

UNION PACIFIC RAILROAD COMPANY
Northwestern District

Idaho Division

Special Rules
No. 9

Effective Monday,
August 1, 1949

Superseding Special Rules and
Special Instructions No. 8

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

L. A. COLLINS,
General Manager

ELGIN HICKS,
General Superintendent

A. BYBEE,
Superintendent

2 (R). Rules 2, 2(A) and 2(B) are cancelled. Employees listed below and other employes 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 Representatives	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 employes as may be
Brakemen	designated

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

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

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

5 (R). 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.

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

7 (R). Conductors and engineers of trains or engines which operate in territory where they are governed by the rules of another railroad must know they have equipment necessary to enable them to fully comply with such rules.

7 (S). When starting trains with Diesel-electric helper on rear end of train, trainmen will be stationed in a position to relay signals to start from head end to crew on helper engine. When it is not possible to relay signals, the following method will be used: When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

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 changed to read:

“Reduce Speed sign showing by figures the maximum speed permitted, placed on engineer’s side of track, indicates that the track 2500 feet distant is in condition for a speed of not more than indicated by the sign. Example: 60-40-25 will indicate maximum speed of 60 MPH for streamline trains, 40 MPH for Psgr. trains, 25 MPH for freight trains.

Resume Speed sign placed on engineer’s side of track, indicates that the Reduce Speed location has been passed.

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

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

10 (S). Rule 10 (G) is changed as follows:

“Yellow signals will be placed one and one-fourth miles instead of one mile from the beginning of the slow track.”

14 (R). At Pocatello, whistle signal 14(1) must be sounded for fire road crossing in Montana freight yard and engine bell must be ringing approaching and passing over this crossing.

14 (S). At Glenn’s Ferry, when moving on main tracks, whistle signal 14 (1) for Commercial Street crossing must be modulated as much as possible.

On tracks other than main tracks whistle signal 14 (1) need not be sounded for this crossing except in emergency, but engine bell must be ringing.

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

When a 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.

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, except in CTC territory, 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, burning bright, to the front of every train by day and night, except as otherwise prescribed by the rules.”

17 (T). Rule 17 (D) is changed to read:

“At night, when a locomotive is backing up without cars or backing up pulling cars, a white light must be displayed on rear of locomotive.

When a road locomotive without cars is standing or moving about yards at night under conditions not requiring the display of markers, a light must be displayed on rear of locomotive. A red light must be used when locomotive is so equipped.”

17 (U). At night, oscillating white headlight must be set in motion passing through cities and towns and approaching and passing over public crossings at grade.

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.

19 (S). When helper locomotive is behind caboose or last car, train markers will not be removed but an additional set of markers will be displayed on rear of helper locomotive.

19 (T). Rule 19 (C) is cancelled.

When the rear car in a train is not equipped to display prescribed markers, a red flag by day and a red light by night must be displayed on rear end of rear car, except that when a red light is not available, a marker lamp, displaying red light to rear must be wired or otherwise securely fastened to rear end of rear car.

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 employes 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. Employes, before going under train, will display proper blue signals, open relief valve on steam chest and place chains under driver and under mate wheel on opposite side. Outgoing enginemen will fully comply with Air Brake Rules 1025 and 1025 (C) before departure.

27 (R). Switch lights will not be used on branch lines except as follows:
 Ketchum Branch;
 Twin Falls Branch;
 Yellowstone Branch—between Idaho Falls and Ashton;
 Yellowstone Branch—between Ashton and West Yellowstone, from June 15 to Sept. 20, both inclusive.

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

27 (S). At stations where reflectorized type switch lamps are in use, in case of headlight failure, or engine backing up, trains and engines must approach facing point switches at restricted speed.

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 except westward first-class trains from Utah Division.

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 depot 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, such westward train must not pass east switch Enrose until the eastward train has passed the home signals at east end of Notus.

89 (S). At Silver Bow, when an eastward train has been directed by train order to meet a westward train at that station, eastward train must take siding through cross-over at west end of siding and westward train will stop to clear this cross-over until opposing train has cleared main track.

93 (R). At Nampa, between cantilever Signals 4566 and 4571, first-class trains must move at restricted speed, expecting to find main track occupied.

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

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

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

Kemmerer	Ashton	Nampa	Homedale
Montpelier	Lima	Twin Falls	Vale
Idaho Falls			

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:

Richfield	Vale	Robinette
Oakley	Marsing	Homedale
Emmett		

99 (R). Flagman, in placing torpedoes as required by Rule 99, must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from rear of train.

Last paragraph of Rule 99 is changed to read:

“Night signals—A white light, not less than ten torpedoes and six red fuseses.”

At night and during foggy or stormy weather, a lighted red fusee will be used for hand signals required by Rule 99.

99 (S). Rule 99 (F) is changed as follows:

Employe alone, who finds track or bridge unsafe for trains at normal speed, in placing torpedoes as required by Rule 99 (F) must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from red flag or red light.

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

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

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, all extra trains must run at restricted speed on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (1) must be sounded frequently:

Oakley	Stoddard	Payette
Raft River	Homestead	Wilder
Hill City	Homedale	Brogan

101 (R). In handling dead engine, it must be placed 12 cars behind the road engine, and if a second dead engine is in the train, the second dead engine should be 25 cars behind the road engine. In handling three dead engines in train, 15 cars must be placed between each engine.

Shay, Climax, Heisler and similar type engines, when not in gear, may be handled at speeds permitted for freight trains unless waybill specifies a lower speed, or attendant makes written request for lower speed.

102 (R). In complying with Rule 102 (B), if no light is available to be placed on front end of cars left behind, when conditions make it necessary, a trainman must remain at front end of such cars to signal engineer when returning.

103 (R). Where reference is made in rules to rear of tender of engines, requirement will also apply to rear end of Diesel-electric locomotives.

103 (S). When Diesel-electric locomotive is used, a yardman or trainman may ride on side steps or platform in direction locomotive is moving instead of on leading footboard.

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;

At Pocatello, main track movement between east and west yard limit signs and on eastward and westward running tracks, Retarder Yard.

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 backshop.

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.

103 (X). On Ketchum Branch between M.P. 68.4 and M.P. 68.5, trains and engines must approach crossing to Baldy Mountain Ski Lift prepared to stop, keeping close lookout for vehicles or skiers. 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.

104 (R). 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 line via Boise;
Nampa	Idaho Northern junction switch	—for Idaho Northern Branch;
Nyssa	Homedale Branch switch	—for siding;
Malheur Jct.	Oregon Eastern Branch switch	—for siding;
Jerome	East end of team track	—for team track;
Kemmerer Branch	M.P. 5.5—Derail on main track, in derailing position.	

104 (S). At Pocatello, eastward freight trains must not pass cross-over at Sherman Street unless proceed signal is received from switchtender.

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.

104 (T). Spring switches are located at:

Montana Jct.—junction switch;
Ticeska —tail of wye;
Reverse —end of double track;
Nampa —east end of east yard.

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

104 (U). No. 14 turnouts are located at:

Pescadero —end of double track;
Blaser —end of double track;
McCammon —all power-operated switches;
—east end of both sidings, First Subdivision;
Pocatello —All power-operated switches at extreme east end of yard, M.P. 211;
Montana Jct. —spring switch.

105 (R). 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.

105 (S). At Pocatello, trains and engines using running tracks will be governed by Rules 93 and 105 (A).

Westward trains using westward running track must not pass yard office without receiving proceed signal or verbal instructions from yardmaster and must receive proceed signal from switchtender at east end of receiving yard before passing switch from running track to receiving yard.

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

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

105 (U). 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 train dispatcher.

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

Minidoka	—branch track 2 (lead to branch yard);
Orchard	—south siding;
Sonna	—siding;
Beatty	—siding;
Perkins	—siding;
Payette	—No. 2 siding;
Summer Camp	—siding.

105 (W). 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.

107 (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 depot.

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

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

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

D-151 (R). At Montpelier, Pocatello, Shoshone and Glens 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 train dispatcher.

D-151 (S). Except as provided in Special Rule D-151 (R), where Rule 251 is in effect, no movement against current of traffic may be made by a work extra unless full protection is provided against all trains, except when such work extra has been given right over all trains; and no movement against current of traffic may be made by any other train unless full flag protection is provided against all trains, except when authorized by train order to move against current of traffic.

152 (R). That part of last paragraph of Rule 93 reading "(See Special Rule 152-R)", is changed to read: "See speed restrictions in time-table."

200 (R). On branches, except Twin Falls Branch, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

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

251 (R). At Pocatello, between MP 214.3 and MP 216.9, trains and engines will run with reference to other trains and engines in the same direction by block signals whose indications will supersede the superiority of trains. In making such movements, care must be exercised to avoid delay to first-class trains.

402 (R). At Pocatello, when No. 105 is due, or when any other westward passenger train is at passenger station, switchtender will not permit a westward freight train to occupy the main track without permission from the train dispatcher.

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. Trains and engines moving from west leg of wye to back-track siding must 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.

At Glens Ferry, in addition to receiving Clearance Form B, conductors of eastward Second Subdivision freight trains must obtain permission from train dispatcher before occupying main track.

402 (S). At Bliss and Ticeska, CTC clearance Form B required by Rule 402 need not be received by light engine leaving those stations, but movement must be governed by signal indication.

405 (R). At Minidoka, when Signal 2724 or Signal 2731 displays Stop indication, at Huntington, when Signal 3893 or Signal 3898 displays Stop indication, member of crew of train stopped by such signal must communicate with train dispatcher for instructions.

If movement is authorized by train dispatcher, train may proceed without receipt of Clearance Form C, but movement must be made at restricted speed and must be preceded by flagman to next signal.

494 (R). Before using a switch equipped with high-type electric lock, the switch operating lever must be left in its socket and no attempt made to operate switch until indicator at the lock shows that lock has released. This indication is provided in one of the following ways:

1. Indicator changes to Clear position;
2. The word "CLEAR" or "UNLOCKED" appears;
3. Small light on face of electric lock which flashes during operation of time element changes to a steady light.

After indication is received showing that lock has released, lock handle must be moved by trainman to extreme left position.

Lifting, or attempting to move switch operating lever BEFORE this has been done will result in binding of the lock rod, which will prevent movement of lock lever.

509 (R). At Pocatello, westward train finding Signal 2161 displaying Stop indication or eastward train finding Signal 2162 or Signal 1350 displaying Stop indication must, after stopping, be governed by Rule 509 but movement must not be made until proceed signal with yellow flag or yellow light is received from switchtender.

509 (S). 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.

513 (R). At Granger, dual control switch and remote control signals controlled by operator are in service at east switch to westward siding.

When a train is stopped by one of these signals and cause is not known, conductor or engineer must communicate with operator and be governed by his instructions. If movement is authorized by operator, selector lever on dual control switch must be placed in HAND position and it must be known that switches are properly lined for movement to be made. After engine or first car has passed over switches, stop must be made and selector lever restored to POWER position and operator notified. When communication fails, selector lever must be placed in HAND position and after waiting three minutes movement may be made, hand operating switch as necessary, and be governed by Rule 509. When movement is made against current of traffic, except on signal indication, movement must be preceded by flagman.

When movement is authorized against current of traffic by signal indication, or when communication has failed, as indicated above, such authority applies only to sign near M.P. 844.8 reading: "End of Block Eastbound."

513 (S). At Pocatello, dual control switches and remote control signals are in service at east end of Departure Yard.

Westward freight trains arriving Pocatello receiving green-over-red or yellow-over-red indicators at this location will proceed on main track to cross-over at M.P. 213.3 and enter yard at that point.

When a train is stopped by a signal at this location and cause is not known, conductor or engineer must communicate with train dispatcher and be governed by his instructions. If movement is authorized by train dispatcher, selector lever on dual control switch must be placed in HAND position and it must be known that switches are properly lined for movement to be made. After engine has passed over switches, stop must be made and selector lever restored to MOTOR position, and train dispatcher notified. When communication fails, selector lever must be placed in HAND position, and after waiting three minutes movement may be made, hand operating switches as necessary. When movement is made against current of traffic, except on signal indication, movement must be preceded by a flagman to sign reading: "END OF BLOCK EASTBOUND" near M.P. 209.5 or sign reading: "END OF BLOCK WESTBOUND" near M.P. 212.5.

When movement is authorized against current of traffic by signal indication, or when communication has failed, as indicated above, such authority applies only to sign reading: "END OF BLOCK EASTBOUND" or: "END OF BLOCK WESTBOUND."

When Signal 2095 or Signal 2124 displays Stop indication, trains and engines governed by these signals must send flagman ahead and must wait ten minutes before proceeding at restricted speed to next signal.

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.

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.

519 (S). At Reverse, dwarf signal located between main tracks and indicating Stop, governs movement against current of traffic from eastward main track to single track over spring switch.

Trains or engines moving against the current of traffic over 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.

713 (R). In addition to inspection required by other rules, streamline trains must be given close running inspection by rear trainman and engineman on the following curves:

Second Subdivision—

M.P. 240.25 and 240.50	—reverse curves;
M.P. 317, westward	—single curve;
M.P. 315 and M.P. 316, eastward	—reverse curves;
M.P. 342.50 and M.P. 343	—single curve.

Third Subdivision—

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

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

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

720 (R). That part of Rules 720 (C) and 1521 requiring authority from superintendent to permit women and children to remain in outfit cars during movement of such cars is cancelled.

721 (R). On multiple unit Diesel-electric locomotive, 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.

When necessary for head brakeman to ride in cab of trailing unit on multiple unit Diesel-electric freight locomotive, he must not occupy engineer's seat and must not tamper with or operate any of the switches or valves, nor place feet on dashboard or windshield.

Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel-electric locomotive on freight or passenger train.

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

Exhaust from such engines must not be located in close proximity to 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 engines, Clarkson Steam Generator, and engines of Waukesha air conditioning equipment may cause incapacitation or fatalities if in sufficient concentration as might result when a Diesel-electric 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-electric 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 engine generator 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

733 (S).—Continued.

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

735 (R). Adjustments must not be attempted nor made in high voltage cabinets of Diesel-electric locomotives until engine has first been isolated and stopped and units have come to a stop.

739 (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 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 until cars are vacated.

802 (S). Trainmen, enginemen, yardmen, agents and other employes 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 certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point and those not required must be removed.

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 necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

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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 Freight Trains or Mixed Trains

BE 589(e)(1). At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589(f)(1). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

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

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

(c) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in section 589(i).

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

1. Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous."
4. Engine.
5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in sec. 589(i).

Position in Train of Loaded Placarded Tank Car

BE 589(g)(1)(a). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in sec. 589(g)(2), a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

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

BE 589(g)(1)(c). When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

BE 589(g)(2). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives".
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas".
6. Wooden under-frame car, (except on narrow-gauge railroads).
7. Loaded flat cars.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

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

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

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" and "Poison Gas" or containing Poison Liquids When Accompanied 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 the gas handling crews, when accompanying such car.

BE 589(i)(2). A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel 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 at such times and between such points that freight train service is not in operation.

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).

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.

BE 589(k)(1). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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

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802 (T). Locomotive must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of five miles per hour must not be exceeded. Sanders or injectors must not be used over track scales and locomotive or cars must not be permitted to 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 scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or locomotive moving 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.

804 (R). 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 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.

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 eight hand brakes set, number of cars permitting. All brakes other than power type must be set with 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, stock yard tracks and main tracks west of Gould Street, are on descending grade westward. At least ten hand brakes must be set on cars left on storage yard tracks. At least six hand brakes must be set on cars left on P. F. E. icehouse and cleaning yard tracks and main tracks west of Gould Street.

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

Between Twin Falls and McMillan;
Between main track and city yard, Jerome.

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

805 (R). Rule 805 is cancelled.

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

807 (R). Referring to Rule 807 (C):

Stock cars containing horses may be handled next to Diesel-electric locomotive.

807 (S). Open top or flat cars loaded with pipe, rail, lumber, poles or other lading which has tendency to shift, must be handled in head end of train but must not be entrained immediately behind Diesel-electric locomotive.

Trains performing local work may handle such cars behind cars to be set out enroute. When more than three cars are picked up between terminals, cars picked up must be entrained behind open top cars mentioned above but such open top cars must not be switched with except to double pick-up into train.

807 (T). Last paragraph of Rule 807 is cancelled.

807 (U). Derricks, rotary snow plows and McMyler cranes must not be handled with less than one tender and one car between machine and locomotive over North Side, Raft River, Ketchum, Boise, Stoddard, Wilder, Homestead or New Meadows branches.

Rotary snow plows 02011, 02012 and 02013 must not be handled over Stoddard, Wilder or New Meadows branches.

807 (V). Derricks, pile drivers and rotary snow plows must be separated from the locomotive and from each other by at least three cars of not over 169,000 pounds gross weight over the following tracks:

Main track—Between Lima and Silver Bow;
Grace Branch; East Belt Branch;
Gardner Branch; West Belt Branch.

807 (W). 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:

Second Subdivision—Bridge 239.78;
Third Subdivision —Bridge 536.47.

808 (R). Single helper engine, except Mallet-type or 9000-class engines, may be used behind all-steel cabooses as well as cabooses listed below, Fossil to Kemmerer, Glens Ferry to Bliss and Glens Ferry to Reverse, unless car or cars listed in Rule 807 are in train:

2560	3156	3166	3344
2641	3157	3167	3348
2642	3158	3169	3353
2644	3159	3170	3359
2694	3160	3178	3387
3150	3161	3179	3402
3152	3162	3181	3409
3153	3164	3182	3416
3154	3165	3341	

When Diesel-electric helper cannot be used behind caboose it will be placed on head end of train.

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

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

Westward Dubois to Monida; eastward Lima to Humphrey and between Navy and Apex when tonnage of train does not exceed 65 percent of the combined tonnage rating of road and helper locomotives;

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

Not more than two locomotives may be on head end of train.

At Silver Bow, when trains are doubleheaded, helper engine must be cut off while cars are being set out or picked up.

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

Location	Bridge	Maximum Permitted Doublehead	Of engines permitted over bridges, following are further restricted account track.
Grace Branch	5.33	*1575 to 1579	4200, 4400, 4600, 4700 and 4900 class not permitted to operate.
Lima to Silver Bow	310.68 319.13 351.28	Heavy MacArthur	800, 3900, 5090, 4000 and 9000 class not permitted to operate.
East Belt Branch	19.10 19.45 40.56	*1575 to 1579	Engines 3134 to 3138, 4200, 4400, 4600, 4700 and 4900 class not permitted to operate.
West Belt Branch	12.84 36.05		

Location	Bridge	Maximum Permitted Doublehead Nos.	Maximum Permitted Single Nos.
Second Subdivision	239.78	5300 to 5318	3930 to 3999
Third Subdivision	536.47	5300 to 5318	3930 to 3999
Twin Falls Branch	20.10	5300 to 5318	5300 to 5318
Ketchum Branch	62.84	*3100 to 3113 *1572 to 1587	2305 to 2564

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

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, freight trains handled with steam engines, or with Diesel-electric locomotives with dynamic brakes not in operation, must stop and be inspected at the following points:

- Kemmerer —Westward and eastward;
- Bancroft —Westward and eastward;
- Idaho Falls —Eastward;
- Dubois —Westward and eastward;
- Dillon —Westward and eastward;
- Ashton —Westward and eastward;
- Gerrit —Eastward;
- Reas Pass —Eastward;
- Minidoka —Westward and eastward;
- Shoshone —Westward and eastward;
- Orchard —Westward;
- Nyssa, Ontario or Payette—Westward and eastward.

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

866 (R). The Mechanical Department will be charged with responsibility, and enginemen relieved, of complying with the following operating rules and portions thereof:

- Rule 816;
- Rule 869, first paragraph;
- Rule 869 (A), first paragraph;
- Rule 884, first sentence;
- Rule 885, first sentence.

Engine crew will leave from roundhouse or designated point promptly when engine is available for service.

869 (R). Last sentence of first paragraph of Rule 869 is changed to read: "Engineer must know that engine is supplied with 12 torpedoes, 6 fusees, a red flag and equipment for train signals."

869 (S). Engines will take only enough water at Granger to make Kemmerer. Engines will take water at Blaser only in emergency.

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

870 (R). Last sentence of Rule 870 is cancelled.

872 (R). When a Diesel-electric locomotive consisting of two "A" units operated rear end to rear end, with or without "B" unit or units, is to be moved by hostlers in yards or around enginehouses, locomotive must be operated from lead "A" unit according to direction in which movement is to be made.

874 (R). Second paragraph of Rule 874 is changed to read:
"On Diesel-electric through passenger trains that make few or no stops, fireman will remain in control room at all times when train is in motion."

875 (R). Adequate spot fire to provide near maximum steam pressure must be maintained on oil-burning engines when not working steam to avoid fire box leakage.

Where engine crews with 3800 and 3900 class locomotives eat at intermediate stations, one member of crew should stay with engine at all times.

875 (S). On Diesel-electric or steam locomotives in any service, at least one engineman must remain on locomotive until expiration of shift, assignment or completion of trip, except during lunch periods.

When a Diesel-electric locomotive is left unattended, reverse handle must be placed in neutral position and handle removed, independent brake set in full application position, field generator switch pulled and hand brake set on all units, regardless of number of units in the locomotive.

When Diesel-electric or steam locomotive is left unattended coupled to cars, hand brakes must be set on not less than 10 cars, number of cars permitting.

876 (R). Rule 876 is cancelled.

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

890 (R). Before moving an engine and during movement of an engine in the vicinity of coal chutes, ash pits and servicing tracks, engineers and hostlers must have bell ringing and sound whistle to warn men working about such tracks.

896 (R). Engines heavier than indicated below must not go on tracks named:

(Exception: Tracks which may be used by 0-6-0 or heavier engines may be used by Diesel switch engines. Tracks which may be used by heavy MacArthur engines may also be used by 3500, 3800 and 3900 class engines.)

Location	Track	Heaviest engine permitted
Granger	Spur north side of yard tracks opposite depot	Heavy MacArthur
Kemmerer	Yard track 2 west of snake lead	Heavy MacArthur.
	Repair tracks	Heavy MacArthur.
	Frontier Supply Company's track	Heavy MacArthur.
	Town track south of water softener	Heavy MacArthur.
	North enginehouse lead and enginehouse tracks	Heavy MacArthur. Heavy MacArthur.
	Engine storage tracks	Heavy MacArthur. Heavy MacArthur.
	Spur to Frontier Supply Company power house	Heavy MacArthur. Heavy MacArthur.
Kemmerer Branch	Coal chute spur	Heavy MacArthur. Heavy MacArthur.
	West cross-over of ladder track between eastward and westward main tracks at MP 40.25	2-10-2. Heavy MacArthur.
Diamondville spur		Heavy MacArthur.
Kemmerer Branch	All tracks	Consolidation.
Cumberland Branch	All tracks	Light MacArthur.
Glencoe Branch	All tracks	Consolidation.
Elkol Branch	All tracks	Light MacArthur.
Blazon Spur	All tracks	Light MacArthur.
Moyer Jct.	Wye	Heavy MacArthur.
Fossil	Wye	Heavy MacArthur.
Leefe Spur	Box car loading track	None permitted.
Montpelier	Depressed portion of cinder pit track	None permitted.
	Town track	Consolidation.
	Repair tracks	Heavy MacArthur.
	Spur west of repair track storehouse	Heavy MacArthur.
	Track in all stalls	Heavy MacArthur.
	Coal chute tracks	Heavy MacArthur.
	Spur to power house	Heavy MacArthur.
	Both team tracks	Heavy MacArthur.
Wye	Heavy MacArthur.	
Cavanaugh	Team track west end	Heavy MacArthur.
Manson	Team track west end	Heavy MacArthur.
Conda Spur	All tracks	Light MacArthur.
Soda Springs	Team track	Heavy MacArthur.

896 (R).—Continued.

Location	Track	Heaviest engine permitted
Alexander	Stock track from west switch to stockyard	Heavy MacArthur.
Grace Branch	All tracks	Light MacArthur.
Bancroft	Mill spur south of main track Wye tracks	Heavy MacArthur. Heavy MacArthur.
Topaz	Team track	Heavy MacArthur.
McCammon	Elevator track west end of yard	Heavy MacArthur.
Inkom	Team track, east end	Heavy MacArthur.
	Cement spur, to bridge only Ballast quarry spur, beyond loading conveyor	2-10-2. None permitted.
Pocatello to Silver Bow	Main track	800, 4000, 5090 to 5099 and 9000 class engines must not be operated.
Chubbuck	Siding	Trains handling naval guns not permitted.
Tyhee	Team track	
Fort Hall	Stock track	
Gibson	Team track	
Blackfoot	Zero track	
	Tracks 2 and 3	
	Roundhouse tracks	
	Rip track	
	Farmers' spur	
	Keefers spur	
	Asylum track from Idaho Potato Growers warehouse to west end of track	
	Dusty spur	
Mackay boot track		
Elevator spur		
Anderson spur		
Sugar factory passing track		
All tracks to sugar factory		
Collins	Potato spur	
Aiken	Industry spur	
Moreland	Passing track	
Taber	Passing track	
Mackay Branch	All tracks west of Arco	
Proving Ground	Wye tracks	

Continued opposite side.

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Location	Track	Heaviest engine permitted
Gibson	Team track.....	Light MacArthur.
Blackfoot.....	Rip track..... Asylum track from Idaho Potato Growers warehouse west..... Storage tracks between wye switches..... Enginehouse tracks..... Roundhouse tracks..... Farmers spur..... Keepers spur..... Dusty spur..... Sugar factory coal trestle.....	Consolidation. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Consolidation. Consolidation. Consolidation. Consolidation. None permitted.
Mackay Branch.....	All tracks outside of Blackfoot yard limits. (Engines 1573, 1575, 1577 to 1580 may be operated).....	Consolidation.
Gardner Branch.....	All tracks.....	Consolidation.
Thomas Branch.....	All tracks.....	Consolidation.
Aberdeen Branch.....	All tracks.....	Consolidation.
Scoville.....	Power house spur at Navy Proving Grounds, and track leading to gun emplacements beyond point 300 feet north of south switch to this track.....	None permitted.
Mackay.....	That part of lowline spur by smelter building.....	None permitted.
Wapello.....	Spur track.....	Heavy MacArthur.
Kimball.....	Industry track.....	Heavy MacArthur.
Firth.....	Team track..... Industry track.....	2-10-2. 2-10-2.
Goshen Jct.....	Wye tracks.....	Heavy MacArthur.
Goshen Branch.....	All tracks.....	Light MacArthur.
Monroe.....	Industry track.....	Heavy MacArthur.
Shelley.....	Jason spur..... All sugar factory tracks (track next to sugar house may be used by heavy MacArthur)..... Team track..... Elevator spur..... Seed house spur.....	Light MacArthur. Consolidation. 2-10-2. Heavy MacArthur. Heavy MacArthur.
Mitchell.....	Industry track.....	2-10-2.
Cotton.....	Industry track.....	2-10-2.
Bach.....	Treating plant spur.....	Heavy MacArthur.

Continued opposite side.

Location	Track	Heaviest engine permitted
Idaho Falls.....	Brewery spur..... Old Butte main line..... Team spurs 1, 2 and 3..... Scale pocket track..... House tracks 2 and 3..... Rogers Brothers spur..... Old rip track..... Honey spur..... Gas spur..... Coal storage tracks..... Depressed track..... Rip tracks..... Muir spur..... East Side Lumber Co. spur.....	Consolidation. Heavy MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Heavy MacArthur.
Idaho Falls.....	Coach track..... Bonded warehouse track..... Stock track.....	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Gay Spur.....	All tracks.....	All except 800, 3900, 4000, 5000 and 9000 class may be operated.
Yellowstone Branch.....	All tracks Idaho Falls to Ashton, except main track at Idaho Falls..... All tracks Ashton to West Yellowstone outside yard limits Ashton (Engines 1575 to 1579 and 3134 to 3138 may be operated).....	Heavy MacArthur. Consolidation.
East Belt Branch.....	Orvin to Lincoln Jct..... All tracks (Engines 1575 to 1579 may be operated).....	Light MacArthur. Consolidation.
West Belt Branch.....	All tracks (Engines 1575 to 1579 may be operated).....	Consolidation.
Annis Branch.....	All tracks.....	Consolidation.
Teton Valley Branch.....	All tracks (Engines 1575 to 1579 and 3134 to 3138 may be operated).....	Consolidation.
Dubois.....	Storage track.....	Light MacArthur.
Lima.....	Repair track..... Steam derrick tracks..... Depressed track..... Machine shop spur.....	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Dell.....	Team track.....	Heavy MacArthur.
Barratts.....	Team track.....	Heavy MacArthur.
Dillon.....	Stock track between wool warehouse and stockyard..... Set out track.....	Heavy MacArthur. Heavy MacArthur.

Continued on Page 12.

Location	Track	Heaviest engine permitted
Bond.....	Team track.....	Heavy MacArthur.
Melrose.....	Team track.....	Heavy MacArthur.
Divide.....	Coal trestle.....	None permitted.
Silver Bow.....	N. P. outfit spur.....	Heavy MacArthur.
Butte.....	Enginehouse track 4..... Cinder pit track.....	Heavy MacArthur. Heavy MacArthur.
Pocatello.....	Over cross-over between paint shop and coach shop..... Naval Ordnance Plant tracks... Material yard tracks..... Storehouse tracks..... Repair tracks..... Freight house tracks..... Power house tracks..... Bin tracks..... Academy track..... PFE repair tracks..... Timber Treating Plant track... Texaco Oil spur..... City Gas Plant spur..... Two spur tracks near brick plant north of Pocatello..... New industrial track between Harrison and Main Streets... All tracks west end of Hold Yard	None permitted. No engines permitted except 500 class and MacArthur type equipped with three-point suspension engine trucks. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Michaud.....	Airport tracks.....	Consolidation.
American Falls.....	Uptown tracks 4, 5, 6, 7 and 8..	2-10-2.
Minidoka.....	West leg of wye..... Enginehouse track 3.....	2-10-2. Heavy MacArthur.
Twin Falls Branch.....	All tracks.....	2-10-2.
Rupert.....	West leg of wye..... All industry spurs except freight house spur.....	Heavy MacArthur. Heavy MacArthur.
North Side Branch.....	All tracks (5000 and 7000 class engines may turn on wye at Bliss).....	Light MacArthur.
Heyburn.....	Industry spurs.....	Heavy MacArthur.
Burley.....	Wye, sugar factory tracks, all industry spurs and freight house spurs.....	Heavy MacArthur.

Continued opposite side.

Location	Track	Heaviest engine permitted
Raft River Branch.....	All tracks.....	Light MacArthur.
Oakley Branch.....	All tracks.....	Light MacArthur.
Murtaugh.....	All industry tracks (except 2-10-2 may go into stockyards from east end).....	Heavy MacArthur.
Hansen.....	Industry spurs.....	Heavy MacArthur.
Kimberly.....	All spur tracks.....	Heavy MacArthur.
McMillan.....	All sugar factory tracks.....	Heavy MacArthur.
Twin Falls.....	All industry tracks..... Elevator track beyond east line Second Street South.....	Heavy MacArthur. None permitted.
Wells Branch.....	All tracks.....	Heavy MacArthur.
Filer.....	All industry spurs.....	Heavy MacArthur.
Buhl.....	Wye and all industry tracks...	Heavy MacArthur.
Shoshone.....	No. 6 track from new lead into enginehouse..... Old enginehouse tracks beyond cross-over to present enginehouse..... Enginehouse tracks and lead... Industry tracks south side of old enginehouse tracks.....	None permitted. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Ketchum Branch.....	All tracks outside yard limits at Shoshone.....	Heavy MacArthur.
Hill City Branch.....	All tracks.....	Consolidation.
Sand Bank.....	Pit tracks.....	Heavy MacArthur.
Glenns Ferry.....	Clam shell spur south of coal chute..... Tracks 13, 14, 18, 19, 22, 25, 29, 32, 36, 37, 44, 62 and 63..... Wye tracks and track 30.....	None permitted. Heavy MacArthur. 2-10-2.
Reverse.....	Wye tracks.....	2-10-2.
Mountain Home.....	West end of pocket track.....	2-10-2.
Orchard.....	Wye track.....	2-10-2.
Boise (Gowen Field)....	Wye track..... Spur track located 1000 feet east of east wye track switch.....	None permitted. None permitted.
Boise Branch.....	All tracks.....	Consolidation.
Meridian.....	Industry tracks 2, 3, 4 and 6.... Creamery spur from house track	Consolidation. Consolidation.

Continued on Page 13.

Location	Track	Heaviest engine permitted
Collopy.....	Team track.....	Heavy MacArthur.
Nampa.....	Dawson Coal Co. dock on west end of industrial spur..... Elevator spur..... West team track..... Oil spur..... Condensary spur..... Stub house track..... Sugar Hill tracks..... Outgoing enginehouse lead into sand bin.....	None permitted. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. 9000 class.
Nampa Middle Yard....	Coach tracks..... North team tracks..... East house track..... Dewey main line..... Dewey spur..... Motor spur..... Rip tracks 1, 2 and 3.....	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Nampa Short Yard.....	Mill track..... Brewery spur..... New industrial tracks.....	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Stoddard Branch.....	All tracks.....	Light Consolidation.
Idaho Northern Branch.	All tracks (Light MacArthur type engines may be used between Nampa and Middleton)	Consolidation.
Caldwell.....	Over scale on Holt spur..... Over scale north and south mill spurs..... Holt spur..... Alley track..... Team track..... Long house..... Oil spur..... Holt seed spur..... Caldwell Produce track..... North mill track..... South mill track..... From west switch of short house to east end of freight house platform.....	None permitted. None permitted. Consolidation. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Wilder Branch.....	All tracks (Light MacArthur type engine may be used on Wilder Branch within yard limits at Caldwell and to Simplot).....	Consolidation.
Parma.....	House track..... Team track and stock track between depot and east switch may be used running slowly and carefully.....	2-10-2. 9000 class.

Continued opposite side.

Location	Track	Heaviest engine permitted
Apple Valley.....	House track, west end.....	Heavy MacArthur.
Nyssa.....	East leg of wye..... Homedale Branch main track and stock track Nyssa yard limits..... Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3.....	Heavy MacArthur. 9000 class. None permitted.
Homedale Branch.....	All tracks outside yard limits Nyssa (MacArthur type engines may be operated during dry season).....	Consolidation.
Ontario.....	East team and east warehouse tracks.....	9000 class engines running slowly and carefully.
Oregon Eastern Branch.	All tracks outside yard limits Ontario.....	Consolidation.
Brogan Branch.....	All tracks.....	Consolidation.
Washoe.....	Spur tracks.....	2-10-2.
Payette.....	Cannery spur..... Mill spur and Palumbo Packing House track.....	2-10-2. Heavy MacArthur.
Payette Branch.....	All tracks.....	Consolidation.
Crystal.....	Team track.....	2-10-2.
Weiser.....	Day spur..... Mill track..... All tracks in branch yard except main track and scale track west to west switch and house track to west end of old P. & I. N. depot and wye track	2-10-2. Heavy MacArthur. Heavy MacArthur.
New Meadows Branch..	All tracks.....	Consolidation.
Rubicon.....	On new logging spur beyond end of heavy rail 1600 feet from switch.....	None permitted.
Eaton.....	Team track.....	Heavy MacArthur.
Homestead Branch.....	All tracks.....	Light Consolidation.

896 (S). MacArthur type or heavier engines must not go on any beet trestle or industrial trestle.

Hart convertible cars must not be moved over trestle at coal chutes at Idaho Falls, Dubois, Lima and Montpelier.

At Lincoln, cross-over between tracks 6 and 7, and at Hart, cross-over 6 at sugar factory, are for use of sugar companies only, and must not be used by other engines or cars.

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

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—
Granger.....	Westward interlocking signal.	Side on westward track.
First Subdivision		
M.P. 11.35.....	Bridge.....	Side.
M.P. 21.94.....	Bridge.....	Side.
M.P. 26.81.....	Bridge.....	Side.
M.P. 28.81.....	Bridge.....	Side.
Waterfall.....	Water tank spout.....	Side and top.
M.P. 37.78.....	Bridge.....	Side.
M.P. 37.94.....	Bridge.....	Side.
M.P. 38.95.....	Bridge.....	Side.
Kemmerer.....	Coal chute.....	Side and top.

900 (S).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
First Subdivision (Cont.)		
Kemmerer.....	Standpipe—eastward main track.....	Side.
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.
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.
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.
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.
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.
Grace Branch		
M.P. 5.33.....	Bridge.....	Side and top.

Continued opposite side.

Continued on Page 15.

Location	Structure or obstruction	Clearance of engine or car is close at—
Conda Spur M.P. 7.41.....	Mine trestle.....	Side.
Fourth Subdivision		
Fort Hall.....	Standpipe.....	Side.
M.P. 156.96.....	Bridge.....	Side.
Blackfoot.....	Standpipe.....	Side.
M.P. 166.97.....	Bridge.....	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.
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.....	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.
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. Do not touch. Look out for broken wires.....	Side and top.
Between Silver Bow and Butte, M.P. 1.3, N. P.....	C. M. St. P. & P. overhead trestle.....	Top.
Mackay Branch		
M.P. 1.6.....	Bridge.....	Side and top.
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.
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.
St. Anthony.....	Water tank spout.....	Side and top.
M.P. 44.40.....	Bridge.....	Side.

Continued opposite side.

Location	Structure or obstruction	Clearance of engine or car is close at—
Yellowstone Branch (Cont.)		
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.
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.
Second Subdivision		
American Falls.....	Standpipe east of depot.....	Side.
Wapi.....	Standpipe.....	Side.
Minidoka.....	Standpipes.....	Side.
Minidoka.....	Coal chute.....	Side and top.
Kimama.....	Standpipe.....	Side.
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.
Wells Branch		
Rogerson.....	Water tank spout.....	Side and top.
Delaplain.....	Water tank spout.....	Side and top.
Henry.....	Water tank spout.....	Side and top.
Henry.....	Coal chute.....	Side and top.
Wilkins.....	Water tank spout.....	Side and top.
Wells.....	Water tank spout.....	Side and top.

Continued on Page 16.

Location	Structure or obstruction	Clearance of engine or car is close at—
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 spout.....	Side and top.
Triumph and Gimlet.....	Ore loading docks.....	Side and top.
	Engines must not move under tippie account impaired clearance.	
Hill City Branch		
Fairfield.....	Water tank spout.....	Side and top.
Hill City.....	Standpipe.....	Side.
Third Subdivision and Kuna Line		
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.
Boise.....	Standpipes.....	Side.
Owyhee.....	Standpipe.....	Side.
M.P. 447.74.....	Bridge.....	Side.
M.P. 448.07.....	Bridge.....	Side.
M.P. 465.01.....	Bridge.....	Side.
Caldwell.....	Standpipe.....	Side.
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.
Cobb.....	Loading apron at ballast pit.....	Side and top.
Olds Ferry.....	Standpipe.....	Side.
Boise Branch		
Boise.....	Standpipe.....	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 and top.
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.

Continued opposite side.

Location	Structure or obstruction	Clearance of engine or car is close at—
Homedale Branch		
Homedale.....	Water tank spout.....	Side and top.
Oregon Eastern Branch		
Ontario.....	Coal chute.....	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.
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.
Brogan Branch		
Brogan.....	Water tank spout.....	Side and top.
Brogan.....	Stockyard platform.....	Side.
New Meadows Branch		
Diamond.....	Water tank spout.....	Side and top.
Goodrich.....	Water tank spout.....	Side and top.
New Meadows.....	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.

At Midway, there is an open pit on old beet pulp spur.

900 (T). Due to the length of 4000 class engines, the overhang at the front of boiler and rear of cab is greater on curves than obtains with any other class of engine, which reduces the clearance between these engines and cars, trains, or engines on adjacent parallel tracks.

More clearance will be required on yard turn-outs and enginemen must know that cars on adjacent tracks near turn-outs are sufficiently back of clearance point to properly clear these engines.

Yardmen must see that engines and cars are kept at least three car lengths from fouling point at each end of yard tracks to insure proper clearance for these engines heading into yard tracks.

Enginemen, in taking these engines to or from roundhouse tracks, must know positively that proper clearance obtains.

Continued on Page 18.

900 (T).—Continued.

These engines must not enter or leave center sidings while trains handling loads 12 or more feet wide are passing on either main track.

Due to length of this class engine restricting left view of engineer for a considerable distance ahead, it is imperative that firemen comply literally with requirements of Rule 893, particularly in movements about yards.

1006 (R). Standard brake pipe pressure of 90 pounds in freight and mixed train service must be maintained on:

First Subdivision and connecting branches;
 Second Subdivision and connecting branches;
 Third Subdivision;
 Fourth Subdivision;
 Fifth Subdivision and connecting branches;
 Wells Branch;
 Stoddard Branch;
 Idaho Northern Branch between Jenness and Emmett.

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 following points:

M.P. 43.7, west of Moyer Jct.	—Westward;
Humphrey	—Eastward;
Monida	—Westward;
Apex	—Westward;
Feely	—Westward;
Gerrit	—Eastward;
Reas Pass	—Eastward;
Ticeska	—Westward;
Reverse	—Eastward;
Tamarack	—Eastward;
M.P. 84.5, New Meadows Branch	—Westward;
Summer Camp	—Westward and eastward;
Smiths Ferry	—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;
Gerrit	—Eastward;
Reas Pass	—Eastward;
Tamarack	—Eastward;
M.P. 84.5, New Meadows Branch	—Westward;
Summer Camp	—Westward and eastward;
Jenness	—Westward;
Smiths Ferry	—Eastward.

This test must also be made at intermediate points on these grades by single engine trains and trains with helper engine on head end, ascending the grade, and by all trains descending grade, whenever engine is changed, cars picked up or set out, air hose parted, angle cock turned, or when train has been standing for 30 minutes or more.

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

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

Continued opposite side.

1042 (R).—Continued.

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.

On passenger trains, all retaining valves must be used as follows:

Gerrit to Warm River;	Tamarack to Glendale;
Reas Pass to Big Springs;	Rubicon to New Meadows.
Smiths Ferry to Banks;	

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:	
Apex to Glen;	Summer Camp to Melandco;
Monida to Lima;	Summer Camp to Herrell;
Feely to Buxton;	Jenness to M.P. 23.

Trains averaging not to exceed sixty-five gross tons per operative brake:	
Kemmerer to Fossil;	Ticeska to King Hill;
Humphrey to Highbridge;	Reverse to Hammett.

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 percent of retaining valves must be used.

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

Log trains must 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.

1042 (S). Before departure from Gay, test of brakes will be made in accordance with Air Brake Rule 1040 (D). Retaining valves must be used on all trains as required by Air Brake Rule 1042, from Gay to M.P. 9.25. Duplex retaining valves must be placed in full retaining position on all loads. All trains must stop at M.P. 9.25 and will remain standing not less than ten minutes to cool wheels and turn down retaining valves.

1048 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1040(D), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

1244 (R). When Fairbanks-Morse Diesel units 700, 700-B and 701 are used together, the low braking range on dynamic brake must not under any circumstances be used at a speed in excess of 36 M.P.H.

Dynamic brake on locomotives 1360 to 1370 inclusive should be used only when handling single, and must not be used when double-heading with other power or handling trains.

1251 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1242(E), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

RATING OF DIESEL-ELECTRIC LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for time freight trains.

TYPE OF LOCOMOTIVE	NUMBERS (Inclusive)	H.P.	NUMBER OF UNITS	Graeger to Kemmerer	Kemmerer to Montpelier	Montpelier to McCammon	Pocatello to McCammon	McCammon to Montpelier	Montpelier to Kemmerer	Kemmerer to Graeger	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 Lima	Lima to Idaho Falls
EMD	1090 to 1095	1000	1	1400	1050	1570	1150	890	680	45 Cars	1780	400	45 Cars	680	680	1780	460	890	770
ALCO	1100 to 1153	Yard SW 1000	1	1570	1200	1750	1350	1020	770	45 Cars	2000	460	45 Cars	830	770	2000	530	1020	880
FBM	1300 to 1304	1000	1	2030	1580	45 Cars	1580	1180	870	45 Cars	2760	500	45 Cars	1200	500	2760	750	1000	1090
Baldwin	1200 to 1210	1000	1	1910	1390	45 Cars	1550	1150	845	45 Cars	45 Cars	485	45 Cars	910	845	2445	390	910	790
ALCO	1180 to 1195	Rd. SW 1500	1	2710	1880	45 Cars	2100	1580	1140	45 Cars	45 Cars	670	45 Cars	1320	1140	45 Cars	780	1220	1090
FBM	1325 to 1329	Rd. SW 1500	1	2030	1580	45 Cars	1580	1180	870	45 Cars	2760	500	45 Cars	1200	1130	2760	750	1000	1090
FBM	1360 to 1370	Rd. SW 2000	1	2530	1850	2900	2000	1510	1110	45 Cars	45 Cars	640	45 Car	1200	1110	Car Limit	740	1510	1290
EMD	1400 to 1477	Fr. 4500	3	6200	5000	7450	5000	4800	3500	Car Limit	Car Limit	1900	Car Limit	3300	3100	Car Limit	2500	4000	3200
ALCO	1600 to 1643	Fr. 4500	3	Car Limit	6000	Car Limit	6750	5300	4000	Car Limit	Car Limit	2250	Car Limit	4350	4100	Car Limit	3000	4500	3500
EMD	1400 to 1477	Fr. 6000	4	Car Limit	6500	Car Limit	6720	6000	4600	Car Limit	Car Limit	2500	Car Limit	4200	4000	Car Limit	3000	5000	4000
ALCO	1600 to 1643	Fr. 6000	4	Car Limit	Car Limit	Car Limit	Car Limit	6750	5200	Car Limit	Car Limit	3000	Car Limit	5500	5300	Car Limit	3750	5500	4500

RATING OF DIESEL-ELECTRIC LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between the stations named, under favorable weather conditions. A deduction of ten per cent may be made for time freight trains.

TYPE	NUMBERS (Inclusive)	H.P.	NO. UNITS	Pocatello to Shoshone	Shoshone to Glens Ferry	Glens Ferry to Orchard	Orchard to Huntington	Huntington to Nampa	Nampa to Orchard	Orchard to Glens Ferry	Glens Ferry to Shoshone	Shoshone to Minidoka	Minidoka to Pocatello
EMD	1400-1477	1500	1	2000	4000	*2500	3000	3000	2000	3750	*1775	2750	2500
EMD	1550-1563	1500	1	2350	4900	*3100	4000	3650	2500	4000	*2350	3200	3000

*With helpers.

NOTE: Tonnage rating limited to maximum of 45 cars for single unit with one air compressor.
 McCammon to Pocatello—car limit.
 Idaho Falls to Pocatello—car limit.

TOTAL LOADED WEIGHT ON DRIVERS

220,000 to 237,000 pounds

235,000 to 243,000 pounds

Nos. 1400 to 1477
1550 to 1563

Nos. 1600 to 1643

RATING OF STEAM LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

TYPE OF LOCOMOTIVE	NUMBERS Inclusive	Granger to Kemmerer	** Kemmerer to Montpelier	Montpelier to McCammon	Pocatello to McCammon	McCammon to Montpelier	** Montpelier to Kemmerer	Kemmerer to Granger	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 Lima	Lima to Idaho Falls	
C 57	22 190 31 191	201 to 358 560 to 622	2060	3350	2850	2060	1500	2100	3100	3450	*2530	4000	3200	1080	4650	*1300	1500	*2500
FEF 77	24½ 266 32	800 to 819	3300	5000	4540	2950	2130	3050	5000									
FEF 80	25 266 32	820 to 844																
MacA 57	23¾ 206 30 210	1900 to 1949 2000 to 2034	2400	3800	3250	2400	1700	2400	3525	3800	*2850	4250	*3600	1200	5250	*1500	1650	*2850
MacA 63	26 214 28 216	2504 to 2532	2500	4050	3450	2525	1800	2500	3750	4250	*3050	4350	*3800	1300	5850	*1600	1850	*3050
MacA 63	26 220 30	2535 to 2554	2600	4200	3575	2600	1900	2600	3900	4335	*3200	4400	*3900	1350	5970	*1650	1940	*3200
MacA 63	26 228 28	2555 to 2564	2550	4110	3500	2540	1860	2540	3820	4250	*3130	4370	*3820	1325	5850	*1625	1900	*3150
P 77	22 135 143 28 149 150	2819 to 2859 3100 to 3113 3160 3202 to 3217	1630	2560	2140	1390	900	1450	2900	2340	*1560	2700	*2310	610	3230	*780	1000	*1540
P 77	25 163 165 28 167 184 193	2860 to 2899 2900 to 2911 3114 to 3181 3218 to 3227	2060	3350	2850	2060	1500	2100	3100	3390	*2280	3900	*3060	890	4550	*1140	1320	*2260
SA-C 59	23-23 475D 30	3500 to 3569								7900	*4250	7000	*5650	2150	8000	*3180	3500	*5310
MC 57	25-39 485 32	3600 to 3674								8000	*4980	7350	*6120	2550	8000	*3240	4110	*5780
CSA 69	22-22 400 32 394 407	3800 to 3809 3810 to 3814 3815 to 3839	4600	5000	5000	4600	3700	4600	5000	7900	*4150	7000	*5550	2050	8000	*3080	3400	*5210
4-6-6-4 69	3 21-21 404 4 407 5 406	3930 to 3949 3950 to 3969 3975 to 3999	4600	5000	5000	4600	3700	4600	5000									
4-8-8-4 68	1 23¾-23¾ 540 2 32 545	4000 to 4019 4020 to 4024	8000	8000	8000	6500	4800	6800	8000									
TTT 63	29½ 290 30 311	5000 to 5089 5300 to 5318 5400 to 5414 5500 to 5529	3350	5000	4750	3350	2600	3600	5000	5600	*4100	5000	*4800	1730	7600	*2120	2450	*4120
MT 73	29 256 28	7000 to 7039 7850 to 7869	2650	4250	3625	2650	1950	2650	4000	4340	*3170	4350	*3850	1300	5950	*1620	1925	*3175
UP 67	27 368 31-32 372	9000 to 9087	4600	5000	5000	4600	3700	4600	5000									

EXPLANATION

C Consolidation
P Pacific
MC Mallet
MacA MacArthur
MT Mountain

TTT 2-10-2
C-SA Challenger
SA-C Mallet SA

UP 4-6-6-4
UP 4-8-8-4
FEF 4-8-4

Example: Consolidation locomotive 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

*With helpers.
**With helpers between Nugget and Kemmerer.
McCammon to Pocatello—car limit.
Idaho Falls to Pocatello—car limit.

RATING OF STEAM LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

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

TYPE OF LOCOMOTIVE	NUMBERS (Inclusive)	Pocatello to Shoshone	Shoshone to Glenns Ferry	Glenns Ferry to Orchard	Orchard to Huntington	Huntington to Nampa	Nampa to Orchard	Orchard to Glenns Ferry	Glenns Ferry to Shoshone	Shoshone to Minidoka	Minidoka to Pocatello	<p style="text-align: center; margin: 0;">EXPLANATION</p> <p style="margin: 0;">C Consolidation</p> <p style="margin: 0;">P Pacific</p> <p style="margin: 0;">MacAMacArthur</p> <p style="margin: 0;">MT Mountain</p> <p style="margin: 0;">TTT 2-10-2</p> <p style="margin: 0;">C-SA Challenger</p> <p style="margin: 0;">UP 4-6-6-4</p> <p style="margin: 0;">UP 4-8-8-4</p> <p style="margin: 0;">FEF 4-8-4</p> <p style="margin: 0;">EXAMPLE: Consolidation locomotive having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke and weighing 191,000 pounds on drivers:</p> <p style="margin: 0; text-align: right;">C 57 $\frac{22}{30}$ 191</p>	
C 57 $\frac{22}{30}$	191	560 to 622	1900	4000	*2500	3240	2900	2150	3380	*1880	2460		2300
MacA 57 $\frac{23\frac{3}{4}}{30}$	208 210	2000 to 2034	2150	4500	*2750	3700	2900	2450	3800	*2175	2750	2700	
MacA 63 $\frac{26}{28}$	214 216	2504 to 2532	2300	4800	*3000	3900	3500	2600	4000	*2275	2900	2800	
MacA 63 $\frac{26}{30}$	220	2535 to 2554	2400	5000	*3150	4100	3650	2700	4200	*2375	3100	2900	
MacA 63 $\frac{26}{28}$	228	2555 to 2564	2350	4900	*3100	4010	3600	2650	4100	*2320	3050	2840	
MT 73 $\frac{29}{28}$	230 234	7000 to 7039 7856 to 7869	2450	5000	*3200	4150	3700	2750	4250	*2425	3150	2950	
TTT 63 $\frac{29\frac{1}{2}}{30}$	286 311 304 301 292 298	5000 to 5089 5306 to 5313 5314 to 5318 5400 to 5414 5500 to 5529	3100	5000	*4060	5000	4700	3600	5000	*3060	4000	3740	
UP 67 $\frac{27}{31-32}$	368 372	9000 to 9087 9500 to 9514	4400	5000	*5000	5000	5000	5000	5000	*4190	5000	5000	
C-SA 69 $\frac{22-22}{32}$	398 408	3800 to 3839	4400	5000	*5000	5000	5000	5000	5000	*4190	5000	5000	
$\frac{3}{21-21}$	406	3930 to 3949											
4-6-6-4-4 $\frac{69}{32}$	404	3950 to 3969	4400	5000	*5000	5000	5000	5000	5000	*4190	5000	5000	
$\frac{5}{3975 to 3999}$	407	3975 to 3999											
$\frac{1}{4-8-8-4-2}$ $\frac{68}{32}$	540 545	4000 to 4019 4020 to 4024	6200	8000	*8000	8000	8000	8000	8000	*7100	8000	7400	
P 77 $\frac{22}{28}$	135 143 149 150	2819 to 2859 3100 to 3113 3160 3202 to 3217	1170	2580	*2040	2910	2080	1810	2580	*1380	1820	1580	
P 77 $\frac{25}{28}$	163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3181 3218 to 3224	1900	4000	*2500	3240	2900	2150	3380	*1880	2460	2300	
FEF 77 $\frac{24\frac{1}{2}}{32}$	266	800 to 819	2760	5000	*4000	5000	4390	3520	5000	*2870	3860	3350	
FEF 80 $\frac{25}{32}$	266	820 to 844											

*With helpers.