

UNION PACIFIC RAILROAD COMPANY
Northwestern District

Idaho Division

Special Rules
No. 10

Effective Thursday,
February 1, 1951

Superseding Special Rules No. 9

Employes 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

Railroad Watches

2 (R). Operating Rules 2, 2 (A) and 2 (B) are cancelled.

Employes listed below must, while on duty, have a reliable 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
Brakemen	may be designated

(†Except when assigned in offices where 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.

Where Time Applies

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.

Signals

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 that 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). 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.

8 (S). Electric lanterns may be used by switchtenders, herders and interlocking signalmen for displaying yellow lights.

Reduce and Resume Speed Signs

10 (R). Operating 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 DE-Psgr. and 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). Operating 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.

Whistle Signals

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

Whistle signal 14(l) will not be sounded for fire road crossing at Sherman Street, Pocatello, but engine bell must be ringing approaching and passing over this crossing.

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

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

Headlights

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

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

A train on adjacent track must stop before passing headlight and be governed by Operating 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 Operating 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 Operating 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). Operating Rule 17 (C) is cancelled.

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

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

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

When a road engine 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 engine. A red light must be used when engine 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.

Markers and Rear End Lights

19 (R). Oscillating red rear end light on passenger trains will be used as a night signal in accordance with Operating Rule 9 and must 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 Operating Rule 99 nor any other rule.

19 (S). Operating 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.

Classification Signals

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

Indicators

24 (R). Referring to Operating Rule 24: Helper engines will display their engine number in indicators, except, when used on head end of train, train number will be displayed.

Going Under Engine At Lima

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.

Switch Lights

27 (R). 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.

27 (S). 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.

Conditional Stops

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

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

Train Registers

83 (R). At McCammon, information required by Operating 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 Operating Rules S-83 and D-83 need not be obtained by Nos. 105 and 106 entering CTC territory.

Starting Passenger Trains—Pocatello

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

Clearing Trains—Rule 251 Operation

86 (R). Where Operating Rule 251 is in effect, Operating Rule 86 is modified as follows:

When instructed by train dispatcher to clear a train or trains, the following will govern:

The time of Nos. 105 and 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class, extra trains and yard engines; the time of other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

Meeting of Trains

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.

Movements in Yards

93 (R). Where Operating Rule 251 is in effect, time on first-class trains issued orally or by message by train dispatcher, may be used within yard limits where there are continuous block signals, in determining when necessary to protect against first-class trains.

93 (S). 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 line must stop at Signal B-4677 and then be governed by indication of signal.

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

93 (U). At Pocatello, 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.

Clearances

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 Operating 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 Operating Rule 96 at:

Richfield	Emmett	Marsing	Homedale
Oakley	Vale	Robinette	

96 (S). A clearance received at Montpelier or Lima by the only section of a regular train will confer the same authority as when received at their initial station.

Flag Protection

99 (R). Flagman, in placing torpedoes as required by Operating 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 Operating Rule 99 is changed to read:

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

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

99 (S). Operating, M. of W. and Signal 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	Raft River	New Meadows
Grace	Oakley	Oregon Eastern
Aberdeen	Wells	between Vale
Teton Valley	Hill City	and Burns
Mackay between	Stoddard	Wilder
Aberdeen Jct. and	Homedale	Ketchum be-
Mackay	Brogan	tween Richfield
East Belt	Idaho Northern be-	and Ketchum
West Belt	tween Emmett	Payette
Goshen	and McCall	Homestead
Yellowstone between		North Side
Ashton and West		
Yellowstone		

99 (U). On following branches, between 6 A.M. and 6 P.M. daily, a speed of 10 MPH must not be exceeded by all extra trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (I) must be sounded frequently:

Grace	East Belt	Hill City	Payette
Mackay	West Belt	Stoddard	Wilder
Aberdeen	Oakley	Homestead	Brogan
Goshen	Raft River	Homedale	

Dead Engines

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.

Cars or Train Left Behind

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

Riding on Ends of Engines

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

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

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

Montpelier—main track movements;

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

Public Crossings

103 (U). 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 (V). At Pocatello, engines or cars must not be left standing on fire road crossings and they must not be blocked longer than necessary to make switching movements.

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

103 (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.

103 (Y). At McCall, before crossing Third Street (State Highway N-15), trains must come to a complete stop at a point not less than one foot or more than 20 feet from boundaries of this street.

Switches

104 (R). No. 14 turnouts are installed at all power operated switches in C.T.C. territory and at extreme east end of Pocatello yard, M.P. 211, and at Granger, except east switch of eastward siding.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

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

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

Sidings and Side Tracks

105 (R). At stations where eastward and westward sidings are shown, the eastward siding is east of the westward siding.

105 (S). At Cokeville, westward trains taking siding must use inside siding next to main track. Inside switch at east end of siding must be 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 (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:

Ucon	—siding;
St. Anthony	—West Belt siding;
Bach	—both sidings;
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 Jet.

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

Movements at Stations

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 a train or 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.

Movements Against Current of Traffic

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 Operating Rule 251 is in effect no movement against the 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 the 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 the current of traffic.

D-151 (T). At Reverse, dwarf signal located between main tracks, governs movement against current of traffic from eastward main track to single track over spring switch.

Dwarf signals located between main tracks, governing movements against current of traffic from double track to single track through spring switch are located as follows:

Signal 392—west of spring switch east end Kemmerer;

Signal 1084—west of spring switch Dingle;

Signal 1207—east of spring switch Pescadero;

Signal 1776—west of spring switch Blaser.

When stopped by one of these signals, a train or engine moving against current of traffic through spring switch to single track, must be governed by Operating Rules 99, 509 and 524. In addition, flag protection must be provided against movements on opposite main track.

Speed Restrictions

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

Train Order Signals

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.

Movement of Trains by Block Signals

251 (R). Where Operating Rule 251 is in effect, the movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with, except that when necessary to provide single track operation on double track, or for operation of trains against the current of traffic, or for operation of work trains, train order authority must be obtained.

251 (S). 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.

Centralized Traffic Control

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.

402 (R). Continued.

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, Clearance Form B required by CTC 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 and 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.

Electric Locked Switches

494 (R). When authority to operate an electric locked switch has been received, following will govern:

Switch operating lever must be left in its socket and no attempt made to operate switch until indicator at the lock shows lock released.

This indication is given in one of the following ways:

Indicator changes to Clear position;

The word "Clear" or "Unlocked" appears,

Small light on face of electric lock which flashes during operation of time element changes to a steady light.

After indication is received showing lock has released, lock and switch may be operated and train or engine may proceed without waiting three minutes as required by Operating Rule 517.

Lifting, or attempting to move switch operating lever before lock has released will result in binding of the lock rod, which will prevent movement of lock lever.

494 (S). In using electric lock when communication has failed, or electric lock is out of order, mechanical release seal on lock so equipped may be broken. After high lock has been released by moving crank to left or, on low lock, by removing padlock and releasing electric lock with switch key, member of crew must wait three minutes before lining switch; after which, train or engine may proceed as required by Operating Rule 509.

After using the switch or derail equipped with high electric lock, switch and derail must be returned to normal position and locked; crank on electric lock must be restored to normal position against stop block. Door of case must be locked and, except when communication has failed, dispatcher notified.

Siding Indicator

501 (R). Referring to Operating Rule 501 (AA):

Fixed signal with which Siding Indicator is connected may display either Stop or Approach indication.

Block Signals

509 (R). At Pocatello, when a westward train is stopped by Signal 2161 or an eastward train is stopped by Signal 2162 or Signal 1350, Operating Rule 509 will govern but movement must not be made until proceed signal is received from switchtender.

Slide Detector Signals

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.

Continued on opposite side.

Dual Control Switches

Definition: A Dual Control Switch is a power operated switch which is also equipped for hand operation.

513 (R). Where dual control switches are installed, in addition to Operating Rules 513 and 514, the following Special Rules 513 (S) to 513 (X) must be complied with.

513 (S). Before a train or engine may, under any condition, pass a Stop indication of a signal governing movement over dual control switches, selector lever on dual control switches over which movement is to be made must be moved to HAND position. After any part of train or engine has passed signal, selector lever must be restored to MOTOR position, and, except when communication has failed, operator notified.

513 (T). After passing a signal governing movement over a dual control switch, if train or engine stops before passing next opposing signal and makes a reverse movement out of that block, no forward movement may be made into that block without authority from operator, or until selector lever on dual control switch has been placed in HAND position.

513 (U). If a train or engine over-runs a signal displaying Stop indication governing movement over a dual control switch, member of crew must communicate with operator at once and be governed by his instructions. Front of train must be protected immediately.

513 (V). Dual control switches must not be hand-operated without authority from operator, except when communication fails.

Authority to use a dual control switch for switching movements must be given verbally to member of crew by operator. Time the switch or track may be used and designated limits must be clearly stated and understood.

513 (W). To hand-operate a dual control switch, following will govern:

After engineer has been informed that switch is to be hand-operated, selector lever must be moved to HAND position and left in that position during hand operation. Indications of signals governing movement over that switch may be considered suspended during hand operation.

When communication fails, switch must not be hand-operated until three minutes after selector lever has been placed in HAND position.

513 (X). When a member of a crew of a train or engine which is switching or standing observes a white light burning on relay house or telephone booth, he must communicate at once with operator.

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

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, such authority applies only to sign near M.P. 844.8 reading "End of Block Eastbound."

When Signal 8449 displays Stop indication, trains or engines governed by this signal must send flagman ahead and must wait ten minutes before proceeding at restricted speed to next signal.

513 (Z). 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 indication at this location will proceed on main track to cross-over at M.P. 213.3 and enter yard at that point.

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, 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.

Outfit Cars

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

Carbon Monoxide Fumes

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

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

Trains Stopped in Tunnels

733 (S). Dangerous gases present in exhausts from various types of locomotives, steam generators, or engines of the Waukesha type, may cause incapacitation or fatalities if in sufficient concentration as might result when a train is stopped in a tunnel.

In the event a passenger train, regardless of the type of power being used, is stopped in a tunnel, cars within the tunnel must have air circulating systems, including air conditioning systems, ice machines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Certain gases are not readily detected by odors and this action must be taken immediately and time not wasted in determining when train may be started. Take safe course and act at once.

When a Diesel-electric locomotive is stopped in a tunnel under conditions preventing prompt movement, Diesel engines must be promptly shut down.

Shutting Off Diesel Propulsion Engines

733 (T). When Diesel propulsion engines are shut off, air brakes must be fully applied and, in addition, front and rear of a traction wheel must be blocked 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.

Power Transmission Wires

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

Diesel-Electric Locomotives

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.

736 (R). When Diesel-electric switch locomotive is to be idle in excess of 30 minutes, main engine must be stopped.

When Diesel-electric road locomotive is to be idle for one hour at initial or intermediate stations, main engines must be stopped.

Exception: In such cases, engines must not be stopped when outside temperature is below 35 degrees.

When Diesel engines are stopped at terminals when a heavy rain is falling, enginemen will call on mechanical forces for covers to be placed over exhaust stacks.

When Diesel engines are stopped, hand brakes must be applied.

Cars Partly Loaded or Unloaded

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

Handling of Explosives and Inflammables

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.

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;

802 (S). Continued.

(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."

Continued on opposite side.

Continued on page 8.

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 gas handling crews, when accompanying such car.

BE 589 (i). (2) A car or cars placarded "Explosives" shall at all times be next to and ahead of a car occupied by guards accompanying such car, except that when the car occupied by guards is equipped with a heater it shall be the fourth car behind the car or cars placarded "Explosives."

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 employee 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

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.

Track Scales

802 (T). Locomotives must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of 5 MPH must not be exceeded.

Sanders or injectors must not be used over track scales and locomotives or cars must not stand on dead rail over scale deck or platform of track scales.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on 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 engines 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.

Retarder Yard—Pocatello

802 (U). Switching movements handled by Car Retarder System are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop.
Yellow	—Proceed not exceeding 3 MPH.
Green	—Proceed not exceeding 6 MPH.
Flashing Red	—Back up.

Continued on opposite side.

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast	—Humping operations are about to start.
2 short blasts	—Call for maintainer.
3 short blasts	—Call for section foreman.

Cars with Roller Bearings

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.

Operative Air Brakes

804 (S). 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.

Use of Hand Brakes

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

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

At Glens Ferry, at least six hand brakes must be set on cars left in west end of west yard and east end of east yard.

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

804 (U). 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 (V). At Pocatello, P. F. E. icchouse 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. icchouse and cleaning yard tracks and main tracks west of Gould Street.

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.

Pushing Streamline Trains

805 (R). Operating Rule 805 is cancelled.

Position of Cars in Trains

807 (R). 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.

Exception: Open top cars containing shipments of creosoted lumber, piling, etc., handled by coal burning locomotive, must be entrained in rear portion of train.

807 (S). Open top or flat cars loaded with glass shipments packed with straw or excelsior, handled by coal burning locomotive, must be entrained next to caboose.

807 (T). Stock cars containing horses may be handled next to Diesel-electric locomotive.

807 (U). Last paragraph of Operating Rule 807 is cancelled.

Derricks, Snow Plows, etc.

807 (V). 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 (W). 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 (X). 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.

Helper Engines

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 Operating 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.

Inspection of Trains

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). When a train with Diesel-electric locomotive is passing, trainmen, enginemen, yardmen and others should observe wheels under power units to see if wheels are turning. In event locked wheels are noticed, stop signal must be given to crew of passing train and proper precautions taken to prevent damage to equipment.

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

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

811 (U). 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-140	—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.

Duties of Engine Men

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 Operating Rule 869 is changed to read: "Engineer must know that engine is supplied with 12 torpedoes, 6 fuses, 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 Glens Ferry without additional water.

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

Movement of Diesel Locomotives

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.

Duties of Employees on Diesel Locomotives

874 (R). Second paragraph of Operating Rule 874 is cancelled.

On Diesel-electric locomotives in road service, not more than five men may ride in control cab.

The following instructions will govern firemen and head brakemen in performing their duties on Diesel-electric locomotives in road service, and will supersede and cancel all previous instructions, either written or oral, not consistent therewith.

Firemen will patrol engine rooms and make inspection of engine, temperatures, steam heat facilities and other parts, and give such attention as may be required. Any unusual condition or irregularity detected must be reported to engineer, and fireman will be governed by engineer's instructions.

On multiple-unit Diesel-electric locomotives on high-speed, streamlined, or main line through passenger trains, a fireman shall be in control cab at all times when the train is in motion.

This applies to the following trains:

Nns.	Between
11- 12	Granger and Huntington
17- 18	Granger and Huntington
105-106	Granger and Huntington

This rule shall be strictly observed and firemen who violate it shall be subject to discipline.

When a fireman is required by this rule to remain in control cab at all times while train is in motion, his patrol of engine rooms will be made at initial stations and at other stops when time will permit. At points where firemen change, incoming fireman will assist outgoing fireman in making patrol.

On other trains, fireman will patrol engine rooms at initial stations and at other stops. When time between stops is 30 minutes or more, and at such other times as may be directed by engineer, fireman will patrol engine rooms while train is in motion.

On freight trains, head brakeman must ride in control cab except while performing duties requiring him to be elsewhere, as specifically provided by rules. When necessary to ride elsewhere in freight locomotive, he will immediately return to control cab on signal from engineer. When fireman is patrolling engine rooms while train is in motion, head brakeman must remain in control cab during fireman's absence and must observe signals and other conditions prescribed by Operating Rule 810.

When necessary for trainmen to ride in cab of trailing unit, they must not occupy engineer's seat and must not tamper with or manipulate any of the switches or valves nor place feet on dashboard or windshield.

Unauthorized persons, including deadhead trainmen and engine-men must not occupy cab of trailing unit of Diesel-electric locomotive on any train.

Oil-Burning Engines

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.

Leaving Locomotives Unattended

875 (S). Operating Rule 875 is cancelled and the following will govern:

Locomotive must not be left without a man in charge, except at designated places and under authorized conditions. Locomotives must not be left standing so they will block or foul adjacent tracks.

When locomotive coupled to cars is left unattended, hand brakes must be set on not less than ten cars, or on all cars in case locomotive is coupled to only ten cars or less.

Continued on opposite side.

875 (S). Continued.

Engineer must see that air compressors are running, throttle closed, latched and safety pin inserted, cylinder cocks opened, independent or straight air brakes applied in full application position and brake cylinder pressure noted before leaving locomotive. Driver and tender brake cut-out cocks must be cut in, reverse lever latched in center position when on level track, and when on a grade, the reverse lever must be placed in the corner position in ascending grade direction.

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 each unit.

875 (T). Where engine crews with 3800 and 3900 class locomotives eat at intermediate stations, one member of crew must stay with engine at all times.

Fireman Handling Locomotive

876 (R). Operating 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.

Use of Blow-Off Cocks and Sludge Removers

879 (R). Blow-off cocks or sludge removers must not be used immediately adjacent to or passing through tunnels.

Diesel Motors Cut Out

883 (R). When Diesel units are operating with less than full complement of motors or when it is necessary to cut out one or more of the motors at any time enroute, train dispatcher must be notified immediately.

800 Class Locomotives

889 (R). 800 class locomotives must not be worked with less than 33% cut-off to avoid hot main pins.

Movements Around Fueling Stations, etc.

890 (R). Before moving an engine and during movement of an engine in the vicinity of fueling stations and servicing tracks, engineers and hostlers must sound whistle to warn men working about such tracks.

Track Restrictions

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

Exceptions: 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.

Tracks which may be used by 2-10-2 engines may also be used by 800 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 5 and 6	Heavy MacArthur.
	Engine storage tracks	Heavy MacArthur.
	Spur to Frontier Supply Company power house	Heavy MacArthur.
	Coal chute spur	Heavy MacArthur.
	West cross-over of ladder track between eastward and westward main tracks at M.P. 40.25	2-10-2.
	Diamondville spur	Heavy MacArthur.

Continued on page 11.

Location	Track	Heaviest engine permitted
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 Jet	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	Heavy MacArthur.
Soda Springs	Team track	Heavy MacArthur.
Alexander	Stock track from west switch to stockyard	Heavy MacArthur.
Grace Branch	All tracks	Heavy MacArthur.
Baneroft	Mill spur south of main track	Heavy MacArthur.
	Wye tracks	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	2-10-2.
	Ballast quarry spur, beyond loading conveyor	None permitted.
Idaho Falls to Silver Bow	Main track	800, 4000, 5090 to 5099 and 9000 class engines must not be operated.
Gibson	Team track	Light MacArthur.
Blackfoot	Rip track	Light MacArthur.
	Asylum track from Idaho Polato Growers warehouse west	Heavy MacArthur.
	Storage tracks between wye switches	Heavy MacArthur.
	Enginehouse tracks	Heavy MacArthur.
	Roundhouse tracks	Consolidation.
	Farmers spur	Light MacArthur.
	Keefers spur	Light MacArthur.
	Dusty spur	Light MacArthur.
	Elevator spur	Light MacArthur.
	Sugar factory coal trestle	None permitted.

Continued on opposite side.

Location	Track	Heaviest engine 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	2-10-2.
	Industry track	2-10-2.
Goshen Jct.	Wye tracks	Heavy MacArthur.
Goshen Branch	All tracks	Light MacArthur.
Shelley	Jason spur	Light MacArthur.
	All sugar factory tracks (track next to sugar house may be used by heavy MacArthur)	Consolidation.
	Team track	2-10-2.
	Elevator spur	Heavy MacArthur.
	Seed house spur	Heavy MacArthur.
Mitchell	Industry track	2-10-2.
Cotton	Industry track	2-10-2.
Bach	Treating plant spur	Heavy MacArthur.
Idaho Falls	Brewery spur	Consolidation.
	Old Butte main line	Heavy MacArthur.
	Team spurs 1, 2 and 3	Light MacArthur.
	Scale pocket track	Light MacArthur.
	House tracks 2 and 3	Light MacArthur.
	Rogers Brothers spur	Light MacArthur.
	Old rip track	Light MacArthur.
	Honey spur	Light MacArthur.
	Gas spur	Light MacArthur.
	Coal storage tracks	Light MacArthur.
	Depressed track	Light MacArthur.
	Rip tracks	Light MacArthur.
	Muir spur	Light MacArthur.
	East Side Lumber Co. spur	Heavy MacArthur.
	Trestle on Agren coal spur	None permitted.
	Coach track	Heavy MacArthur.
	Bonded warehouse track	Heavy MacArthur.
	Stock track	Heavy MacArthur.
	Agren Coal spur	Light MacArthur.
Gay Spur	All tracks	All except 800, 3900, 4000, 5000 and 9000 class may be operated.

Continued on page 12.

Location	Track	Heaviest engine permitted
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 Jet 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.
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 Ice House tracks 3, 4, 5 and 6 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.

Continued on opposite side.

Location	Track	Heaviest engine permitted
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	3800 class.
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.
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, except 3800 class may use to main road crossing.
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 tracks	Heavy MacArthur.
Buhl	Wye and all industry tracks	Heavy MacArthur.
Shoshone	Industry tracks south side of old enginehouse tracks	Heavy MacArthur.
Ketchum Branch	All tracks outside yard limits at Shoshone	Heavy MacArthur.
Hill City Branch	All tracks	Consolidation.
Sand Bank	Pit track beyond loading track switch Sand loading spur	Heavy MacArthur. Consolidation.
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.

Continued on page 13.

Location	Track	Heaviest engine permitted
Boise (Gowen Field)	Wye track	None permitted.
	Spur track located 1000 feet east of east wye track switch	None permitted.
Boise Branch	All tracks	Consolidation.
Meridian	Industry tracks 2, 3, 4 and 6	Consolidation.
	Creamery spur from house track	Consolidation.
Collopy	Team track	Heavy MacArthur.
Nampa	Dawson Coal Co. dock on west end of industrial spur	None permitted.
	Elevator spur	Light MacArthur.
	West team track	Light MacArthur.
	Oil spur	Light MacArthur.
	Condensary spur	Light MacArthur.
	Stub house track	Light MacArthur.
	Sugar Hill tracks	Light MacArthur.
	Outgoing enginehouse lead into sand bin	9000 class.
Nampa Middle Yard	Coach tracks	Heavy MacArthur.
	North team tracks	Heavy MacArthur.
	East house track	Heavy MacArthur.
	Dewey main line	Heavy MacArthur.
	Dewey spur	Heavy MacArthur.
	Motor spur	Heavy MacArthur.
Rip tracks 1, 2 and 3	Heavy MacArthur.	
Nampa Short Yard	Mill track	Heavy MacArthur.
	Brewery spur	Heavy MacArthur.
	New industrial tracks	Heavy MacArthur.
Stoddard Branch	All tracks	Light MacArthur.
Idaho Northern Branch	All tracks (Light MacArthur type engines may be used between Nampa and Middleton)	Consolidation.
Emmett	Mill pond track, beyond east end of mill pond	None permitted.
Caldwell	Over scale on Holt spur	None permitted.
	Over scale north and south mill spurs	None permitted.
	Holt spur	Consolidation.
	Alley track	Heavy MacArthur.
	Team track	Heavy MacArthur.
	Oil spur	Heavy MacArthur.
	Holt seed spur	Heavy MacArthur.
	Caldwell Produce track	Heavy MacArthur.
	North mill track	Heavy MacArthur.
	South mill track	Heavy MacArthur.
	From west switch of short house to east end of freight house platform	Heavy MacArthur.
	Long house spur	Heavy MacArthur.
	Vassar spur	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	2-10-2.
	Team track and stock track between depot and east switch may be used running slowly and carefully	9000 class.
Apple Valley	House track, west end	Heavy MacArthur.

Continued opposite side.

Location	Track	Heaviest engine permitted
Nyssa	East leg of wye	Heavy MacArthur.
	Homedale Branch main track and stock track Nyssa yard limits	9000 class.
	Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3	None permitted.
	Coal silo trestle, sugar factory	None permitted.
Homedale Branch	All tracks outside yard limits Nyssa	Light MacArthur.
Ontario	East team and east warehouse tracks	9000 class engines running slowly and carefully.
Oregon Eastern Branch	All tracks outside yard limits Ontario	Light MacArthur.
Brogan Branch	All tracks	Consolidation.
Washoe	Spur tracks	2-10-2.
Payette	Cannery spur	2-10-2.
	Mill spur and Palumbo Packing House track	Heavy MacArthur.
Payette Branch	All tracks	Consolidation.
Crystal	Team track	2-10-2.
Weiser	Day spur	2-10-2.
	Mill track	Heavy MacArthur.
	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	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.

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.

896 (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	Heavy MacArthur	800, 3900, 5090, 4000 and 9000 class not permitted to operate.
	319.13		
	351.28		
East Belt Branch	19.10	*1575 to 1579	Engines 3134 to 3138, 4200, 4400, 4600, 4700 and 4900 class not permitted to operate.
	19.45		
	40.56		
West Belt Branch	12.84		
	36.05		

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

Continued on page 14.

Location	Bridge	Maximum Permitted Doublehead	Maximum Permitted Single
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.

Close Clearances

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Granger	Westward interlocking signal	Side on westward track.
First Subdivision		
M.P. 11.35	Bridge	Side.
M.P. 21.94	Bridge	Side.
M.P. 26.81	Bridge	Side.
M.P. 28.81	Bridge	Side.
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.
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.
Baneroft	Standpipes	Side.
Baneroft	Sandhouse	Side.
Baneroft coal chute	Enginehouse	Side.

Continued opposite side.

Location	Structure or obstruction	Clearance of engine or car is close at—
First Subdivision (Cont.)		
Baneroft	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.
McCannon	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.
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.

Continued on page 15.

900 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Fourth Subdivision (Concl.) 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.
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.

Continued opposite side.

900 (R).—Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Wells Branch		
Rogerson	Water tank spout	Side and top.
Delaplain	Water tank spout	Side and top.
Henry	Water tank spout	Side and top.
Henry	Coal chute	Side and top.
Wilkins	Water tank spout	Side and top.
Wells	Water tank spout	Side and top.
Ketchum Branch		
Richfield	Water tank spout	Side and top.
Picabo	Water tank spout	Side and top.
Hailey	Water tank spout	Side and top.
M.P. 62.84	Bridge	Side and top.
M.P. 66.81	Bridge	Side and top.
Ketchum	Water tank 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.
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 on Page 16.

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.

900 (S). 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.

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 Operating Rule 893, particularly in movements about yards.

Air Brake Rules

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

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;
- Reas Pass to Big Springs;
- Smiths Ferry to Banks;
- Tamarack to Glendale;
- Rubicon to New Meadows.

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

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

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

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

- Kemmerer to Fossil;
- Humphrey to Highbridge;
- Ticeska to King Hill;
- 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 Operating 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.

Continued on Page 17.

1042 (R).—Continued.

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 Air Brake 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 Air Brake 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	Granger to	Kemmerer to	Montpelier to	Pocatello to	McCammon to	Montpelier to	Kemmerer to	Pocatello to	Idaho Falls to	Lima to	Dillon to	Silver Bow to	Butte to	Silver Bow to	Dillon to	Lima to
				Kemmerer	Montpelier	McCammon	McCammon	Montpelier	Granger	Idaho Falls	Lima	Dillon	Silver Bow	Butte	Silver Bow	Dillon	Lima	Idaho Falls	
EMD	1000 to 1095	1000	1	1400	1050	1570	1150	890	680	2000	1780	400	3000	680	680	3000	460	890	770
ALCO	1100 to 1153	Yard SW 1000	1	1570	1200	1750	1350	1020	770	2000	2000	460	3000	830	770	3000	530	1020	880
FM	1300 to 1304	1000	1	2030	1580	2000	1580	1180	870	2000	2760	500	3000	1200	500	3000	750	1000	1090
Baldwin	1200 to 1210	1000	1	1910	1390	2000	1550	1150	845	2000	2000	485	3000	910	845	3000	390	910	790
ALCO	1180 to 1195	Rd. SW 1500	1	2710	1880	2100	2100	1580	1140	2100	2100	670	3000	1320	1140	3000	780	1220	1090
FM	1325 to 1329	Rd. SW 1500	1	2030	1580	2100	1580	1180	870	2100	2760	500	3000	1200	1130	3000	750	1000	1090
FM	1360 to 1370	Rd. SW 2000	1	2530	1850	2900	2000	1510	1110	2900	2900	640	3000	1200	1110	3000	740	1520	1290
EMD	1400 Series	Frnt. 1500	1	2060	1950	2500	1650	1650	*1650	2100	2100	640	3000	1100	1030	3000	830	1350	1065
EMD	1500 Series	Frnt. 1500	1	2530	2530	3000	2500	1900	*1900	2550	2530	800	3000	1375	1265	3000	1025	1750	1300
ALCO	1600 Series	Frnt. 1500	1	2300	2300	2750	2250	1750	*1825	2350	2350	740	3000	1250	1150	3000	930	1550	1175

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 Series	1500	1	2000	4000	*2500	3000	3000	2000	3750	*1775	2750	2500
EMD	1500 Series	1500	1	2350	4900	*3100	4000	3650	2500	4000	*2350	3200	3000
ALCO	1600 Series	1500	1	2200	4500	*2750	3300	3350	2200	4000	*1925	3000	2750

*With helpers.

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

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		STATIONS																
			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 31	190 191	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 32	266	800 to 819	3300	5000	4540	2950	2130	3050	5000									
FEF 80	25 32	266	820 to 844																
MacA 57	23¾ 30	206 210	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 28	214 216	2504 to 2532	2500	4050	3450	2525	1800	2500	3750	4250	*3050	4350	*3800	1300	5850	*1600	1850	*3050
MacA 63	26 30	220	2535 to 2554	2600	4200	3575	2600	1900	2600	3900	4335	*3200	4400	*3900	1350	5970	*1650	1940	*3200
MacA 63	26 28	228	2555 to 2564	2550	4110	3500	2540	1860	2540	3820	4250	*3130	4370	*3820	1325	5850	*1625	1900	*3150
F 77	22 143 149 28 150	135 143 149 150	2819 to 2859 3100 to 3113 3160 3202 to 3217	1630	2500	2140	1390	900	1450	2900	2340	*1560	2700	*2310	610	3230	*780	1000	*1540
P 77	25 185 167 28 184 193	163 185 167 184 193	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 30	475D	3500 to 3569								7900	*4250	7000	*5650	2150	8000	*3180	3500	*5310
MC 57	25-39 32	485	3600 to 3674								8000	*4980	7350	*6120	2550	8000	*3240	4110	*5780
CSA 69	22-22 32	400 394 407	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
4-6-4 69	3 4 5	21-21 404 407 406	3930 to 3949 3950 to 3969 3975 to 3999	4600	5000	5000	4600	3700	4600	5000									
4-8-4 68	1 2	23¾-23¾ 540 545	4000 to 4019 4020 to 4024	8000	8000	8000	6500	4800	6800	8000									
TTT 63	29¼ 30	290 311	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 28	256	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 31-32	368 372	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 4-6-4
UP 4-8-4
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 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		
C 57	$\frac{22}{30}$ 191	560 to 622	1900	4000	*2500	3240	2900	2150	3380	*1880	2460	2300	<p style="text-align: center;">EXPLANATION</p> <p>C Consolidation P Pacific MacA MacArthur MT Mountain TTT 2-10-2 C-SA Challenger UP 4-6-6-4 UP 4-8-8-4 FEF 4-8-4</p> <p style="text-align: center;">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="text-align: center;">C 57 $\frac{22}{30}$ 191</p>
MacA 57	$\frac{23\frac{1}{4}}{30}$ 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											
	$\frac{4-6-6-4-69}{32}$ 404	3950 to 3969	4400	5000	*5000	5000	5000	5000	5000	*4190	5000	5000	
	$\frac{5}{32}$ 407	3975 to 3999											
	$\frac{1}{23\frac{1}{4}-23\frac{1}{4}}$ 540	4000 to 4019											
	$\frac{4-3-3-4-1-68}{32}$ 545	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	*1580	2460	2300	
FEF 77	$\frac{24\frac{1}{2}}{32}$ 266	800 to 819											
FEF 80	$\frac{25}{32}$ 266	820 to 844	2760	5000	*4000	5000	4390	3520	5000	*2870	3860	3350	

*With helpers.