Jct.	—eastward trains;	At Marsing	—eastward trains;
At Boise Jct.	—eastward and westward trains;	At Brogan	—eastward trains.
At Barber Jct.	—eastward trains;		

When there is no operator on duty, trains are not required to receive clearance as per Rule 83 (D) as follows:

At Twin Falls	—all trains;	At Robinette	—all trains;
At Boise	—all trains;	At Homedale	—all trains;
At Boise Freight	—all trains;	At Ashton	—all trains.
At Vale	—all trains;		

84 (R). At Pocatello, passenger trains must not leave passenger station without a signal from depot master or passenger director.

90 (R). At Cokeville and American Falls, westward trains taking siding will use inside siding next to main track. Inside switch at east end of siding must be left lined for eastward siding. Eastward trains taking siding will use outside siding. Inside switch at west end of siding must be left lined for westward siding.

93 (R). Yard limits are established, and defined by yard limit signs at the following stations:

Granger

Kemmerer, including Kemmerer Branch and First Subdivision between yard limit board just east of Mine No. 2 and yard limit board just east of Tunnel

Moyer Jct.
Glencoe Jct.
Blazon Jct.
Paris

Montpelier
Bancroft
McCammon
Pocatello
American Falls
Minidoka
Shoshone
Bliss
Ticeska
Rupert
Burley

Twin Falls, including McMillan

Buhl
Jerome
Wells
Richfield
Ketchum
Hill City
Glenns Ferry
Reverse
Orchard

Nampa, including Ida. Nor. Jct., Main Line Jct., and Nampa Loop Jct.

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93 (R). Continued.

Caldwell, including Wilder Branch
Nyssa, including Homedale Branch
Ontario, including Malheur Jct.
Payette, including Payette Jct.
Weiser, including New Meadows Branch
Huntington
Boise
Boise Freight, including Fair Grounds
Emmett, including Emmett Jct.
Horseshoe Bend
Banks
Smiths Ferry
Cascade
Donnelly
McCall
Marsing
Vale
Burns
Brogan
Council
New Meadows
Robinette
Idaho Falls, including Bach, Orvin and West Idaho Falls
Dubois
Humphrey
Monida
Lima
Dillon
Silver Bow
Arco
Mackay
Aberdeen
Blackfoot
St. Anthony, including Belt
Ashton, including Marysville
West Yellowstone
Victor

93 (S). First class trains must move at reduced speed between passenger station and Gould Street, Pocatello, and between passenger station and Main Line Jct., Nampa, expecting to find main track occupied by opposing trains or engines, and responsibility for collision will rest with the crew of the first class train.

Unless otherwise instructed, trains from Fifth Subdivision will enter Pocatello yard via Gould Street.

93 (T). The following branch main tracks may be used as sidings, complying with Rules 93, 99 and 105:
Ketchum Branch main track in Shoshone yard;
North Side Branch main track in Bliss and Rupert yards;
Oregon Eastern Branch main track between Malheur Jct. and Ontario;
West Belt Branch main track in St. Anthony yard;
Yellowstone Branch main track in Idaho Falls yard.

93 (U). At Ketchum, movements around the balloon track for the purpose of turning will be made to the right, counter-clockwise.

98 (R). At Pocatello, cross-over switches leading across yard near Gould Street are handled by switchtenders. All Fifth Subdivision eastward trains entering yard via Gould Street, must stop for stop board located 300 feet west of Gould Street and be governed by signal from switchtender. All other trains must stop before entering cross-overs unless proceed signal is received from switchtender.

At Pocatello, all eastward Third Subdivision trains must stop to clear east end of ice house tracks unless proceed signal is received from switchtender at Gould Street.

Movements over cross-over switches between main tracks at east and west end of Pocatello passenger train yard will be handled by yardmen. Trains entering and leaving passenger yard must stop to clear cross-overs unless proceed signal is received from yardmen.

At Pocatello, in addition to complying with Rule 509, all westward trains and engines must approach Block Signal 2133 at restricted speed. First class trains must move at restricted speed from Block Signal 2133 to east end of passenger yard. All other westward trains and engines must stop to clear cross-over switch just west of Block Signal 2133, unless proceed signal is received from yardman.

99 (R). Referring to Rule 99 (K), trains may be relieved from protecting against following extra trains by the use of Example (7) of Form E only as follows:

On Cumberland Branch;
On Grace Branch;
On Conda Branch;
On Paris Branch;
On Raft River Branch;
On Oakley Branch;
On Wells Branch;
On Hill City Branch;

99 (R). Continued.

On Murphy Branch;
On Homedale Branch;
On Ketchum Branch between Richfield and Ketchum;
On Mackay Branch between Aberdeen Jct. and Mackay;
On Payette Branch;
On Homestead Branch;
On East Belt Branch;
On West Belt Branch;
On Goshen Branch;
On Aberdeen Branch;
On Brogan Branch;
On Wilder Branch;
On Teton Valley Branch;
On New Meadows Branch;
On North Side Branch;
On Yellowstone Branch between Ashton and West Yellowstone.

99 (S). Trains using siding between Vining and Kimama, between M. P. 285.7 and M. P. 290.4, must be protected as prescribed by Rule 99, observing Rule 105.

99 (T). Referring to Rule 99 (C). When a streamline train, light engine or motor train, with only one trainman, is stopped by a red flag or a red light, under conditions requiring a flagman to precede the train, it may proceed at restricted speed without sending a flagman ahead, prepared to stop short of train, obstruction, or switch not properly lined, keeping a close lookout for broken rail, flood-damaged track or bridge, or anything that may affect movement of train.

101 (R). Referring to Rules 101 and 101 (A). When a train is flagged by a track patrolman in case of storm or indication of storm or high water, patrolman must continue to patrol track ahead of train, if necessary, through the storm area.

103 (R). Referring to Rule 103 (A). A yardman or trainman need not ride on leading footboard of engine, as follows:

At Kemmerer, between cross-over opposite snake lead and west yard limit sign;

At Montpelier, on stock yard tracks;

At Pocatello, through run rail east snake lead to Center Street Subway;

At Pocatello, main track movements between double-slip switch and Gould Street;

At Pocatello, between Gould Street and west yard limit sign.

104 (R). If a person is observed near a switch in violation of third paragraph of Rule 104 (A), the approaching train must be brought to a stop and wire report made to superintendent.

104 (S). Switches will be set normally:

At Minidoka, switch at coal chute at end of Twin Falls Branch main track —for Twin Falls Branch;
At Shoshone, switch at end of two main tracks —for westward trains;
At Bliss, switch at end of North Side Branch main track —for siding;
At Nampa, junction switch —for Boise Main Line;
At Nampa, Idaho Northern Jct. switch —for Idaho Northern Branch;
At Nyssa, Homedale Branch switch —for siding;
At Malheur Jct., Oregon Eastern Branch switch —for siding;
At Jerome, first switch from main track switch at west end of siding (when not in use) —for lead toward team track;
At Owinza, cross-over switch west end —for Rayle siding;
At Besslen, cross-over switch west end siding —for Clagett siding.

104 (T). In Boise Freight Yard, old main track is used as a freight house track. When cars are spotted on this track, cross-over switches at 9th and 13th Streets will be left lined for No. 1 track.

At Topaz, crotch switches at both ends of siding normally stand cocked and operate as derails, and must be properly lined before trains can move through them in either direction.

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104 (T). Continued.

At Inkom, west switch of eastward siding is equipped with electric lock. Instructions for operating this lock will be found inside of lock case.

At Murphy, derail on main track east of depot will be set in derailing position only when passenger equipment is at the depot.

At Lima, spring point derail in main track at west end of yard must be locked in derailing position after having been used. Yellow light displayed on "1000 feet to derail" sign, and red light displayed on derail stop sign, indicate location of derail and govern westward trains only. Train and engine men will be held responsible for knowing that derail is set in proper position.

At M. P. 5.50, Kemmerer Branch, derail on main track will be set in derailing position.

104 (U). Spring switches are located as follows:

At Diamondville, end of two main tracks;
At Fossil, end of two main tracks;
At Dingle, end of two main tracks;
At Pescadero, end of two main tracks;
At Blaser, end of two main tracks;
At Michaud, end of two main tracks;
At Dietrich, end of two main tracks;
At Ticeska, end of two main tracks;
At Reverse, end of two main tracks;
At Nampa, east end of east yard;
At Montana Jct.

105 (R). At Minidoka, look out for cars on Branch track No. 2. This is the lead to Branch yard and is east leg of wye.

At Vining, the siding at M.P. 286.9 may be used by westward freight trains only.

At Kimama, westward passenger trains and all eastward trains must use center siding when necessary to clear main track.

At Kimama, westward freight trains must head in at cross-over and use old main track to the west junction switch of new main track at M.P. 290.3, when necessary to clear main track.

At Rayle, M.P. 305.2 and at Clagett, M.P. 310.6, sidings will be used by westward freight trains only, not exceeding 15 M.P.H.

At Shoshone, look out for cars spotted on west end of passing track extension.

At Orchard, look out for cars on south siding.

At Sonna, Beatty and Perkins, look out for cars on sidings.

At Ontario, north siding, and at Payette, No. 1 siding, are used for settting out and picking up cars. Train and engine men must expect to find cars on these tracks at all times.

At Pocatello, when cars are placed on old main line pocket, west yard, they must be left clear of switch leading off No. 1 track to old main line.

105 (S). At Michaud, all westward trains must stop to clear Block Signal 2241, if train order signal indicates stop, unless proceed signal is received from operator.

At Reverse, all westward trains must stop to clear Block Signal 3931, if train order signal indicates stop, unless proceed signal is received from operator.

106 (R). At Pocatello, an employe must walk just ahead of engine or leading car in all switching or train movements on passenger yard tracks in front of passenger depot to protect such movements.

D-151 (R). At Montpelier, Pocatello, Shoshone and Glenns Ferry, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when on the time of a first class train or when view is obscured by weather or other conditions.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Note.—The designation "Str." includes all streamline trains.

The designation "Psgr." includes all other passenger, mail, and express trains.

The designation "Frt." includes freight trains, mixed trains, and light engines with or without caboose.

When steam engines are used on streamline trains, unless otherwise provided, the speed specified under "Psgr." must not be exceeded.

When a freight engine is used in passenger service on branches, the speed specified under "Frt." must not be exceeded.

FIRST, SECOND, THIRD, FOURTH, FIFTH AND SIXTH SUBDIVISIONS AND BRANCHES.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
At any point.	90	70	40	
At any point.		60		With Mikado type engines.
At any point.		50		Freight engines not otherwise shown.
At any point.		50		Passenger engines handling rider coaches only.
At any point.			30	Trains handling wooden Hart Convertible cars under load.
Straight track			30	Trains handling steam derrick.
On curves			25	
Within yard limits on main line.	50	40	25	Speed must be as much slower as conditions may require.
Within yard limits, except Granger, Kemmerer and Huntington.		50		Nos. 17, 18, 25 and 44.
Within yard limits. Granger, Kemmerer and Huntington.	40			
Within yard limits on branches.		30	15	Speed must be as much slower as conditions may require.
On curves indicated by curve warning signs.	50	40	25	Notched signs, face painted yellow, 500 feet in advance of curve, so indicated unless otherwise specified.
At any station.	35	35	35	When necessary to pick up train orders or clearance.
At any point on main line.			30	Trains handling scale test cars.
At any point on branches.			20	Trains handling scale test cars.
When using cross-overs or turnouts.	25	15	15	
When using cross-overs, turnouts, or any wye track.		6	6	With 9000 class engines.
Over spring switches.	15	15	15	When using turnouts.
Over spring switches.	20	20	20	When not using turnouts but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	20	When not using turnouts but where movement is over facing point switch.
At any point.		20	20	Engines (except Mallet type) backing up with or without cars.
At any point.		15	15	Mallet type engines backing up with or without cars.

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Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Through interlocking.	30	30	30	Where no different speed is specified.
At any point on main line.				Trains handling ditchers, draglines, spreaders, cranes, hoists, clamshells, derricks, pile drivers, steam shovels, and rotary snow plows. Booms of such machines must be trailing.
Tangent track.			30	
On curves.			25	
				Exception: Rotary snow plows when trailing enroute to perform service may be handled at a speed of 40 M. P. H. on straight track or on curves not to exceed 3 degrees. Speed must not exceed 25 M.P.H. on curves in excess of 3 degrees.
At any point on Twin Falls Branch, or Yellowstone Branch between Idaho Falls and Ashton.			20	Trains handling ditchers, draglines, spreaders, cranes, hoists, clamshells, derricks, pile drivers, steam shovels, and rotary snow plows. Booms of such machines must be trailing.
At any point on all other branches, and on Yellowstone Branch between Ashton and West Yellowstone.			15	Trains handling ditchers, draglines, spreaders, cranes, hoists, clamshells, derricks, pile drivers, steam shovels, and rotary snow plows. Booms of such machines must be trailing.
At any point.			15	**Jordon spreaders or other snow machines of spreader type, when in operation.**
On all branches.		10	10	Through tunnels.
First Subdivision.				
Kemmerer.		5	5	**On south lead to turntable with 5000, 7000 and 9000 class engines.**
Tunnel.	22	12	12	**Through tunnel and interlocking.**
Cokeville.	30	30	30	Over streets and alleys.
On curves as follows: Between Mile Posts—				
Granger				
3.5 and 3.7.	70	70	40	
Donovan				
5.5 and 5.6.	85	70	40	
Moxa				
10.4 and 11.3.	85	70	40	
12.2 and 12.3.	70	70	40	
Hassett				
14.4 and 14.6.	70	70	40	
Nutria				
16.2 and 16.4.	70	70	40	
18.2 and 18.3.	60	50	40	
19.0 and 19.1.	85	70	40	

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
First Subdivision. (Continued)				
Cosgriff				
21.2 and 23.8.	70	70	40	
Opal				
25.7 and 25.9.	85	70	40	
28.7 and 28.9.	70	70	40	
Folger				
29.4 and 29.6.	70	70	40	
31.3 and 32.5.	50	40	25	
33.0 and 33.1.	70	70	40	
Waterfall				
34.2 and 34.4.	85	70	40	
34.6 and 34.8.	50	40	25	
35.5 and 35.9.	50	40	25	
Mine No. 2				
36.5 and 36.8.	40	40	25	
Tunnel				
43.8 and 48.3.	50	40	25	
48.3 and 49.4.	40	40	25	
Fossil				
51.3 and 51.4.	20	20	20	
53.2 and 53.3.	85	70	40	
54.7 and 56.0.	40	35	25	
Nugget				
56.0 and 58.0.	40	35	25	
58.0 and 59.6.	70	70	40	
Orr				
59.6 and 61.3.	70	70	40	
61.8 and 62.1.	85	70	40	
Sage				
63.7 and 65.3.	50	40	25	
66.3 and 67.3.	70	70	40	
Carlson				
67.3 and 68.5.	70	70	40	
68.5 and 69.0.	85	70	40	

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Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
First Subdivision (Continued).				
Beckwith				
75.9 and 77.4.	85	70	40	
Pixley				
77.4 and 83.5.	85	70	40	
Cokeville				
83.5 and 84.4.	85	70	40	
87.5 and 87.7.	60	50	40	
89.8 and 91.6.	85	70	40	
Border				
93.0 and 93.2.	60	50	40	
94.0 and 95.0.	85	70	40	
96.5 and 96.9.	70	70	40	
Pegram				
98.4 and 99.2.	50	40	25	
99.5 and 100.9.	70	70	40	
102.6 and 102.9.	60	50	40	
Harer				
102.9 and 104.9.	60	50	40	
105.2 and 105.4.	70	70	40	
Wardboro				
111.5 and 111.9.	85	70	40	
Kemmerer, Cumberland, Glencoe, Elkol and Blazon Branches.		15	15	
Paris Branch.		20	20	
Second Subdivision.				
Soda Springs.	30	30	30	Over streets and alleys.
Soda Springs.		15	15	Over Conda Spur.
Bancroft.	25	25	25	Over streets and alleys.
On curves as follows: Between Mile Posts—				
Montpelier				
119.5 and 120.4.	85	70	40	
120.4 and 120.8.	70	70	40	
121.2 and 121.3.	50	40	25	
Pescadero				
121.3 and 121.7.	50	40	25	

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Second Subdivision (Continued).				
Pescadero (Cont.)				
121.8 and 122.4.	70	70	40	
122.5 and 122.8.	50	40	25	
123.0 and 123.5.	70	70	40	
123.8 and 125.0.	85	70	40	
125.0 and 125.5.	70	70	40	
Wooleys				
125.8 and 126.1.	60	50	40	
126.2 and 126.8.	70	70	40	
Georgetown				
126.8 and 127.8.	70	70	40	
128.2 and 128.7.	50	40	25	
129.5 and 130.0.	60	50	40	
131.1 and 131.4.	85	70	40	
131.4 and 131.9.	70	70	40	
Cavanaugh				
131.9 and 132.2.	70	70	40	
134.0 and 134.5.	85	70	40	
134.5 and 135.7.	70	70	40	
Manson				
136.1 and 138.3.	85	70	40	
138.6 and 139.2.	60	50	40	
139.7 and 140.0.	85	70	40	
Rose				
140.0 and 140.5.	85	70	40	
141.0 and 141.2.	50	40	25	
141.4 and 141.6.	70	70	40	
141.7 and 141.9.	50	40	25	
142.4 and 143.3.	70	70	40	
143.7 and 145.2.	50	40	25	
Soda Springs				
148.1 and 148.5.	70	70	40	
149.0 and 149.2.	85	70	40	
Alexander				
152.1 and 152.4.	60	50	40	
Bancroft				
163.5 and 165.6.	70	70	40	

Continued on page 7.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Second Subdivision. (Continued)				
Kinport				
165.6 and 168.0.	70	70	40	
168.9 and 169.3.	60	50	40	
Pebble				
170.6 and 170.8.	85	70	40	
171.2 and 171.7.	60	50	40	
171.9 and 174.8.	70	70	40	
Broxon				
176.0 and 177.4.	70	70	40	
Blaser				
177.4 and 178.5.	50	40	25	
179.0 and 180.0.	40	30	15	Westward.
179.0 and 180.0.	50	40	25	Eastward.
Lava Hot Springs				
180.2 and 181.6.	70	70	40	
Renfro				
181.8 and 183.1.	50	40	25	
183.2 and 184.3.	70	70	40	
Topaz				
184.3 and 185.7.	70	70	40	
185.8 and 187.9.	50	40	25	
188.2 and 190.2.	70	70	40	
McCammon				
192.4 and 192.6.	50	40	25	
193.2 and 194.6.	85	70	40	
195.1 and 195.4.	60	50	40	
195.7 and 197.1.	85	70	40	
Onyx				
197.7 and 200.3.	70	70	40	
200.5 and 201.9.	50	40	25	
Inkom				
201.9 and 202.6.	50	40	25	
203.1 and 206.2.	85	70	40	
Portneuf				
207.1 and 208.6.	70	70	40	
211.0 and 211.6.	85	70	40	
Grace Branch.		20	20	
Bridge 5.33		10	10	With 2000 class engines.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Third Subdivision.				
Pocatello	25	15	15	Between passenger station and Gould Street.
Pocatello	6	6	6	Within platform limits of passenger station.
Pocatello		5	5	Over engine house lead and tracks.
Dietrich	25	15	15	Through turnout curve leading from old main track to new main track at west end of yard.
Shoshone	15	15	15	Through turnout curve at end of two main tracks just west of coal chute.
Gooding	30	30	30	Over streets and alleys.
On curves as follows: Between Mile Posts—				
Pocatello				
218.6 and 220.0.	85	70	40	
Michaud				
226.0 and 226.5.	85	70	40	
Igo				
233.3 and 236.3.	85	70	40	
236.3 and 239.3	50	50	25	
American Falls				
239.7 and 239.9.	25	25	25	Over bridge 239.75.
240.0 and 240.3.	45	40	25	
240.4 and 242.3.	70	70	40	
Borah				
242.3 and 243.3.	85	70	40	
244.1 and 245.0.	70	70	40	
245.0 and 246.0.	85	70	40	
Wapi				
256.0 and 259.8.	70	70	40	
DeWoff				
259.8 and 264.1.	85	70	40	
Chybo				
Adelaide				
284.3 and 287.0.	85	70	40	
Kimama				
289.0 and 295.0.	85	70	40	

Continued on page 8.

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Third Subdivision. (Continued)				
Senter				
295.7 and 299.3.	85	70	40	
Dietrich				
317.0 and 317.3.	85	70	40	
Shoshone				
322.0 and 323.8.	60	50	25	
323.8 and 325.8.	70	70	40	
Disney				
325.8 and 326.7.	70	70	40	
328.0 and 328.6.	85	70	40	
Gooding				
337.5 and 340.5.	85	70	40	
340.7 and 341.1.	50	40	25	
342.2 and 342.7.	70	70	40	
342.8 and 343.3.	50	40	25	
Fuller				
345.0 and 345.2.	85	70	40	
Ticeska				
357.3 and 365.0.	65	55	35	Westward.
357.7 and 366.0.	65	55	35	
366.4 and 366.9.	85	70	40	
King Hill				
366.9 and 368.3.	70	70	40	
369.2 and 369.5.	50	40	25	
369.7 and 370.9.	70	70	40	
Sand Bank				
371.1 and 373.3.	50	40	25	
Twin Falls Branch.		50	30	
Bridge 20.10.		25	25	
At any point.		30	30	With heavy Mikado type engines.
Rupert.		10	10	On west leg of wye.
Buhl.		5	5	On mill and elevator track with Mikado type engines.
North Side Branch.		35	30	
At any point.		15	15	With 2000, 2300 and 2500 class engines.
Tangent track.		40		Motor trains.
Raft River Branch.		20	20	

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Oakley Branch.		25	25	
Wells Branch.		30	30	Between Twin Falls and Rogerson.
Between Twin Falls and Rogerson.		20	20	With 1572 class and Mikado type engines.
Between Rogerson and Red Point.		35	35	
Between Red Point and Melandco.		20	20	
Between Melandco and Wells.		25	25	
Wells yard.		25	15	During foggy or stormy weather, flagman must be sent ahead.
Ketchum Branch.		40	30	Mikado type engines.
Bridge 16.04.		15	15	With Mikado type engines.
Between Hailey and Ketchum.		15	15	Over truss bridges.
Between Hailey and Ketchum.				Engines must not be double-headed over truss bridges.
Bellevue.		12	12	Over streets and alleys.
Bridges 62.84 and 66.81.		15	15	
Hill City Branch.		25	25	
Trestles 21.6 and 23.40.			15	With Snow Plow 098.
Fourth Subdivision.				
Reverse to Hammett.	65	55	35	Eastward.
Nampa.	30	20	15	Over switch leading from new main track to old main track west of icing platform, west end of yard.
Nampa.	25	15	15	Between passenger station and Main Line Junction.
Caldwell.	25	25	25	Over streets and alleys.
Parma.	30	30	30	Over streets and alleys.
Nyssa.		6	6	Over house track, with 9000 class engines.
Washoe.			5	With 5000 class engines.
Between Payette and Weiser.			30	Trains handling logs.
Huntington.		15	15	Over switch old main line to new main line opposite ice house track.
On curves as follows: Between Mile Posts—				
Glenns Ferry				
375.5 and 376.5.	85	70	40	
376.5 and 377.6.	50	40	25	

Continued on page 9.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Fourth Subdivision. (Continued)				
Glenns Ferry (Cont.)				
377.8 and 378.2.	85	70	40	
378.7 and 379.3.	45	40	25	
380.3 and 383.9.	85	70	40	
Hammett				
384.8 and 385.6.	65	55	35	
385.6 and 387.0.	60	50	35	
387.0 and 389.9.	65	55	35	
389.9 and 390.8.	60	50	25	
390.8 and 391.3.	65	55	35	
Reverse				
393.6 and 396.9.	85	70	40	
Mountain Home				
401.6 and 407.5.	85	70	40	
Hickey				
427.6 and 428.1.	85	70	40	
428.4 and 428.9.	50	40	25	
Ely				
430.8 and 434.7.	85	70	40	
Owyhee				
434.7 and 435.0.	85	70	40	
Kuna				
446.7 and 451.8.	70	70	40	
Enrose				
469.2 and 472.5.	85	70	40	
Tucker				
476.1 and 480.8.	85	70	40	
Parma				
480.8 and 485.8.	70	70	40	
Apple Valley				
Ontario				
499.8 and 500.8.	85	70	40	
Washoe				

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Fourth Subdivision. (Continued)				
Feltham				
512.7 and 515.7.	70	70	40	
515.7 and 515.9.	50	50	25	
Eaton				
522.0 and 525.7.	70	60	40	
Cobb				
525.7 and 526.0.	70	60	40	
526.4 and 526.6.	50	40	25	
526.7 and 526.9.	70	60	40	
527.0 and 527.3.	50	40	25	
527.3 and 528.5.	70	60	40	
529.1 and 530.0.	50	40	25	
Olds Ferry				
530.4 and 531.9.	70	60	40	
532.2 and 533.0.	50	40	25	
533.1 and 533.5.	70	60	40	
533.7 and 534.0.	50	40	25	
Rock Island				
534.0 and 536.1.	50	40	25	
536.2 and 536.5.	45	35	25	
536.3 and 536.5.	35	25	25	Over bridge 536.39.
536.7 and 537.1.	50	40	25	
Blakes Jct.				
537.1 and 538.9.	40	40	25	
Boise Main Line.				
Meridian.		40		**Nos. 17 and 18 to discharge mail.**
On curves as follows: Between Mile Posts—				
Orchard				
B-423.6 and B-423.9.	50	40	25	
B-428.2 and B-428.4.	85	70	40	
B-429.1 and B-429.4.	50	40	25	
B-429.7 and B-430.0.	70	70	40	
Leone				
B-431.0 and B-431.3.	70	70	40	
B-431.9 and B-432.2.	70	70	40	

Continued on page 10.

Location	Maximum Speed Miles Per Hour Str.	Pssgr.	Frt.	Remarks
Boise Main Line (Continued).				
Leone (Cont.)				
B-433.3 and B-433.7.	70	70	40	
B-433.9 and B-434.2.	50	40	25	
Black's Creek				
B-435.8 and B-436.1.	85	70	40	
B-437.8 and B-438.1.	85	70	40	
B-438.5 and B-438.8.	70	70	40	
B-439.4 and B-439.9.	50	40	25	
B-439.9 and B-440.1.	30	20	20	Westward through tunnel.
B-439.9 and B-440.1.	40	30	30	Eastward through tunnel.
B-440.1 and B-441.8.	70	70	40	
Shafer				
B-442.1 and B-442.3.	50	40	25	
B-442.6 and B-444.5.	50	40	25	
Hillcrest				
B-445.6 and B-448.4.	50	40	25	
Boise				
B-448.8 and B-449.0.	50	40	25	
B-450.4 and B-450.6.	85	70	40	
Boise Jct.				
B-450.7 and B-450.9.	70	70	40	
Perkins				
Noble				
B-464.4 and B-464.8.	70	60	40	
Nampa Loop Jct.				
B-465.0 and B-465.3.	50	40	25	
B-465.9 and B-466.1.	50	40	25	
B-467.0 and B-467.7.	50	40	25	
Boise Branch.				
Between Boise Jct. and Boise Freight.		25	25	
Between Boise Freight and Barber Jct.		15	15	
Murphy Branch.				
Between Nampa and M.P. 21.66.		15	15	
Between M.P. 21.66 and Murphy.		20	20	
Bridge 22.40.		15	15	Engines must not be double-headed.

Location	Maximum Speed Miles Per Hour Str.	Pssgr.	Frt.	Remarks
Idaho Northern Branch.				
Between Nampa and Jenness.		30	30	
Between Jenness and Bramwell.		20	20	
Between Jenness and Bramwell.			12	Trains handling logs or high cars loaded or empty.
Between Bramwell and Plaza.		30	30	
Between Plaza and Banks.		25	25	Watch for rocks between Black Canyon and Banks.
Banks.		5	5	Westward trains around curve east of east passing track switch, and normal speed must not be resumed until reaching "Resume Speed" sign at east switch.
Between Banks and Smiths Ferry.		15	15	Watch for rocks.
Between Banks and M.P. 81.			12	Trains handling logs or high cars loaded or empty.
Between Smiths Ferry and Cabarton.		20	20	Watch for rocks.
Between Cabarton and McCall.		30	30	
M.P. 31.40.		20	20	On curve.
Between M.P. 32.0 and 35.4.		10	10	
Between M.P. 36.6 and 36.8.		20	20	Bridge 36.61.
Between M.P. 99.6 and 101.1.		20	20	
Between M.P. 124.1 and 124.4.		15	15	
Wilder Branch.		15	15	
Homedale Branch.		25	25	
Oregon Eastern Branch.		40		Motor trains.
At any point.		30	25	
On curves as follows: Between Mile Posts—				
50.5 and 59.5.		35		Motor trains.
102.0 and 102.2.		35		Motor trains.
Hope				
29.5 and 33.5.		20	20	Watch for rocks.

Continued on page 11.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Oregon Eastern Branch. (Continued).				
Little Valley				
36.5 and 37.6.		20	20	Watch for rocks.
37.6 and 37.7.		10	10	Soft spot.
37.7 and 38.2.		20	20	Watch for rocks.
Wisner				
78.6 and 80.75.		20	20	Watch for rocks.
80.75 and 81.0.		10	10	Watch for rocks.
81.0 and 86.6.		20	20	Watch for rocks.
Long				
86.6 and 89.0.		20	20	Watch for rocks.
Dunnean				
103.5 and 106.5.		20	20	
Bridge 106.14		15	15	
Circle Bar				
119.0 and 122.5.		20	20	Watch for rocks between M.P. 119 and M.P. 124.
At any point.				Motor trains may make 10 M.P.H. above speed restrictions shown for passenger trains at other points.
Brogan Branch.		20	20	
Payette Branch.		25	25	
Payette Jct.		10	10	On curve.
New Meadows Branch.		30		Motor trains.
At any point.		20	20	
On curves.			15	Trains handling logs.
At any point.			10	Engines backing up.
On curves as follows: Between Mile Posts—				
Presley				
Midvale				
11.0 and 29.5.		15	15	Watch for rock in Weiser Canyon.
Midvale				
33.5 and 33.7.		15	15	
Dixie				
37.0 and 37.3.		15	15	
Cambridge				
42.5 and 43.4.		15	15	
45.5 and 45.8.		15	15	
Goodrich				
55.0 and 55.5.		10	10	

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Fruitvale				
Woodland				
67.5 and 79.5.		15	15	
Rubicon				
New Meadows				
84.5 and 88.0.		15	15	
Homestead Branch.		20	20	Watch for rocks.
At any point.		15	15	On curves.
Fifth and Sixth Subdivisions.				
Between Pocatello and Idaho Falls.		70	40	
Between Idaho Falls and Silver Bow.		60	40	
Blackfoot.		20	20	Over streets and alleys.
Shelley.		30	30	Over streets and alleys.
Idaho Falls.		20	20	Over streets and alleys.
Idaho Falls.		5	5	Around west leg of wye with 5000, 7000 and 9000 class engines.
West Idaho Falls.			10	Cross-over, Yellowstone Branch to West Idaho Falls.
Lima.		20	15	Center Street crossing, east of depot.
Lima.		25	15	Westward, within yard limits.
Armstead.		10	10	Gilmore and Pittsburg track.
Dillon.		20	20	Over streets and alleys.
Silver Bow.		5	5	Interchange tracks beyond N.P. crossing with 3600, 3700, 5000 and 7000 class engines.
Fifth Subdivision.				
On curves as follows: Between Mile Posts—				
Tyhee				
142.3 and 143.5.		50	35	
Gibson				
152.7 and 152.9.		50	35	
West Idaho Falls				
187.4 and 190.9.		40	25	
Roberts				
205.5 and 206.0.		50	35	

Continued on page 12.

152 (R). Continued.

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Fifth Subdivision (Continued).				
Tenno				
208.4 and 210.1.		50	35	
Hawgood				
213.7 and 213.9.		50	35	
Hamer				
218.4 and 218.6.		50	35	
Dubois				
235.7 and 236.6.		40	25	
237.9 and 239.3.		40	25	
Highbridge				
244.5 and 246.4.		40	25	
Spencer				
248.5 and 248.7.		40	25	
249.5 and 249.6.		40	25	
251.0 and 251.3.		40	25	
252.7 and 257.5.		30	20	
Humphrey				
258.3 and 258.8.		40	25	
262.9 and 263.1.		40	25	
263.4 and 264.6.		40	25	
Monida				
264.8 and 266.3.		40	25	
266.9 and 267.1.		40	25	
267.6 and 267.7.		40	25	
269.7 and 269.9.		40	25	
271.0 and 271.2.		40	25	
271.6 and 271.7.		40	25	
Snowline				
277.5 and 278.9.		40	25	
Sixth Subdivision.				
On curves as follows: Between Mile Posts—				
Armstead				
307.8 and 310.2.		40	25	
310.4 and 310.6.		25	20	
311.0 and 311.8.		40	25	

152 (R). Continued.

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Grayling				
316.0 and 316.4.		40	25	
Dalys				
316.5 and 318.7.		40	25	
Dillon				
328.6 and 329.2.		40	25	
Bond				
337.0 and 337.1.		40	25	
Apex				
341.1 and 341.3.		40	25	
342.8 and 346.2.		35	25	
Glen				
348.0 and 348.2.		40	25	
Navy				
351.0 and 351.6.		40	25	
Lavon				
352.2 and 352.4.		40	25	
Browns				
353.2 and 354.3.		40	25	
357.2 and 357.7.		40	25	
Melrose				
361.8 and 362.1.		40	25	
362.2 and 363.7.		30	20	
363.9 and 364.8.		35	25	Watch for rocks.
Quinn				
365.1 and 365.9.		30	20	Watch for rocks.
Maiden Rock				
366.0 and 366.4.		30	20	Watch for rocks.
366.4 and 366.6.		20	20	
366.7 and 368.1.		40	25	
Divide				
373.5 and 374.2.		40	25	

Continued on page 13.

152 (R). Continued.

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
Sixth Subdivision. (Continued).				
Woodin				
374.4 and 378.5.		40	25	
Beaudines				
379.0 and 380.4.		40	25	
Feely				
380.9 and 381.1.		40	25	
382.3 and 383.7.		30	20	
384.3 and 384.6.		40	25	
Buxton				
385.0 and 389.1.		40	25	
389.7 and 390.0.		30	20	
Mackay Branch.		45		With motor trains.
Between Blackfoot and M.P. 60.0.		35	25	
Between M.P. 60.0 and Mackay.		25	20	
Mackay.			6	On curve on low line to smelter.
Gardner Branch.		15	15	
Thomas Branch.		15	15	
Aberdeen Branch.		25	25	
Goshen Branch.		25	25	
Yellowstone Branch.				
Between Idaho Falls and Ashton.		50	30	
At any point.		30	25	With Mikado type engines.
Rexburg.		20	20	Over streets and alleys.
Sugar City.		20	20	Over streets and alleys.
St. Anthony.		25	25	Over streets and alleys.
Ashton.		6	6	Around wye.
Between Ashton and Gerrit.		35	25	Watch for rocks.
Between M.P. 55.4 and 55.6.		20	15	
Between M.P. 59.4 and 66.0.		20	15	
Between Gerrit and Big Springs.		40	25	
Between M.P. 86.4 and 87.0.		20	15	
Between Big Springs and West Yellowstone.		35	25	Watch for rocks.
Between M.P. 92.0 and 95.0.		20	15	
Between M.P. 100.0 and 101.0.		20	15	

152 (R). Continued.

Location	Maximum Speed Miles Per Hour Str.	Psgr.	Frt.	Remarks
East Belt Branch.		25	25	
At any point.		15	15	Over truss bridges.
At any point.				Engines must not be double-headed over truss bridges.
Bridge 19.10.		15	15	
Bridge 19.45.		15	15	
Bridge 33.83.		10	10	
Bridge 40.56.		15	15	
West Belt Branch.		25	25	
At any point.		15	15	Over truss bridges.
At any point.				Engines must not be double-headed over truss bridges.
Bridge 12.84.		15	15	
Bridge 36.05.		15	15	
Annis Branch.		15	15	
Sugar City Branch.		15	15	
Teton Valley Branch.		35	25	
Bridge 6.96.		12	12	
Between M.P. 19.1 and 19.4.		15	15	
Between M.P. 25.0 and 25.4.		15	15	

506 (B). On a color light permissive signal, if the lights are not burning, trains may proceed at restricted speed without stopping for it, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train. See Rule 509 (D).

663 (R). When a train is stopped by a signal at a railroad crossing protected by cabin interlocking, movement of train will be protected in accordance with Rule 663 and if within block signal territory will be governed by Rule 509 in addition.

At Silver Bow, movements of Union Pacific and C.M.St.P.&P. trains to B.A.&P. yard are protected by cabin interlocking. Union Pacific employes using crossing must be governed by Northern Pacific rules posted in cabin.

802 (R). At Pocatello, engines or cars must not be left standing on the various fire road crossings and crossings must not be blocked longer than necessary to make switching movements.

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

803 (R). Referring to Rule 803 (E). Empty gravel cars, self-clearing or coal cars set out to permit employes to close dumps must not be coupled into without conductor first obtaining permission from employe in charge or until work is completed.

803 (S). The Oregon State law requires that any train operated on branch lines in Oregon must have flagman with at least six months' experience. Conductors will be held responsible for knowing their flagmen have at least 6 months' experience. Trains must not handle more than 39 cars with fewer than three brakemen on Oregon Eastern, Homestead and Homedale Branches.

804 (R). At Minidoka, at least four hand brakes must be set on east end of cuts of cars left on east end of middle passing track, and at least four hand brakes must be set on west end of cars left on tracks in the branch yard.

At Glenns Ferry, after stopping, at least six hand brakes must be set on east end of westward freight trains, and on west end of eastward freight trains.

Continued on page 14.

804 (R). Continued.

At Lima, after stopping, at least six hand brakes must be set on rear end of eastward freight trains and on head end of westward freight trains.

Hand brakes must not be released by trainmen until engine is attached and train line charged. A trainman must remain in the vicinity of the cars after hand brakes are released.

At Nampa, before engine is detached from trains which are to be left in the west yard, hand brakes must be set on at least six west end cars.

At Pocatello, trainmen must not release hand brakes on rear of westward trains until train is blue flagged for outbound air test.

804 (S). Yardmen must see that sufficient hand brakes are set to properly secure cars.

804 (T). At Pocatello, P.F.E. icehouse and cleaning yard tracks, storage yard tracks and stock yard tracks are on descending grade westward. At least ten hand brakes must be set on cars left on storage yard tracks. At least six hand brakes must be set on cars left on P.F.E. icehouse and cleaning yard tracks.

805 (R). At Caldwell, cars spotted at Boise-Payette Lumber Co.'s cement warehouse on west end long house track do not clear Swift Spur track and cars spotted at Swift Co. coal bins Swift Spur do not clear long house track. When trains use these tracks, trainmen must look out for this condition and take necessary precaution to avoid accident or personal injury.

807 (R). When possible, freight conductors must notify their enginemen leaving terminals makeup of their train, including location of loads and empties.

807 (S). Steel underframe outfit cars may be handled on head end of train when cars are to be set out or picked up between terminals.

807 (T). Derricks, rotary snow plows and McMyler cranes must not be handled with less than one tender and one car between machine and locomotive over Grace, North Side, Raft River, Ketchum, Boise, Murphy, Wilder, Homestead, Gardner, Goshen, Annis, East Belt, West Belt, Yellowstone, Teton Valley or New Meadows Branches.

Rotary snow plows 02011, 02012 and 02013 must not be handled over Murphy, Wilder, Sugar City or New Meadows Branches.

808 (R). Where a train is being operated with an engine of maximum weight, a helper engine must not be coupled directly to the road engine when crossing over truss bridges as follows:

Location	Bridge Number	Maximum class of engine permissible
First Subdivision	1.61	Mallet, 3630-3704 class.
First Subdivision	5.33	Mallet, 3630-3704 class.
First Subdivision	28.11	Mallet, 3630-3704 class.
First Subdivision	30.27	Mallet, 3630-3704 class.
First Subdivision	32.31	Mallet, 3630-3704 class.
Grace Branch	5.33	Mikado, 2000 class.
Fourth Subdivision	536.45	Mallet, 3630-3704 class.
Twin Falls Branch	20.10	Mikado, 2300-2500 class.
Ketchum Branch	62.84	Mikado, 2300-2500 class.
Ketchum Branch	66.80	Mikado, 2300-2500 class.
Murphy Branch	22.40	Consolidation, 560 class.
Fifth Subdivision (At Idaho Falls on old main line)	184.47	Mallet, 3630-3704 class.
Sixth Subdivision	310.68	Mallet, 3630-3704 class.
Sixth Subdivision	319.13	Mallet, 3630-3704 class.
Sixth Subdivision	351.28	Mallet, 3630-3704 class.
East Belt Branch	19.10	Consolidation, 560 class.
East Belt Branch	19.45	Consolidation, 560 class.
East Belt Branch	40.56	Consolidation, 560 class.
West Belt Branch	12.84	Consolidation, 560 class.
West Belt Branch	36.05	Consolidation, 560 class.

808 (S). Helper engines between Nugget and Kemmerer, King Hill and Ticeska, and Hammett and Reverse may be doubleheaded when the train has not more than 75 per cent of tonnage rating of the engine, but not more than two engines may be on head end of train.

Fifth Subdivision: Westward, on freight trains Camas or Dubois to Monida, helper must be cut in train. Eastward, Lima to Monida or Humphrey helper will be doubleheaded.

Sixth Subdivision: Westward, helper will doublehead Dillon to Apex; run light Apex to Melrose; doublehead Melrose to Feely. Eastward, helper will doublehead Silver Bow to Melrose; run light Melrose to Navy; doublehead Navy to Apex.

808 (T). In helper districts, except between Kemmerer and Fossil, engines must not be backed down hill where wye tracks or turn-tables are available for turning engines, except in emergencies. When such back-up movement is necessary, engineman must first secure authority from train dispatcher.

809 (R.) When handling cars placarded "Explosives" in yards or on sidings, such cars must be coupled to an engine, electric locomotive or motor car protected by a car between. (BE-678a.)

809 (S). Cars placarded "explosives" must not be cut off while in motion, and must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be cut off and allowed to strike a car containing explosives. Cars placarded "explosives" must be so placed in yards or on siding that they will be subject to as little handling as possible and be removed from all danger of fire. Such cars must not be placed on tracks under bridges and should not be placed in or alongside passenger sheds or stations; and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 8 on Form 1216 "Conductor's Car and Tonnage Report":

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car)		For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car)	
Territory	West	East	West	East
Granger-Montpelier	6000	3000	3000	None
Pocatello-Glenns Ferry	6000	3000	3000	None
Glenns Ferry-Huntington	3000	6000	None	3000
Nampa-Huntington	6000	6000	3000	3000
Shoshone-Ketchum	3000	3000	None	None
Shoshone-Hill City	3000	3000	None	None
Nampa-Boise	3000	6000	None	3000
Nampa-McCall	6000	3000	3000	None
Pocatello-Idaho Falls	6000	6000	3000	3000
Pocatello-Lima	3000	3000	None	None
Lima-Butte	3000	3000	None	None
Ashton-West Yellowstone	3000	3000	None	None
All Other	6000	6000	3000	3000

824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and be inspected at the following points:

Granger	—Westward;
Kemmerer	—Westward and eastward;
Bancroft	—Westward and eastward;
Minidoka	—Westward and eastward;
Shoshone	—Westward and eastward;
Bliss or Ticeska	—Westward;
Reverse or Mt. Home	—Eastward;
Orchard	—Westward;
Ontario	—Westward and eastward;
Idaho Falls	—Eastward;
Dubois	—Westward and eastward;
Humphrey	—Eastward;
Dillon	—Westward and eastward;
Apex	—Westward;
Melrose	—Westward and eastward;
Ashton	—Westward and eastward;
Gerrit	—Eastward;
Reas Pass	—Eastward.

837 (R). Streamline trains must not be moved until all coach, Pullman and dining car doors have been closed.

When picking up train orders from the side doors of engine rooms on streamline trains, safety bar must be placed in down position as soon as door is opened.

887 (R). On passenger trains, running air test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

Tunnel	—Westward;
Ticeska	—Westward;
Reverse	—Eastward;
Tamarack	—Eastward;
M.P. 84.5 New Meadows Branch	—Westward;
Summer Camp	—Westward and eastward;
Smiths Ferry	—Eastward;
M.P. 81 Idaho Northern Branch	—Eastward;
Snowline	—Westward;
Apex	—Westward;
Feely	—Westward;
Humphrey	—Eastward;
M.P. 246.5, Fifth Subdivision	—Eastward;
Reas Pass	—Westward and eastward;
Gerrit	—Eastward.

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

Kemmerer or Moyer Jct.	—Westward;
Bliss or Ticeska	—Westward;
Reverse or Mt. Home	—Eastward;
Tamarack	—Eastward;
M.P. 84.5 New Meadows Branch	—Westward;
Summer Camp	—Westward and eastward;
Melba	—Westward;
Murphy	—Eastward;
Jenness	—Westward;
Smiths Ferry	—Eastward;
Apex	—Westward;
Humphrey	—Eastward;
Reas Pass	—Eastward;
Gerrit	—Eastward.

887 (S). Retainers must be used on freight and mixed trains as per Air Brake Rule 1077 (A) as follows:

Tunnel to Fossil;
Ticeska to King Hill;
Reverse to Hammett;
Summer Camp to Melandco;
Summer Camp to Herrell;
Melba to Riva;
Murphy to Riva;
Jenness to M.P. 23;

887 (S). Continued.

Humphrey to Highbridge;
Monida to Lima;
Apex to Glen;
Feely to Buxton;
Gerrit to Warm River;
Reas Pass to Big Springs.

All retainers must be used M. P. 80 to M. P. 64, Idaho Northern Branch.

All retainers must be used M. P. 84.5 to M. P. 88, Tamarack to Glendale, New Meadows Branch, except trains of empty log cars.

Log trains will use retainers in 20-pound position, Tamarack to Glendale and in 10-pound position, Glendale to M. P. 67 and such trains must stop and be inspected at Tamarack, Glendale and M. P. 67.

All eastward freight and mixed trains will stop at Big Eddy, Mains and Banks for inspection of train and to permit wheels to cool.

On passenger trains all retainers must be used as follows:

M. P. 80 to M. P. 64, Idaho Northern Branch;
Tamarack to Glendale;
M. P. 84.5 to M. P. 88, New Meadows Branch;
Melba to Riva;
Murphy to Riva;
Gerritt to Warm River;
Reas Pass to Big Springs.

EXCEPTIONS: Freight and mixed trains, when handled by engines equipped with two air compressors which are operative may be handled without use of retainers as follows:

Trains averaging not to exceed fifty-five gross tons per operative brake:

Tunnel to Fossil;
Ticeska to King Hill;
Reverse to Hammett;
Summer Camp to Melandco;
Summer Camp to Herrell;
Melba to Riva;
Murphy to Riva;
Jenness to M. P. 23;
Humphrey to Highbridge;
(This not to apply to trains handling ice from Humphrey. Ice trains must use retainers.)
Apex to Glen.

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

Monida to Lima;
Feely to Buxton.

After sounding whistle for Feely, if air gauge in caboose indicates maximum pressure, trainman will give a proceed signal which must be answered as per Rule 14(*b*). If this signal is not received, train must be stopped and air brake tested as per Air Brake Rule 1041, and not proceed until brake pipe is fully charged.

Responsibility for the use of retainers under these exceptions rests primarily with engineman and he will direct as to their use. However, retainers must be used if in the judgment of conductor their use is necessary. If tonnage per operative brake is exceeded, at least fifty percent of retainers must be used.

Where retainers are used on freight or mixed trains, a speed of 20 miles an hour must not be exceeded.

When retainers are not used, standard brake pipe pressure of 90 pounds must be maintained as required by Air Brake Rule 1014 for designated heavy grades, as follows:

Kemmerer to Montpelier;
Ticeska to Glenns Ferry;
Reverse to Glenns Ferry;
Summer Camp to Wells;
Summer Camp to Twin Falls;
Nampa to Murphy;
Murphy to Nampa;
Jenness to Emmett;
Humphrey to Idaho Falls;
Apex to Butte.

896 (R). Engines must not go on the following tracks:

Mine No. 2	—East of Diamondville, over hopper constructed by the Diamond Coal and Coke Co. for slack coal on track No. 1 by the boiler house;
Shoshone	—No. 6 track from new lead into the engine house;
Triumph	—Under tipple loading apron on ore dock;
Sand Bank	—Beyond frog on second pit track;
Nampa	—Trestle at Carnation Milk Co.;
Caldwell	—Over scale opposite Idaho Egg Producers Warehouse;
Caldwell	—Over scale on Holt spur;
Lincoln Sugar Factory	—Beet trestle on No. 1 high line;
Hart	—Sugar Factory track No. 4;
Midway West Belt	—Pulp trestle;
Divide	—Coal trestle.
Gardner Branch	—Beyond M. P. 4.

1572 class and heavier engines must not go on the following tracks:

Murphy Branch	—All tracks;
Payette Branch	—All tracks;
Homestead Branch	—All tracks.

3100 class and heavier engines must not go on the following tracks:

Boise	—Between 9th St. freight (M. P. 3.26) and Barber Jct.;
Paris	—Wye.

2000 class and heavier engines must not go on the following tracks:

Kemmerer Branch	—All tracks;
Cumberland Branch	—All tracks Glencoe Jct. to Blazon Jct.;
Glencoe Branch	—All tracks;
Elkol Branch	—All tracks;
Blazon Spur	—All tracks;
Paris Branch	—All tracks;
North Side Branch	—All tracks west of Paul;
Raft River Branch	—All tracks;
Oakley Branch	—All tracks;
Hill City Branch	—All tracks;
Boise Branch	—All tracks;
Idaho Northern Branch	—All tracks;
Wilder Branch	—All tracks;
Homedale Branch	—All tracks;
Oregon Eastern Branch	—All tracks;
Brogan Branch	—All tracks;
New Meadows Branch	—All tracks;
Mackay Branch	—All tracks out of Blackfoot yard limits;
Thomas Branch	—All tracks;
Gardner Branch	—All tracks;
Aberdeen Branch	—All tracks;
Goshen Branch	—All tracks;
East Belt Branch	—All tracks;
West Belt Branch	—All tracks;
Annis Branch	—All tracks;
Sugar City Branch	—All tracks;
Teton Valley Branch	—All tracks;
Yellowstone Branch	—All tracks Ashton to West Yellowstone;
Conda	—A. C. M. Company trestle;
Burley	—Crystal gravel tracks;
Rogerson	—West leg of wye;
Rogerson	—Industry spur;
Berger	—Elevator spur;
Orchard	—House track;
Nampa	—Elevator spur;
Nampa	—West team track;
Nampa	—Oil spur;

896 (R). Continued.

Nampa	—Stub house track;
Nampa	—Sugar hill tracks;
Nampa	—Condensary spur;
Caldwell	—Holt spur;
Weiser	—All tracks in branch yard except main track and scale track west to standpipe and house track to west end old P. & I. N. depot;
Gibson	—Team track;
Blackfoot	—Rip track;
Blackfoot	—All industry tracks taking off Mackay Branch;
Blackfoot	—Anderson Lumber Company spur;
Blackfoot	—All sugar factory tracks;
Blackfoot	—Sugar factory coal trestle;
Shelley	—Jason spur;
Shelley	—All sugar factory tracks except track next to sugar house may be used by 2500 class engines;
Idaho Falls	—Brewery spur;
Rigby	—Sugar factory trestles;
Rexburg	—"K" track east of elevator;
Sugar City	—Pulp silo track, must not pass compressor with engine.

2300 class engines and heavier must not go on following tracks:

Conda Branch	—All tracks;
Grace Branch	—All tracks;
Wells Branch	—All tracks;
North Side Branch	—All tracks. Except 5000 and 7000 class engines may turn on wye at Bliss.

2500 class and heavier engines must not go on the following tracks:

Idaho Falls	—All tracks taking off old Butte Main Line;
Idaho Falls	—Team spur No. 1;
Idaho Falls	—Team spur No. 2;
Idaho Falls	—Team spur No. 3;
Idaho Falls	—Scale pocket track;
Idaho Falls	—House track No. 2;
Idaho Falls	—House track No. 3;
Idaho Falls	—Roger Brothers spur;
Idaho Falls	—Old rip track;
Idaho Falls	—Honey spur;
Idaho Falls	—Gas spur;
Idaho Falls	—Coal storage tracks;
Idaho Falls	—Depressed track;
Idaho Falls	—Rip tracks;
Idaho Falls	—Muir spur;
Dubois	—All spur tracks except elevator spur and both legs of wye;
Armstead	—G & P tracks.

7000 class and heavier engines must not go on the following tracks:

Twin Falls Branch	—All tracks;
Granger	—Cross-over 500 feet east of stockyards;
Granger	—Spur north side of yard tracks opposite depot;
Diamondville	—Mine No. 2, all tracks;
Diamondville	—All tracks;
Kemmerer	—Beyond a point 600 feet from east end of second yard track north of siding;
Kemmerer	—Repair tracks;

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Kemmerer	—Frontier Supply Company's track;
Kemmerer	—Freight house track;
Kemmerer	—Town track south of water softener;
Kemmerer	—North enginehouse lead and enginehouse tracks;
Kemmerer	—Engine storage tracks;
Kemmerer	—Spur to Frontier Supply Co. power house;
Kemmerer	—Coal chute spur;
Moyer Jct.	—East leg of wye;
Moyer Jct.	—Old main line;
Fossil	—Wye tracks;
Montpelier	—Repair tracks;
Montpelier	—Spur east of repair track storehouse;
Montpelier	—Spur west of repair track storehouse;
Montpelier	—Track in all stalls of old section of enginehouse;
Montpelier	—Coal chute tracks;
Montpelier	—Depressed track into cinder pit;
Montpelier	—Spur to power house;
Montpelier	—Phosphate and beet loading track;
Montpelier	—Both team tracks;
Montpelier	—Town track;
Montpelier	—Wye track;
Wooleys	—Siding;
Cavanaugh	—Team track west end;
Manson	—Team track west end;
Soda Springs	—Storage track at Old Strachan;
Soda Springs	—House track east end;
Soda Springs	—Team track both ends;
Alexander	—Grace Branch main track near depot;
Alexander	—Stockyard track west turnout;
Bancroft	—Mill spur south of main track;
Bancroft	—Wye tracks;
Broxon	—Team track;
Blaser	—Team track;
Topaz	—Team track;
McCammon	—Wye track;
McCammon	—Elevator track west end of yard;
Onyx	—Spur track;
Inkom	—Team track, east end;
Portneuf	—Team track;
Pocatello	—All material yard tracks;
Pocatello	—All storehouse tracks;
Pocatello	—All repair tracks;
Pocatello	—All freight house tracks, except No. 279 may use track No. 4;
Pocatello	—All power house tracks;
Pocatello	—All bin tracks;
Pocatello	—Academy track and spurs leading off same;
Pocatello	—All PFE repair tracks;
Pocatello	—All Pocatello Timber Treating Plant tracks;
Pocatello	—Texas Oil spur;
Pocatello	—City Gas Plant spur;
Pocatello	—Wye track;
Pocatello	—Two spur tracks near brick plant (North of town);
Pocatello	—New industrial track between Harrison and Main Streets, opposite PFE plant;
Pocatello	—All tracks west end of Hold yard;
Schiller	—Elevator track;
Chybo	—Team track;
Minidoka	—Branch coach track;
Minidoka	—Enginehouse track No. 3;
Max	—Back or team track;
Kimama	—Team track;
Owinza	—Team track;
Besslen	—Team track;

896 (R). Continued.

Shoshone	—Old enginehouse tracks beyond cross-over to present enginehouse.
Shoshone	—Enginehouse tracks or lead;
Shoshone	—Industry tracks south side of old enginehouse tracks;
Shoshone	—Tracks 6 and 7, freight house tracks;
Sand Bank	—Pit tracks;
Glenns Ferry	—Tracks Nos. 6, 7, 13, 14, 18, 19, 21, 22, 23, 24, 25, 29, 32, 36, 37, 41, 42, 43, 44, 62, 63 and 64. (Switch stands are numbered in this yard);
Sunnyside	—Track No. 2, team track;
Mora	—Track No. 2, team track;
Collopy	—Track No. 2, team track;
Nampa East Yard	—East No. 2.
Nampa East Yard	—Outgoing enginehouse lead;
Nampa Middle Yard	—Track No. 2.
Nampa Middle Yard	—Track No. 4 from Middle yard cross-over to Boise Main Line cross-over, known as the "Pocket" or the "Lie-By," except 5 car lengths at west end of this track may be used;
Nampa Middle Yard	—Coach tracks;
Nampa Middle Yard	—North team tracks;
Nampa Middle Yard	—East house track;
Nampa Middle Yard	—Dewey main line;
Nampa Middle Yard	—Dewey spur;
Nampa Middle Yard	—Motor spur;
Nampa Middle Yard	—Dead engine tracks;
Nampa Middle Yard	—Rip tracks Nos. 1, 2 and 3;
Nampa Short Yard	—Emerson spur;
Nampa Short Yard	—Mill track;
Nampa Short Yard	—Idaho Wood Products spur;
Nampa Short Yard	—Brewery spur;
Nampa Short Yard	—New industrial tracks;
Nampa West Yard	—Icehouse No. 1;
Nampa West Yard	—West leg of wye;
Nampa West Yard	—West house track;
Caldwell	—Alley track;
Caldwell	—Team track;
Caldwell	—Long house;
Caldwell	—Oil spur.
Caldwell	—Holt seed spur;
Caldwell	—Caldwell Produce track;
Caldwell	—North mill track;
Caldwell	—South mill track;
Caldwell	—From west switch of short house to east end of freight house platform;
Tucker	—Track No. 2, team track;
Parma	—Mill track, west of packing house sheds;
Parma	—Old packing house track, west of packing house sheds;
Apple Valley	—Track No. 1, siding (East end only to be used);
Nyssa	—East leg of wye;
Nyssa	—Homedale Branch main track, Nyssa Yard to Mile Post 1, may be used moving slowly and carefully;
Nyssa	—Engines must not go beyond stock chute on tracks 2 and 3 and must not go on beet dump track No. 3;
Arcadia	—Track No. 3, stock track;
Payette	—Track No. 3, team track north side may be used from east switch to point of curve at west end;

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Payette	—Track No. 13, mill spur;
Payette	—Track No. 19, Paulmbo packing house track;
Weiser	—5300 class engines may use east end of track No. 3, north team track, by running slowly and carefully to Third Street at Weiser Ice & Cold Storage plant. West end of this track may be used by 5300 class engines by running slowly and carefully to head block in switch leading to Weiser Mill & Elevator Co. spur;
Weiser	—Track No. 12, mill track;
Fort Hall	—Stock track, except from west end to stockyards;
Blackfoot	—Asylum spur;
Blackfoot	—Storage tracks between wye switches;
Blackfoot	—All enginehouse tracks;
Blackfoot	—Wye tracks;
Wapello	—Spur track;
Kimball	—Industry track;
Firth	—Cross-over siding to team track;
Goshen Jct.	—Wye tracks;
Monroe	—Industry track;
Shelley	—5000 class engines may go in on back track from west end to first potato cellar on this track. Same class engines may also go in on east end of this track to the Atlantic Commission company's warehouse;
Shelley	—Elevator spur;
Shelley	—House track;
Shelley	—Seed house spur;
Bach	—Treating plant spur;
Idaho Falls	—Old Butte Main Line;
Idaho Falls	—East Side Lumber Company spur;
Idaho Falls	—Coach track;
Idaho Falls	—Bonded Warehouse track;
Idaho Falls	—Stock track;
Humphrey	—Team track;
Humphrey	—Ice spur;
Lima	—Repair tracks;
Lima	—Steam derrick tracks;
Lima	—Depressed track;
Lima	—All spur tracks in vicinity of enginehouse;
Lima	—Machine shop spur;
Gosman	—Spur track;
Dell	—Team track;
Kidd	—Team track;
Red Rock	—Team track;
Dalys	—Siding;
Barretts	—Team track;
Dillon	—Stock track between wool warehouse and stockyard;
Dillon	—Set out track;
Dillon	—Depressed track;
Bond	—Team track;
Apex	—Team track;
Melrose	—Team track;
Beaudines	—Spur track;
Silver Bow	—Sand pit, spur;
Silver Bow	—N. P. outfit spur;
Butte	—Enginehouse track No. 4;
Butte	—Cinder pit track;
Yellowstone Branch	—All tracks, except Yellowstone Branch main track at Idaho Falls from passenger station to wye switch.

896 (R). Continued.

9000 class and heavier engines must not go on the following tracks:

Nugget	—North siding;
Bancroft	—Track No. 6;
Inkom	—Cement spur;
American Falls	—Uptown tracks 4, 5, 6, 7 and 8;
Minidoka	—West leg of wye;
Shoshone	—Track No. 4 between frogs at either end;
Shoshone	—Track No. 5 between points four rail lengths back of frogs on either end;
Shoshone	—Between east switch and freight platform;
Shoshone	—East leg of wye;
Bliss	—House track;
King Hill	—Cross-over from main track to house track;
King Hill	—House track from depot west may be used by 9000 class engines to stock yards, but not beyond;
Glenns Ferry	—Wye tracks and track 30—9000 class engines must not make back up movement through cross-over from eastward to westward main track in east end of yard;
Reverse	—wye track;
Orchard	—wye track;
Parma	—Team track and stock track may be used by 9000 class engines between depot and east switch running slowly and carefully;
Parma	—House track;
Parma	—Mill track;
Parma	—Old packing house track;
Nyssa	—Stock track and east leg of wye;
Arcadia	—Siding No. 2;
Ontario	—Track No. 9, east team, and track No. 10, east warehouse track, may be used by 9000 class engines running slowly and carefully;
Ontario	—West oil spur;
Washoe	—Spur track;
Payette	—Cannery spur;
Payette	—No. 1, siding from cross-over to east end of siding;
Payette	—Track No. 2, house track, may be used from east switch to freight house platform;
Payette	—Track No. 15, house track No. 1;
Payette	—Track No. 14, house track No. 2;
Payette	—North team;
Crystal	—Track No. 2, team track;
Weiser	—Day spur;
Weiser	—Track No. 4, team track, west end;
Weiser	—Track No. 3, north team and warehouse track;
Jonathan	—Track No. 1, siding;
Eaton	—Track No. 2, team track;
Olds Ferry	—Track No. 2, team track;
Huntington	—Track No. 213 (Caboose lead track);
Huntington	—Track No. 11 (Main engine lead to turntable);
Huntington	—Wye and stock tracks.

Huntington—When necessary to switch on these tracks with 9000 class engines, sufficient number of cars should be handled next to engine so that engine will not move over turnout to these tracks.

Track No. 2 generally known as No. 9 track through yard may be used by engines not to exceed speed of 5 M.P.H.

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896 (R). Continued.

Fifth Subdivision	
Between Idaho Falls and Lima	—All tracks;
Firth	—Team track;
Firth	—Industry track;
Shelley	—Team track;
Mitchell	—Industry track;
Cotton	—Industry track;
Sixth Subdivision	—All tracks.

Heavy consolidated engines must not go on following tracks, New Meadows Branch:

Hoover	—Fruit spur;
Midvale	—Elevator track;
	—Bitner track;
Diamond	—Spur track;
Council	—At Boise-Payette Lumber Company's unloading dock, engines must not go thru gate on unloading dock.

At Montpelier, American Falls, Shoshone, Nampa and Boise passenger stations, engines equipped with pilot snow plows must not be operated on trackage adjacent to brick platforms.

Snow plows, Jordan Spreaders and other roadway machines must not be moved on the following tracks unless it is known that there is proper clearance:

At Montpelier, American Falls, Shoshone, Nampa, Boise, West Yellowstone and Butte, on tracks adjacent to brick or cement passenger platforms;

At Melrose, track adjacent to base of standpipe pit.

At Nampa, 9000 class and heavier engines may turn, using the Boise Main Line from Main Line Jct. to Nampa Loop Jct. as east leg of wye, and Nampa Branch, Nampa Loop Jct. to 9th Avenue as west leg of wye, not exceeding 15 M. P. H., except over turnouts, where speed of 6 M. P. H. must not be exceeded. At Nampa Loop Jct. the engine must be moved eastward on Boise main line sufficient distance to allow block signal to clear before reverse movement is started. Back up movement must not be made through turnout at Nampa Loop Jct. account curve elevation.

At Conda, engines or cars must not go on coal trestles beyond the coal bins or hoppers.

At Burley, engines or cars must not go over beet hopper on track 14 or on trestle No. 2 or on spur track leading off west end of lime rock and coal track at sugar factory or beyond the first face of the sugar company's wet wash pit, or beyond the first face of the beet washing building. These tracks are the two outside tracks leading to the sugar factory building.

At Lincoln, engines must not handle cars on or off coal highline trestle track No. 7 at sugar factory. Cross-over between tracks 6 and 7 is for sugar company's use only, and it must not be used by other engines or cars.

Engines heavier than the light Mikado type must not go on any industrial trestle or beet trestle.

Wooden Hart Convertible cars must not be moved over trestles at coal chutes at Idaho Falls or Dubois.

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

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
First Subdivision.		
M.P. 1.61	Bridge	Side and top.
M.P. 5.33	Bridge	Side and top.
M.P. 11.35	Bridge	Side.
M.P. 21.94	Bridge	Side.
M.P. 26.81	Bridge	Side.
M.P. 28.11	Bridge	Side and top.
M.P. 28.81	Bridge	Side.
M.P. 30.27	Bridge	Side and top.
M.P. 32.31	Bridge	Side and top.
Waterfall	Water tank spout	Side and top.
Diamondville, M.P. 36.93	Coal tipple	Side.
M.P. 37.78	Bridge	Side.
M.P. 37.94	Bridge	Side.
M.P. 38.95	Bridge	Side.
Kemmerer	Coal chute	Side and top.
Kemmerer	Standpipe—Eastward main track	Side.
M.P. 43.47	Tunnel	Side and top.
Fossil	Standpipe—Eastward main track	Side.
Cokeville	Water tank spout	Side and top.
M.P. 84.04	Bridge	Side.
M.P. 84.24	Bridge	Side.
M.P. 91.03	Bridge	Side.
M.P. 95.94	Bridge	Side.
M.P. 96.97	Bridge	Side.
Pegram	Standpipe	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.
Kemmerer Branch.		
North Kemmerer Mine No. 1	Coal company car house	Side.
All coal mines	Coal tipples	Side and top.
Elkol Branch.		
All coal mines	Coal tipples	Side and top.
Elkol	Warehouse platform	Side.
Cumberland Branch.		
All coal mines	Coal tipples	Side and top.
Glencoe and Blazon Branches.		
All coal mines	Coal tipples	Side and top.
Second Subdivision.		
M.P. 119.86	Bridge	Side.
M.P. 126.40	Bridge	Side.
Georgetown	Standpipe	Side.
M.P. 128.11	Bridge	Side.
M.P. 128.80	Bridge	Side.
M.P. 129.92	Bridge	Side.

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Location	Structure or Obstruction	Clearance of engine or car is close at—
Second Subdivision.		
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. 144.49	Water tank spout	Side and top.
Soda Springs	Water tank spout	Side and top.
Alexander	Standpipe	Side.
Bancroft	Standpipes	Side.
Bancroft	Sandhouse	Side.
Bancroft coal chute	Enginehouse	Side.
Bancroft	Coal chute	Side and top.
Blaser	Standpipe	Side.
M.P. 178.61	Bridge	Side.
M.P. 184.83	Bridge	Side.
M.P. 186.58	Bridge	Side.
McCammon	Standpipes	Side.
M.P. 198.65	Bridge	Side.
Inkom	Standpipes	Side.
M.P. 202.34	Bridge	Side.
M.P. 203.02	Bridge	Side.
Grace Branch.		
M.P. 5.33	Bridge	Side and top.
Paris Branch.		
Paris	Standpipe	Side.
Conda Branch.		
M.P. 7.41	Mine trestle	Side.
Third Subdivision.		
American Falls	Standpipe, east of depot	Side.
Wapi	Standpipe	Side.
Minidoka	Standpipes	Side.
Minidoka	Water tank spout	Side and top.
Minidoka	Coal chute	Side and top.
Kimama	Standpipe	Side.
Owinza	Water tank spout	Side and top.
Shoshone	Standpipes	Side.
Shoshone	Coal chute	Side and top.
M.P. 331.27	Bridge	Side.
M.P. 333.39	Bridge	Side.
Gooding	Water tank spout	Side and top.
M.P. 339.80	Bridge	Side.
King Hill	Standpipe	Side.
Twin Falls Branch.		
Rupert	Standpipe	Side.
M.P. 20.10	Bridge	Side and top.
Burley	Water tank spout	Side and top.
Murtaugh	Water tank spout	Side and top.
Twin Falls	Coal chute	Side and top.
Twin Falls	Standpipe	Side.
Buhl	Water tank spout	Side and top.
North Side Branch.		
M.P. 18.40	Bridge	Side.
M.P. 21.39	Bridge	Side.
Eden	Water tank spout	Side and top.
Jerome	Coal chute	Side and top.
Jerome	Water tank spout	Side and top.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Wells Branch.		
Rogerson	Water tank spout	Side and top.
Delaplain	Water tank spout	Side and top.
Henry	Water tank spout	Side and top.
Red Point	Water tank spout	Side and top.
Melandco	Water tank spout	Side and top.
Wells	Water tank spout	Side and top.
Ketchum Branch.		
Richfield	Water tank spout	Side and top.
Picabo	Water tank spout	Side and top.
Hailey	Water tank spout	Side and top.
M.P. 62.84	Bridge	Side and top.
M.P. 66.81	Bridge	Side and top.
Ketchum	Water tank	Side and top.
Triumph	Ore loading dock Note—Engines must not move under tipple, account impaired clearance.	Top.
Hill City Branch.		
Magic	Water tank spout	Side and top.
Fairfield	Water tank spout	Side and top.
Hill City	Standpipe	Side.
Fourth Subdivision.		
Glenns Ferry	Standpipes	Side.
Hammett	Standpipe	Side.
Mountain Home	Water tank spout and standpipe	Side and top.
Orchard	Standpipes	Side.
Orchard	Coal chute	Side and top.
Owyhee	Standpipe	Side.
M.P. 447.74	Bridge	Side.
M.P. 448.07	Bridge	Side.
M.P. 465.01	Bridge	Side.
Caldwell	Standpipe	Side.
Caldwell	Cars spotted at B. P. L. Co. cement warehouse west end long house track do not clear Swift's Spur track. Cars on Swift's Spur do not clear B. P. L. Co. track.	
M.P. 466.74	Bridge	Side.
Nyssa	Standpipe	Side.
M.P. 486.83	Bridge	Side.
M.P. 487.70	Bridge	Side.
M.P. 494.51	Bridge	Side.
Ontario	Coal chute	Top.
Ontario	Sand bin, west of coal chute	Side.
M.P. 499.82	Bridge	Side.
M.P. 500.17	Bridge	Side.
Payette	Standpipe	Side.
Weiser	Standpipe	Side.
Olds Ferry	Standpipe	Side.
M.P. 538.18	Bridge	Side.

Continued on page 21.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Boise Main Line.		
Orchard	Coal chute	Side and top.
M.P. B-439.90	Tunnel	Side and top.
M.P. B-445.88	Overhead bridge	Top.
Boise	Standpipes	Side.
Boise Branch.		
Boise	Standpipe	Side.
Murphy Branch.		
M.P. 22.40	Bridge	Top.
Murphy	Water tank spout	Side and top.
Murphy	Stockyard platform	Side.
Idaho Northern Branch.		
Emmett	Water tank spout	Side and top.
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.
Horseshoe Bend	Water tank spout	Side and top.
Banks	Coal platform	Side.
Banks	Water tank spout	Side and top.
Big Eddy	Water tank spout	Side and top.
M.P. 77.39	Tunnel	Side and top.
M.P. 80.34	Water tank spout	Side and top.
Smiths Ferry	Stockyard platform	Side.
M.P. 83.78	Tunnel	Side and top.
M.P. 89.59	Bridge	Side and top.
Belvidere	Water tank spout	Side and top.
Donnelly	Water tank spout	Side and top.
Homedale Branch.		
Homedale	Water tank spout	Side and top.
Oregon Eastern Branch.		
Ontario	Coal chute and standpipe	Side and top.
Ontario	Sand bin west of coal chute	Side.
M.P. 11.47	Bridge	Side.
Vale	Standpipe	Side.
M.P. 29.27	Bridge	Side.
Little Valley	Water tank spout	Side and top.
M.P. 53.71	Tunnel	Top.
Jonesboro	Stockyard platform	Side.
M. P. 71.16	Tunnel	Top.
M.P. 72.35	Bridge	Side.
Juntura	Water tank spout	Side and top.
M.P. 84.58	Bridge	Side.
M.P. 84.99	Bridge	Side.
Riverside	Water tank spout	Side and top.
M.P. 95.32	Bridge	Side.
Venator	Water tank spout	Side and top.
Crane	Stockyard platform	Side.
Crane	Water tank spout	Side and top.
Burns	Standpipe	Side.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Brogan Branch.		
Brogan	Water tank spout	Side and top.
Brogan	Platform stock chute	Side.
New Meadows Branch.		
New Meadows	Water tank spout	Side and top.
Diamond	Water tank spout	Side and top.
Goodrich	Water tank spout	Side and top.
Starkey M.P. 68.25	Water tank spout	Side and top.
Homestead Branch.		
M.P. 3.99	Tunnel	Side and top.
Mineral	Water tank spout	Side and top.
M.P. 32.06	Tunnel	Side and top.
Fifth Subdivision.		
Fort Hall	Standpipe	Side.
Blackfoot	Standpipe	Side.
Firth	Water tank spout	Side and top.
M.P. 170.67	Mail crane	Side.
Idaho Falls	Coal chute	Side and top.
Idaho Falls	Standpipe	Side.
M.P. 192.35	Bridge	Side.
Roberts	Water tank spout	Side and top.
M.P. 202.73	Bridge	Side.
Dubois	Coal chute	Side and top.
Dubois	Water tank spout	Side and top.
Dubois	Standpipe	Side.
Spencer	Water tank spout	Side and top.
Humphrey	Water tank spout	Side and top.
Snowline	Water tank spout	Side and top.
Sixth Subdivision.		
Lima	Standpipe	Side.
Red Rock	Water tank spout	Side and top.
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.
Dillon	Car spotted at No. 9 house track does not clear man on side of car moving on house track No. 2	
Dillon	Coal chute	Side and top.
Dillon	Standpipe	Side.
Dillon	Ore loading docks	Side.
M.P. 351.28	Bridge	Side and top.
Melrose	Coal chute	Side and top.
Melrose	Standpipe	Side.
Melrose	Water tank spout	Side and top.
Melrose	Ore dock	Side.
Divide	Ore dock	Side.
M.P. 383.71	Bridge	Side.
M.P. 384.61	Bridge	Side.
Silver Bow	Water tank spout	Side and top.
Silver Bow	B. A. & P. and C. M. St. P. & P. Overhead trolley wires carry live current. Do not touch. Look out for broken wires	Side and top.

Continued on page 22.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Northern Pacific. M.P. 1.3; Between Silver Bow and Butte	Overhead trestle	Top.
Mackay Branch.		
M.P. 1.6	Bridge	Side and top.
Taber	Water tank spout	Side and top.
Arco	Water tank spout	Side and top.
Mackay	Water tank spout	Side and top.
Mackay (Smelter Yards)	Overhead tramway	Side and top.
Aberdeen Branch.		
Springfield	Water tank spout	Side and top.
Yellowstone Branch.		
Ucon	Standpipe	Side.
Lorenzo	Water tank spout	Side and top.
M.P. 18.44	Bridge	Side and top.
M.P. 19.55	Bridge	Side.
Hart	No. 1 highline sugar factory track	Side and top.
Hart	Sugar factory track No. 4	Top.
St. Anthony	Water tank spout	Side and top.
M.P. 44.40	Bridge	Side.
Ashton	Standpipe	Side.
Warm River	Water tank spout	Side and top.
M.P. 62.76	Tunnel	Side and top.
Pineview	Water tank spout	Side and top.
Big Springs	Water tank spout	Side and top.
West Yellowstone	Standpipe	Side.
East Belt Branch.		
Ririe	Water tank spout	Side and top.
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.
Plano	Water tank spout	Side and top.
M.P. 36.05	Bridge	Side and top.
Teton Valley Branch.		
Drummond	Water tank spout	Side and top.
Tetonia	Water tank spout	Side and top.
Victor	Water tank spout	Side and top.

1014 (A). When a streamline train is helped or towed by a steam engine, or when it is necessary to change brake valve to the automatic system, the brake pipe pressure must be 110 pounds.

1040 (A). When electrical portion of straight air brake on streamline trains fails to function, train must be stopped and automatic brake cut in and regular terminal test made while train is standing to insure all brakes apply and release; except if failure occurs on train handled by M-10000 or M-10001 it will be necessary to control train with straight air brake.

1051 (B). On streamline trains, when running air test is made as required by Air Brake Rules 1051 and 1051 (A), the rear brakeman must be stationed on the retainer valve end of the rear car, and if air escapes from the retainer valve when the brakes release, he must signal the engineman with one sound of the communicating signal.

If the engineman does not receive this signal, a second test must be made, and if signal is not received after the second test, the train must be stopped, cause ascertained and corrected, and standing air test made if necessary to know that brakes are working properly.

1063 (B). Air Brake Rule 1063 (A) is changed to read as follows:

If the train has not more than 12 cars and stop is being made, except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called "pre-release." With longer trains hold the brakes applied until stopped.

1085 (B). Steam actuated or carrier system air conditioned cars will not operate with less than 70 pounds steam pressure. In complying with Air Brake Rule 1085(A), steam heat must not be shut off or valve opened on rear of train until engine is closely approaching, and it is known that the train will not be delayed getting into station grounds.

RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine			Numbers (Inclusive)	Granger to Kemmerer	**Kemmerer to Montpelier	Montpelier to McCammon	McCammon to Pocatello	Pocatello to Shoshone		Shoshone to Glenns Ferry	Glenns Ferry to Orchard		Orchard to Huntington	Pocatello to Idaho Falls	Idaho Falls to Lima	Lima to Silver Bow	Silver Bow to Butte
C 57	22/30	191	560 to 622	2060	3350	2850	4000	1900		4000	*2500		3240	3200	*2530	*3200	1080
MC 57	26-41/32	464	3630 to 3633 3704 to 3705	4740	5000	5000	5000	4400		5000	*5000		5000	5000	*5000	*5000	2460
MC 57	26-41/32	472	3642 to 3664	4740	5000	5000	5000	4400		5000	*5000		5000	5000	*5000	*5000	2460
MK 57	23¾/30	208 210	2000 to 2034	2400	3800	3250	4500	2150		4500	*2750		3700	3650	*2850	*3600	1200
MK 63	26/28	214 216	2504 to 2532	2500	4050	3450	4700	2300		4800	*3000		3900	3900	*3050	*3800	1300
MK 63	26/28	228	2555 to 2564	2550	4110	3500	4900	2350		4900	*3100		4010	3970	*3130	*3820	1325
MK 63	26/30	220	2535 to 2554	2600	4200	3575	5000	2400		5000	*3150		4100	4050	*3200	*3900	1350
TTT 63	29½/30	295 289	5000 to 5089 5300 to 5305	3350	5000	4750	5000	3100		5000	*4060		5000	5000	*4120	*5000	1730
TTT 63	29½/30	301 304	5314 to 5318 5306 to 5313	3350	5000	4750	5000	3400		5000	*4300		5000	5000	*4120	*5000	1820
UP 67	27/31-32	372	9500 to 9514	4600	5000	5000	5000	4400		5000	*5000		5000				

EXPLANATION

"C" Consolidation Engines
"P" Pacific Type
"S" Switch
"T" Ten Wheelers
"MC" Mallet
"MK" Mikado Type
"TTT" 2-10-2 Type
"UP" 4-12-2 Type

EXAMPLE: Consolidation engine having 57 inch drivers, cylinders 22 inch diameter and 30 inch stroke, and weighing 191,000 pounds on drivers:

C 57 $\frac{22}{30}$ 191

Type of Engine			Numbers (Inclusive)	Kemmerer to Granger	**Montpelier to Kemmerer	McCammon to Montpelier	Pocatello to McCammon	Minidoka to Pocatello	Shoshone to Minidoka	Glenns Ferry to Shoshone	Orchard to Glenns Ferry	Nampa to Orchard	Huntington to Nampa	Idaho Falls to Pocatello	Lima to Idaho Falls	Silver Bow to Lima	Butte to Silver Bow
C 57	22/30	191	560 to 622	3100	2100	1500	2060	2300	2460	*1880	3330	2150	2900	3440	*2500	*1300	1600
MC 57	26-41/32	464	3630 to 3633 3704 to 3705	5000	4740	3700	4740	5000	5000	*4320	5000	5000	5000	5300	*5000	*3000	3560
MC 57	26-41/32	472	3642 to 3664	5000	4300	3700	3700	4400	5000	*3700	5000	5000	5000	5300	*4000	*2500	3000
MK 57	23¾/30	208 210	2000 to 2034	3525	2400	1700	2400	2700	2750	*2175	3800	2450	2900	3900	*2850	*1500	1800
MK 63	26/28	214 216	2504 to 2532	3750	2500	1800	2525	2800	2900	*2275	4000	2600	3500	4150	*3050	*1600	1900
MK 63	26/28	228	2555 to 2564	3820	2540	1860	2540	2840	3050	*2320	4100	2650	3600	4260	*3150	*1625	1925
MK 63	26/30	220	2535 to 2554	3900	2600	1900	2600	2900	3100	*2375	4200	2700	3650	4350	*3200	*1650	1950
TTT 63	29½/30	295 289	5000 to 5089 5300 to 5305	5000	3600	2600	3350	3740	4000	*3060	5000	3600	4700	5300	*4120	*2120	3000
TTT 63	29½/30	301 304	5314 to 5318 5306 to 5313	5000	3800	2600	3350	4000	4000	*3300	5000	3900	4800	5300	*4120	*2315	3000
UP 67	27/31-32	372	9500 to 9514	5000	4600	3700	4600	5000	5000	*4190	5000	5000	5000				

**With helpers between Nugget and Diamondville.

*With helpers.

Nos. 5000-5300 Idaho Falls to Lima single engine will handle 1025 tons.
Nos. 5000-5300 Lima to Silver Bow single engine will handle 1925 tons.
Nos. 5000-5300 Silver Bow to Lima single engine will handle 1195 tons.