

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 Montpeller	McCammon to Montpeller	Pocatello to McCammon	Minidoka to Pocatello	Minidoka to Shoshone	Glenns Ferry to Minidoka	Glenns Ferry to Orchard	Orchard to Nampa	Huntington to Nampa	Orchard to Huntington	Glenns Ferry to Orchard	Shoshone to Glenns Ferry	Pocatello to Shoshone	McCammon to Pocatello	Montpeller to McCammon	Granger to Kemmerer
C 57 22-80	191	2060	3350	2350	1900	4000	2500	3240	2900	2150	3880	1880	2460	2300	2060	1500	2100	3100
MacA 57 23 1/2-30	208	2400	3800	3250	2150	4500	2750	3700	2900	2450	3800	2175	2750	2700	2400	1700	2400	3525
MacA 63 26-28	214	2500	4050	3450	2300	4800	3000	3900	3500	2600	4000	2275	2900	2800	2525	1800	2500	3750
MacA 63 26-22	216	2600	4200	3575	2400	5000	3150	4100	3650	2700	4200	2375	3100	2900	2600	1900	2600	3900
MacA 63 26-20	220	2550	4110	3500	2350	4900	3100	4010	3600	2650	4100	2320	3050	2840	2540	1860	2540	3820
MT 78 29-28	280	2650	4250	3625	2450	5000	3200	4150	3700	2750	4250	2425	3150	2950	2650	1950	2650	4000
TTT 63 29 1/2-30	304	3350	5000	4750	3100	5000	4050	5000	4700	3600	5000	3060	4000	3740	3350	2600	3600	5000
UP 67 27-31	372	4600	5000	5000	4400	5000	5000	5000	5000	5000	5000	4190	5000	5000	4500	3700	4600	5000
C-SA 69 32-31	408	4600	5000	5000	4400	5000	5000	5000	5000	5000	5000	4190	5000	5000	4500	3700	4600	5000
4-6-4-4-69 32-21	404	4600	5000	5000	4400	5000	5000	5000	5000	5000	5000	4190	5000	5000	4500	3700	4600	5000
4-6-4-4-69 32-21	407	4600	5000	5000	4400	5000	5000	5000	5000	5000	5000	4190	5000	5000	4500	3700	4600	5000
1 23 1/2-28 1/2 540	540	8000	8000	8000	6200	8000	8000	8000	8000	8000	8000	7100	8000	7400	6500	4800	6800	8000
4-6-4-2 68 32 545	545	1630	2560	2140	1170	2580	2040	2910	2080	1810	2580	1380	1820	1580	1390	900	1450	2900
P 77 22-28	143	2060	3350	2850	1900	4000	2500	3240	2900	2150	3880	1880	2460	2300	2060	1500	2100	3100
P 77 28-150	149	2060	3350	2850	1900	4000	2500	3240	2900	2150	3880	1880	2460	2300	2060	1500	2100	3100
P 77 28-163	153	2060	3350	2850	1900	4000	2500	3240	2900	2150	3880	1880	2460	2300	2060	1500	2100	3100
FEF 77 24 1/2-32	266	3800	5000	4540	2760	5000	4000	5000	4390	3520	5000	2870	3860	3850	2950	2180	3050	5000
FEF 80 25-32	266	3800	5000	4540	2760	5000	4000	5000	4390	3520	5000	2870	3860	3850	2950	2180	3050	5000

EXPLANATION

C Consolidation
P Pacific
MC Mallet
MacA MacArthur
MT Mountain
TTT 2-10-2

UP 4-12-2
C-SA Challenger
SA-C Mallet SA
UP 4-6-8-4
UP 4-8-8-4
FEF 4-8-4

EXAMPLE: Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 80-inch stroke and weighing 191,000 pounds on drivers:

C 57 22 191
P 30 22 191
SA-C Mallet SA

McCammon to Pocatello—car limit

**—With helpers between Nugget and Kemmerer

*—With helpers

Type of Engine	Numbers (Inclusive)	Pocatello to Idaho Falls	Idaho Falls to Lima	Lima to Dillon	Dillon to Silver Bow	Silver Bow to Butte	Butte to Silver Bow	Silver Bow to Dillon	Dillon to Dillon	Dillon to Dillon	Lima to Dillon	Dillon to Idaho Falls	Idaho Falls to Pocatello	Numbers (Inclusive)	Type of Engine
C 57 22-30	191	3450	2580	4000	3200	1080	4650	1300	1500	2500	1500	2500	2500	560 to 622	C 57 22-30
MacA 57 23 1/2-30	208	3800	2850	4250	3600	1200	5250	1500	1650	2850	1650	2850	2850	2000 to 2084	MacA 57 23 1/2-30
MacA 63 26-28	214	4250	3050	4550	3800	1300	5850	1600	1850	3050	1850	3050	3050	2504 to 2582	MacA 63 26-28
MacA 63 26-22	216	4250	3050	4550	3800	1300	5850	1600	1850	3050	1850	3050	3050	2585 to 2554	MacA 63 26-22
MacA 63 26-20	220	4250	3050	4550	3800	1300	5850	1600	1850	3050	1850	3050	3050	2555 to 2564	MacA 63 26-20
MacA 63 26-28	228	4250	3050	4550	3800	1300	5850	1600	1850	3050	1850	3050	3050	7000 to 7089	MacA 63 26-28
MT 78 29-28	234	4840	3170	4850	3850	1300	5950	1620	1925	3175	1925	3175	3175	7850 to 7869	MT 78 29-28
TTT 63 29 1/2-30	304	5600	4100	5000	4800	1730	7600	2120	2450	4120	2450	4120	4120	5306 to 5313	TTT 63 29 1/2-30
SA-C 69 28-23	471	7900	4250	7000	5650	2150	8000	3180	3500	5310	3500	5310	5310	3500 to 3569	SA-C 69 28-23
MC 57 25-39	485	8000	4980	7950	6120	2550	8000	3240	4110	5730	4110	5730	5730	3600 to 3674	MC 57 25-39
P 77 22-28	143	2340	1560	2700	2310	610	3230	780	1000	1540	1000	1540	1540	2819 to 2859	P 77 22-28
P 77 28-163	149	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	3100 to 3113	P 77 28-163
P 77 28-184	184	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	3160	P 77 28-184
P 77 28-193	193	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	3202 to 3217	P 77 28-193
P 77 28-163	163	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	2860 to 2899	P 77 28-163
P 77 28-184	184	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	2900 to 2911	P 77 28-184
P 77 28-193	193	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	3218 to 3224	P 77 28-193
P 77 28-163	163	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	800 to 819	P 77 28-163
P 77 28-184	184	3390	2280	3900	3060	890	4550	1140	1320	2260	1320	2260	2260	820 to 844	P 77 28-184

EXPLANATION

C Consolidation
P Pacific
MC Mallet
MacA MacArthur
MT Mountain
TTT 2-10-2
SA-C Mallet SA

EXAMPLE: Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 80-inch stroke and weighing 191,000 pounds on drivers:

C 57 22 191
P 30 22 191
SA-C Mallet SA

Idaho Falls to Pocatello—car limit.

*—With helpers

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT



Idaho Division
Special Rules
No. 7
Effective Friday,
August 1, 1947

Superseding Special Rules No. 6.

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

F. C. PAULSEN,
General Manager
B. F. WELLS,
Assistant General Manager
A. D. HANSON,
General Superintendent
W. B. GROOME,
Superintendent

2 (R). Operating Rules 2, 2(A) and 2(B) are cancelled. Employees listed below and other employees as may be designated must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

(*A railroad grade watch is one equipped with a lever set.)

Safety Agents	Flagmen
Trainmasters	Firemen
Assistant Trainmasters	Hostlers
Traveling Conductors	Outside Hostler Helpers
Road Foremen of Engines	Yardmasters
Traveling Firemen	Assistant Yardmasters
†Station Agents	Engine Foremen
†Operators	Switchtenders
Conductors	Engine Herders
Engineers	Such other employees as may be designated
Brakemen	

(†Except when assigned in offices where a standard clock is located.)

2 (S). Officers and employees must not make solicitation in connection with the sale of watches.

2 (T). Employees must present their watches to officers and supervisors upon request.

5 (R). 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 1888, east end of Idaho Falls, or until the wait order has expired.

5 (S). At East Kemmerer, Fossil, Dingle, Pescadero, Blaser and Reverse, time shown in time-table schedules and in train orders applies at the end of double track.

8 (R). At Pocatello, yellow flags by day and yellow lights by night will be used by switchtenders and herders.

Proceed signals as well as stop signals given by switchtenders must be answered.

10 (R). Rule 10 (H) is cancelled.

A sign reading "Reduce Speed" and showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track one mile distant is in condition for a speed of not more than indicated by the "Reduce Speed" sign.

A sign reading "Resume Speed" placed on engineer's side of track indicates that reduced speed location has been passed.

The entire train must pass over the designated location at the specified speed.

The flagman will give proceed signal when rear of train has passed the "Resume Speed" sign.

Such speed restrictions will also be shown in time-table or superintendent's bulletin.

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

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

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

28 (R). A green and white signal will be used to stop designated trains at conditional stops shown in time-table.

83 (R). At McCammon, information required by Rule D-83 need not be received by westward first-class trains.

83 (S). Information required by Rules S-83 and D-83 need not be obtained by Nos. 105 and 106 entering CTC territory.

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

89 (R). At Enrose, when a westward train is to meet an opposing train and hold the main track, westward train must not pass east switch Enrose until the eastward train passes the home signals at east end of Notus.

93 (R). That part of last paragraph of Rule 93 reading, "(See Special Rule 1b2-E)" is changed to read, "See speed restrictions in time-table."

93 (S). First-class trains must move at restricted speed, expecting to find main track occupied at:

Pocatello	—between passenger station and Gould Street;
Nampa	—between passenger station and Main Line Junction.

93 (T). At Pocatello, unless otherwise instructed, trains from Fifth Sub-division will enter yard via Gould Street.

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

96 (R). Unless otherwise provided, all trains must receive clearance at:	Homedale
Kemmerer	Nampa
McCammon	Idaho Falls
Twin Falls	Ashton

Trains are not required to receive clearance as per Rule 96 at initial stations which are not train order offices.

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

Oakley	Homedale	Ucon
Vale	Marsing	Aberdeen
Robinette	Ashton	Mackay
Emmett	Victor	

98 (S). At Granger, color light dwarf Signal 05 located 500 feet west of depot governs movement of westward trains on Idaho Division main track to Signal 15.

Middle light of three-indication color light interlocking signal located just east of depot governs movements from Wyoming Division westward main track to dwarf Signal 05.

99 (R). Last paragraph of Rule 99 is changed to read:

"Night signals—A white light, not less than ten torpedoes and six fuseses." At night and during foggy or stormy weather, a lighted red fusee will be used for hand signals required by Rule 99.

This does not change the requirements of Rule 99 (F).

Each caboose must be equipped with a red lantern for use as required by Rule 19 (C).

The equipment of each engine must include a red lantern as required by Rule 869.

Last sentence of Rule 870 is cancelled.

17 (R). The following will govern use of oscillating red headlight:

When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.

A train on adjacent track must stop before passing headlight and be governed by Rule 102.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

17 (S). Rule 17 (C) is cancelled.

First sentence of Rule 17 is changed to read: "Headlight must be displayed to the front of every train by day and night."

17 (T). Referring to Rule 17 (D): When a steam or Diesel-electric locomotive not displaying back-up headlight is standing or moving about yards at night under conditions not requiring display of markers, a red light must be displayed on rear of locomotive.

19 (R). Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train.

Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.

The displaying and extinguishing of red rear end light must be done by trainman.

Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

21 (R). When a train is equipped with indicators, white flags will not be displayed by extra trains.

26 (R). At Lima, after a passenger train has made station stop, when necessary for employees to go under engine, incoming engineer will leave train brakes applied with a 20-pound brake pipe reduction, engine brakes applied in service position with 45-pound brake cylinder pressure, place reverse lever on center, open cylinder cocks, close throttle and place pin in throttle rest. Employees before going under train will display proper blue signals, open relief valve on steam chest and place chains under driver and under mate wheel opposite side. Outgoing enginemen will fully comply with Air Brake Rules 1025 and 1026 (C) before departure.

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

Ketchum Branch;	Teton Valley Branch;
Twin Falls Branch;	Ketchum Branch, between
Yellowstone Branch	Richfield and Ketchum;
—between Idaho Falls and Ashton;	Mackay Branch, between
from June 15 to Sept. 20, both inclusive.	Aberdeen Jct. and Mackay;
Where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.	Payette Branch;

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

Cumberland Branch;	Teton Valley Branch;
Grace Branch	Ketchum Branch, between
Raft River Branch;	Richfield and Ketchum;
Oakley Branch;	Mackay Branch, between
Wells Branch;	Aberdeen Jct. and Mackay;
Hill City Branch;	Payette Branch;
Murphy Branch;	Homestead Branch;
Homedale Branch;	East Belt Branch;
Aberdeen Branch;	West Belt Branch;
Brogan Branch;	Goshen Branch;
Idaho Northern Branch,	New Meadows Branch;
between Emmett and McCall;	North Side Branch;
Oregon Eastern Branch,	Yellowstone Branch,
between Vale and Burns;	between Ashton and
Wilder Branch;	West Yellowstone.

99 (T). 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 compliance.

99 (U). Trains must not handle more than 39 cars with fewer than three brakemen on Oregon Eastern, Homestead and Homedale Branches.

103 (R). Referring to Rule 103 (D), when Diesel yard engine is used, a yardman or trainman may ride on side steps or platform in direction engine is moving instead of on leading footboard.

103 (S). Where reference is made in Rule 103 (C) to rear of tender of engines, this requirement will also apply to rear end of Diesel engines.

103 (T). At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

103 (U). A yardman or trainman need not ride on leading footboard of engine as follows:

Kemmerer, main track movements between cross-over opposite Snake lead and west yard limit sign;
Montpelier, main track movements;
Pocatello, main track movements between east and west yard limit signs and through run-rail.

103 (V). At Pocatello, engines or cars must not be left standing on fire road crossings and crossing 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.

103 (W). At Shoshone, to avoid obstructing view of highway traffic, westward trains and engines using westward siding must, while standing, remain 200 feet east of Greenwood Street.

104 (R). At Pocatello, all trains from Fifth Subdivision entering yard via Gould Street must stop at Stop sign 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 trains on Third Subdivision and road engines without trains must stop to clear east end of ice house tracks unless proceed signal is received from switchtender at Gould Street, and will stop to clear road crossing at Fremont Street unless proceed signal is received from switchtender.

Continued on Page 4.

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104 (R). Continued.

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

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

104 (S). At Nampa, all freight trains entering yard from Boise Main Line must stop at Signal B-4677 and then be governed by indication of signal.

104 (T). Switches will be set normally:

Minidoka, switch at coal chute 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;

Nampa, junction switch —for Boise Main Line;

Nampa, Idaho Northern junction switch —for Idaho Northern Branch;

Nyssa, Homedale Branch switch —for siding;

Malheur Jct., switch at end of Oregon Eastern Branch —for siding;

Jerome, east end of team track —for team track.

104 (U). 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 Ninth and Thirteenth Streets will be left lined for No. 1 track.

104 (V). At Inkum, west switch of eastward siding is equipped with electric lock. Instructions for operating lock inside of lock case.

104 (W). At Lima, spring switch derail in main track at west end of yard must be locked in derailing position except when being 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.

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

104 (Y). Spring switches are located at:

East Kemmerer, end of double track;

Fossil, end of double track;

Dingle, end of double track;

Pescadero, end of double track;

Blaser, end of double track;

Ticeska, tail of wye;

Reverse, end of double track;

Nampa, east end of east yard;

Montana Jct.

105 (R). At Rupert, Track 2 will be used as siding. Track 1 will be used for making set-outs and storage of cars.

At American Falls, set-outs will not be made on No. 2 siding, unless authorized by train dispatcher.

105 (S). At Cokeville, westward trains taking siding must 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 must use outside siding. Inside switch at west end of siding must be lined for westward siding.

At Ontario, when necessary to clear main track, eastward trains will use north siding and westward trains will use south siding, unless otherwise instructed by dispatcher.

At Huntington, the old south repair track is now used as Idaho Division freight engine tie-up track.

519 (R). Dwarf signals governing movements against current of traffic from double track to single track through spring switch are located as follows:

Signal 392—275 feet west of spring switch east end Kemmerer;

Signal 1084—286 feet west of spring switch Dingle;

Signal 1207—292 feet east of spring switch Pescadero;

Signal 1776—311 feet west of spring switch Blaser;

Signal 3929—382 feet east of spring switch Reverse.

These signals are located between main tracks and indicate Stop.

Trains or engines moving against the current of traffic through spring switch to single track must stop before passing dwarf signal and be governed by Rules 99, 509 and 524. In addition, flag protection must be provided against movements on opposite main track.

721 (R). Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel engine on freight or passenger train.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

733 (S). Dangerous gases, present in exhausts from Diesel locomotives, Clarkson Steam Generator, or engines of Waukesha air conditioning equipment may cause incapacitation or fatalities if in sufficient concentration as might result when a Diesel locomotive is stopped in a tunnel. These gases are not generally associated with the obnoxious odors given off by the exhausts of gasoline engines, and cannot be readily detected even in dangerous quantities.

When a Diesel locomotive is stopped in a tunnel under conditions preventing prompt movement, Diesel engines must be promptly shut down, Clarkson Steam Generator shut off, and passenger cars equipped with Waukesha air conditioning systems must have both the ice engine and circulator shut off. Fresh air intakes on such cars must be closed, and circulating fans shut off.

When Diesel propulsion engines are shut off, air brakes must be fully applied and, in addition, a chain must be placed securely at front and rear of a traction wheel for blocking and sufficient hand brakes must be applied throughout the train to prevent movement should air brakes leak off.

During freezing weather, when Diesel engines are shut down, cooling water must be drained to winter level and if necessary to prevent damage to engine must be drained completely.

Local conditions must be carefully considered, as there may be situations where the exhaust gases are being carried away from the train by air currents, or where proximity to tunnel opening would make it unnecessary to shut down these engines. Safety of passengers and members of the crew must be the first consideration.

Train dispatcher should be notified immediately so that proper arrangements can be made for protection of persons and equipment.

734 (R). At Kemmerer, passenger trains of over 10 cars handling sleeping car passengers, will make second stop to discharge passengers.

802 (R). All persons are prohibited from riding in cars while being switched, which are in the process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched with until cars are vacated.

802 (S). 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(a) (1) A car requiring car certificates and "Explosives," "Dangerous," or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and

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

M. P. 6, Kemmerer Branch Minidoka

—main track;

—branch track 2 (lead to branch yard);

—south siding;

—siding;

—siding;

—No. 2 siding;

—siding.

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

At Ontario, Oregon Eastern Branch ends to clear switch entering siding at Malheur Jct.

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

106 (R). At Pocatello, 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 station.

106 (S). At Montpelier, Glenns Ferry and Lima, when engine is being served on main track, movement must not be made on adjacent track past that point unless protected by an employe walking just ahead of engine or leading car.

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 a first-class train is due or when view is obscured.

Movements against the current of traffic between cross-over at Kraft Cheese Spur and Oil Spur at Pocatello must not be made without permission from CTC dispatcher.

221 (R). At Reverse, when C.T.C. train order signal indicates Stop, westward trains must stop to clear Signal 3931, unless proceed signal is received from operator.

402 (R). In addition to receiving Clearance Form B, conductors of westward Third subdivision freight trains at Pocatello, and conductors of eastward Third subdivision freight trains at Glenns Ferry, must obtain permission from train dispatcher before occupying main track.

At Minidoka, trains and engines from Twin Falls Branch must stop at Stop sign 300 feet west of switch entering South siding and obtain permission from train dispatcher before fouling siding.

At Shoshone, trains and engines from Ketchum Branch must obtain permission from train dispatcher before fouling main track.

At Bliss, trains and engines moving from North Side Branch to siding must obtain permission from train dispatcher before fouling siding.

402 (S). At Bliss and Ticeska, CTC clearance required by Rule 402 need not be received by light engine leaving either station, but movements must be governed by signal indication.

405 (R). At Minidoka, when Signal 2724 located on cantilever bridge east of depot or Signal 2731 located on cantilever bridge west of coal chute displays Stop indication, member of crew must communicate with train dispatcher for permission to proceed; when movement is authorized, train or engine must be preceded by flagman to the next signal.

CTC telephones are located at these signals.

509 (R). On Fifth Subdivision, between M. P. 255 and east end Humphrey siding, block signals are connected with rock slide protection fence.

Westward Signals 2547 and 2561 are equipped with a lower arm which is painted yellow and has a pointed end.

When lower arm is horizontal, or displays a yellow light at night, and upper arm indicates Proceed, trains may proceed without stopping, but must proceed at restricted speed, looking out for rocks on track.

802 (S). Continued.

certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point.

BE 589(a) (2) 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 or Poison Gas

BE 589(b) (1) A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," or placarded "Poison Gas." No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

BE 589(b) (2) 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(b) (3) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589(c) (1) In switching operations where use of hand brakes is not necessary, a placarded 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(c) (2) 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(d) (1) 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 Train

BE 589(e) (1) At all terminals or other places where trains are made up, the railroad shall execute a consecutively numbered notice showing the location in the freight 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 other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Train of Cars Containing Explosives

BE 589(f) (1) In a train either standing or during transportation thereof, a car placarded "Explosives" shall, when the length of the train permits, be not nearer than the sixteenth car from both the engine or occupied caboos; and shall, when the length of the train will not permit them to be so placed, be as near as possible to the middle of the train.

BE 589(f) (2) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to any car placarded "Dangerous." A car placarded "Explosives" or a placarded loaded tank car shall not be next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Engine. (Except when train consists only of placarded loaded tank cars.)
4. Cars placarded "Poison Gas".

802 (S). Continued.

5. Wooden under-frame car.
6. Loaded flat car.
7. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
8. Car equipped with automatic refrigeration of the gas-burning type.
9. Car containing lighted heaters, stoves, or lanterns.
10. Car loaded with live animals or fowl, occupied by an attendant.
11. Occupied caboose. (Except when train consists only of placarded loaded tank cars.)

Position in Train of Loaded Placarded Tank Cars

BE 589 (g) (1) In a train either at rest or during transportation thereof, a placarded loaded tank car shall not, when the length of the train permits, be nearer than the sixth car from the engine or occupied caboose, but in no instance nearer than the second car in such train unless the entire train consists of such cars.

Position in Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (h) (1) In a train either at rest or during transportation, a car placarded "Poison Gas" or containing poison liquid Class A shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

Position in Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids when Occupied by Cars Carrying Gas Handling Crews

BE 589 (i) (1) A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

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

BE 589 (j) (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains, but only between points between which freight trains service is not operated.

BE 589 (j) (2) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in sec. 589 (i) (1).

BE 589 (j) (3) 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 these regulations.

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

802 (T). U. P. flat cars 55519, 56000, 56052 and 56228 are equipped with gas cylinders (high pressured flasks), to transport compressed gas, and are assigned between Wilmington and Pocatello-Council Bluffs.

This gas is highly inflammable and extreme care must be exercised switching in yards and handling in trains. In case of leakage, no open flame should be permitted in the vicinity of the cars, and cars must be handled in accordance with Bureau of Explosives regulations.

805 (R). Rear of lounge cars operating in "City of Portland" must not be coupled into with passenger car equipped with diaphragm, account insufficient clearance.

808 (R). Derricks, rotary snow plow 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 or New Meadows Branches.

808 (S). Engines heavier than shown below must not be operated over truss bridges named: (This does not modify Special Rule 896-R.)

Location	Bridge	Maximum Permitted Doublehead Nos.	Maximum Permitted Single Nos.	Of engines permitted over bridges, following are restricted account track and rail.
Grace Branch	5.33	*3100 to 3113 *1572 to 1587	2000 to 2084	4400, 4700 and 4900 class not permitted to operate.
Third Subdivision	239.78	5300 to 5318	3930 to 3999	
Fourth Subdivision	536.47	5300 to 5318	3930 to 3999	
Twin Falls Branch	20.10	5300 to 5318	5300 to 5318	
Ketchum Branch	62.84 66.81	*3100 to 3113 *1572 to 1587	2305 to 2564	
Murphy Branch	22.40	*1584 to 1587	3114 to 3188 6001 to 6085	Engines 512 to 524 and 1584 to 1587 only may operate.
Old Main Line at Idaho Falls	184.47-S	3500 to 3569	3500 to 3569	7000 class and heavier not permitted to operate.
Sixth Subdivision	310.68 319.13 351.28	7001 7003 to 7039	3800 to 3839	800, 3800, 5090 and 9000 class not permitted to operate.
East Belt Branch	19.10 19.45 40.56	*1572 to 1587	3114 to 3188 6001 to 6085	Engines 3114 to 3138 and 4703 to 4739 not permitted to operate.
West Belt Branch	12.84 36.05			

*—Other engines are not permitted to operate doublehead, account track and rail conditions.

808 (T). When favorable weather and rail conditions prevail, helper engines between King Hill and Ticeska and between Hammett and Reverse may be doubleheaded when tonnage of train does not exceed 75 percent of the combined tonnage rating of the road and helper engines, but not more than two engines may be on head end of train.

Fifth Subdivision: Westward, Dubois to Monida; Eastward, Lima to Humphrey; helper engines may be doubleheaded when tonnage of train does not exceed 65 percent of the combined tonnage rating of the road and helper engines, but not more than two engines may be used on head end of train.

802 (U). Sanders or injectors must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales. Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scale, speed must not exceed two M. P. H., and four M. P. H. must not be exceeded over scales in any case. Cars on live rail must not be moved by other cars or engines standing on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

802 (V). At McCammon, cross-over leading to Idaho Division storage track must not be left blocked with cars.

803 (R). Power transmission wires carrying 2300 volts are located on top cross-arm of signal pole line.

803 (S). At Caldwell, cars spotted at Boise-Payette Lumber Company's cement warehouse on west end long house track do not clear Swift Spur track and cars spotted at Swift Company coal bins Swift Spur do not clear long house track. At Boise, cars spotted at Doerr Warehouse will not clear Coast track.

When using these tracks, trainmen and yardmen must look out for these conditions and take necessary precautions to avoid accident and personal injury.

804 (R). Stock cars equipped with roller bearings will start with much less effort than those otherwise equipped. When such cars are set out, either in yards or on line, hand brakes must be set in accordance with Rule 804 (A), if there is any possibility of their moving.

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

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

At Pocatello, trainmen must not release hand brakes on rear of westward trains made up in Montana, Whiskers and Snake yard, until train is blue flagged for outbound air test.

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 Glens 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.

At Twin Falls, four hand brakes must be set on west end of trains and cars left in yard.

At Nampa, six hand brakes must be set on west end of trains or cars left in west yard.

At Huntington, six hand brakes must be set on rear end of westward trains and portion doubled over.

804 (T). At Lima, cars switched into any track must have hand brakes set to secure them. This applies in all cases, whether cars are cut off in a switching movement or shoved into any track.

Trainmen of all freight trains arriving Lima will set sufficient hand brakes to properly secure train but in no case must there be less than 8 hand brakes set, length of train permitting. All brakes other than the power type must be set with brake club.

Train crews will be held responsible for properly securing cars in yard, especially when cars are coupled to other cars already standing. 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 cars except cabooses to run free in a clear track.

804 (U). At Pocatello, P. F. E. icehouse and cleaning yard tracks, storage yard tracks, stockyard tracks and main tracks west of Gould Street, are on descending grade westward, and in the Montana yard eastward. 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, main tracks west of Gould Street, and in the Montana Yard.

808 (T). Continued.

Sixth Subdivision: Westward, Dillon to Silver Bow; Eastward, Silverbow to Dillon; helper engines may be doubleheaded when tonnage of train does not exceed 75 percent of the combined tonnage rating of the road and helper engines. Between Navy and Apex helper engine may be doubleheaded when tonnage of train does not exceed 65 percent of the combined tonnage rating of the road and helper engines. However, not more than two engines may be used on head end of train.

808 (U). 150-ton and 200-ton derricks, pile drivers 03113 and 0321, rotary snow plows 02011, 02012, 02013 and 098 and freight cars of 211,000 pounds or over gross weight, must be separated from the engine and each other by at least three ordinary weight cars when passing over the following bridges:

Third Subdivision

Fourth Subdivision

Sixth Subdivision

—Bridge 239.78;

—Bridge 536.47;

—Bridges 310.68, 319.13, 351.28.

808 (V). On Wells Branch and at Silver Bow, when trains are double-headed, helper engine must be cut off while cars are being set out or picked up.

808 (W). Single helper may be used behind all-steel caboose Fossil to Kemmerer unless car or cars listed in Rule 807 in train.

811 (R). On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer, and on passenger cars including streamline train equipment one inch or longer, are condemnable, and when discovered in train, conductor or engineer must immediately report to chief dispatcher and be governed by his instructions.

811 (S). In addition to making inspection of train as often as practicable as per Rule 811, 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 —Eastward;
Reverse or Mt. Home —Westward;
Orchard —Westward and eastward;
Idaho Falls —Westward and eastward;
Dubois —Westward and eastward;
Humphrey —Westward and eastward;
Dillon —Eastward;
Melrose —Westward and eastward;
Ashton —Westward and eastward;
Gerrit —Eastward;
Reas Pass —Eastward.

Exception: Westward NWF (forwarder) and MOS trains need not stop for inspection at Shoshone, Orchard, Nysse, Ontario or Payette if trainmen have observed both sides of train and everything all right.

823 (R). On multiple unit Diesel engine, not more than four men may ride in cab of leading unit. On freight train when cab is occupied by four men, head brakeman will ride in cab of trailing unit.

869 (R). Engines on westward freight and extra passenger trains should take coal at Shoshone instead of Minidoka.

Whenever possible engines should take water at McCammon and Bancroft instead of Blaser.

Eastward engines will not take water at Hammett unless unable to make Glens Ferry without additional water.

Location	Structure or obstruction	Clearance of engine or car is close at—
Sixth Subdivision—Continued.		
M.P. 351.28 Melrose	Bridge	Side and top.
Melrose	Coal chute	Side and top.
Melrose	Standpipe	Side.
M.P. 383.71 M.P. 384.61	Water tank spout	Side and top.
Silver Bow	Bridge	Side.
Silver Bow	Bridge	Side.
Northern Pacific M.P. 1.3, between Silver Bow and Butte	Water tank spout 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.
Mackay Branch.		
M.P. 1.6 Taber	C.M.St.P. & P. overhead trestle	Top.
Arco	Bridge	Side and top.
Mackay Mackay (Smelter Yards)	Water tank spout Water tank spout	Side and top. Side and top.
Yellowstone Branch.	Overhead tramway	Side and top.
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 4	Top.
St. Anthony	Water tank spout	Side and top.
M.P. 44.40	Bridge	Side.
Ashton	Standpipe	Side.
M.P. 62.76	Tunnel	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.
Piano	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.

1018 (R). Air Brake Rule 1018 is changed to read:

"Speed governor control with high speed control brake equipment must be in operation on passenger train cars so equipped, when handled in passenger trains and must be made inoperative when such cars are handled in freight and mixed trains. Toggle switch located adjacent to air brake control relay cabinet controls operation of speed governor control and must be placed in 'On' position for operation and in 'Off' position to discontinue operation. Safety valve on D-22 control valve must be adjusted to 75 pounds air pressure when speed governor control is in operation and this safety valve must be adjusted to 60 pounds air pressure when speed governor control is not in operation."

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 use of calcium chloride solution used by rail car.

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

M.P. 43.7, First Sub-division	— Westward;
Ticeska	— Westward;
Reverse	— Eastward;
Tamarack	— Eastward;
M.P. 84.5, New Meadows Branch	— Westward;
Summer Camp	— Westward and eastward;
Smiths Ferry	— Eastward;
Humphrey	— Eastward;
Monida	— Westward;
Apex	— Westward;
Feely	— Westward;
Gerrit	— Westward and eastward.
Reas Pass	— Eastward;

1041 (R). On freight and mixed trains, air brake test as required by Air Brake Rule 1041 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;
Humphrey	— Eastward;
Gerrit	— Eastward;
Reas Pass	— Eastward.

1041 (S). Where helper engine is cut out of rear of train, brake pipe test as required by Air Brake Rule 1041 must be made before leaving station where helper engine was cut out.

900 (T). Framed copies of Chief Engineer's Drawings No. 53663, 53664, 54313 and 54398 are posted in yard offices and engineers' rooms.

C. E. Drawing 53663 provides information with respect to the maximum widths and heights of loads that can be handled between Los Angeles and Council Bluffs or Kansas City, either via Denver or North Platte, and through Aspen Tunnel.

The permissible maximum load line as shown on the drawing above a point 3 ft. 3 in. above top of rail is the limit for loads that can be moved between above points and taken through Aspen Tunnel. The permissible maximum load line shown on the print below a point 3 ft. 3 in. above top of rail is due to signals, switch stands, platforms and other structures along the balance of the route. In other words, the permissible maximum load line below 3 ft. 3 in. above top of rail does not refer to Aspen Tunnel.

Attention is called to the table appearing at the right of the diagram showing various heights above top of rail and opposite each height the maximum width of the load that can be handled at that height, when loaded on a car the length of which does not exceed 43 ft. from center to center of trucks. The maximum published width of 12 feet is the maximum width of load that can be handled, without restrictions, between above points and is limited by wide loads or equipment on adjacent tracks, based on minimum track centers of 13 feet. 12 ft. 6 in. is the maximum width of load that can be moved, with special handling, between the limiting heights as given in the table at the right hand side of the drawing. Advance approval of the General Superintendent Transportation must be obtained for the movement of any shipment having an effective width in excess of 12 feet in order that protection can be arranged for other shipments exceeding 12 feet in width that may be moving in the same territory.

In all cases the measurements are based on symmetrical loads being exactly centered on the car, and it is important to know that loads are so centered. The effective width of an eccentric load is double the maximum extension of the load from the center of the car at any given height above top of rail.

See C. E. Drawing 53664 for dimensions of loads that can be handled between Los Angeles and Council Bluffs, through Bear River Tunnel via McCammon and Granger.

See C. E. Drawing 54313 for dimensions of loads that can be handled between Los Angeles and Kansas City, through Bear River Tunnel via McCammon, Granger and North Platte.

See C. E. Drawing 54398 for dimensions of loads that can be handled between Los Angeles and Kansas City, through Bear River Tunnel via McCammon, Granger and Denver.

900 (U). AT&SF 6450 to 6459 inclusive, specially constructed high, wide cars, are in service.

These cars must not under any circumstances be handled between Granger and Ogden via Evanston but may be handled to Granger via McCammon and Bear River Tunnel.

Union Pacific 961000 and 561000 series, over-size wing cars, must not be handled between Ogden and Granger via Evanston, but may be handled to Granger via McCammon and Bear River Tunnel.

Union Pacific 661000 and 761000 series, over-size wing cars, may be handled to Granger via Evanston and Aspen Tunnel.

The above over-size wing cars must not be handled on tracks equipped with umbrella sheds.

1006 (E). Standard brake pipe pressure for main line passenger trains is 110 pounds.

Standard brake pipe pressure of 90 pounds in freight and mixed train service must be maintained on heavy grades as follows:

Granger to Pocatello;	Nampa to Murphy;
Ticeska to Glens Ferry;	Murphy to Nampa;
Reverse to Glens Ferry;	Jenness to Emmett;
Summer Camp to Wells;	Humphrey to Idaho Falls;
Summer Camp to Twin Falls;	Dillon to Butte;
	Ashton to West Yellowstone.

1042 (R). Retaining valves must be used on freight and mixed trains as per Air Brake Rule 1042 (B) as follows:

Kemmerer to Fossil;	Apex to Glen;
Ticeska to King Hill;	Feely to Buxton;
Reverse to Hammett;	Melba to M.P. 22.40;
Summer Camp to Melandco;	Murphy to M.P. 22.40;
Summer Camp to Herrell;	Jenness to M.P. 23;
Humphrey to Highbridge;	Gerrit to Warm River;
Monida to Lima;	Reas Pass to Big Springs.

All retaining valves must be used M.P. 80 to M.P. 64 Idaho Northern Branch.

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

Log trains will use retaining valves in 20-pound position, Tamarack to Glendale and in 10-pound position, Glendale to Council and such trains must stop and be inspected at Tamarack and Glendale.

All eastward freight and mixed trains will stop and remain standing for at least 10 minutes at Big Eddy and Banks for inspection of train and to permit wheels to cool.

On passenger trains, all retaining valves must be used as follows:
Smiths Ferry to Banks;
Tamarack to Glendale;
Rubicon to New Meadows;

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

Trains averaging not to exceed sixty gross tons per operative brake:
Kemmerer to Fossil;
Ticeska to King Hill;

Summer Camp to Herrell;	Melba to M.P. 22.40;
Humphrey to Highbridge;	Murphy to M.P. 22.40;
(This does not apply to trains handling ice from Humphrey. Ice trains must use retaining valves.)	Jenness to M.P. 23; Apex to Glen; Monida to Lima; Feely to Buxton.

On westward trains, after sounding station whistle for Apex and 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 brakes tested as per Air Brake Rule 1041 (A), and not proceed until brake pipe pressure is fully restored.

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

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

1093 (R). Following has been added to Air Brake Rule 1093 (I):

If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.