

UNION PACIFIC RAILROAD COMPANY

Northwestern District

Idaho Division

Special Rules No. 15

Effective Tuesday, September 15, 1959

Superseding Special Rules No. 14

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

D. F. WENGERT,
General Manager

J. G. KIMMELL,
General Superintendent

C. B. LISHER,
Superintendent

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

SPECIAL RULES — ALL SUBDIVISIONS

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

Signals

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

Engine Whistle Signals

14 (R). In addition to locations listed in Operating Rule 14 (1), engine whistle must be sounded and bell rung approaching private crossings when view of crossing is obscured or when it can be seen that persons or vehicles are approaching or in the vicinity of the crossing.

Markers

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

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

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

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

19 (S). *Reflectorized emergency markers on electrically lighted cabooses will be used only in case of failure of electric power or failure of electric markers at night.*

In case of such failure, electric markers must be removed and reflectorized markers must be displayed showing red to rear and green to front when train is on main track. When train is clear of main track, except in CTC territory, reflectorized markers must be removed and concealed.

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

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

Where mechanical blue flag protection is in service at P.F.E. icing platforms, when blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Clearances

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

Flag Protection

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

Switches

104 (R). *Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in C.T.C. territory.*

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

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

Train Order Signals

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

Remote Control and Dual Control Switches

529 (R). *Referring to Operating Rule 529:*

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

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

General Regulations

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

Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

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

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

Continued on page 3.

**Switching Cars Containing Explosives or Poison Gas or
Placarded Trailers on Flat Cars**

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" or any flat cars carrying a placarded trailer 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" or any flat car carrying a placarded trailer nor shall any such car be coupled into with more force than is necessary to complete the coupling.

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

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

**Notice to Crews of Cars Containing Explosives
In Freight Trains or Mixed Trains**

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crews accompanying the out-bound 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 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

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

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

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

Continued on opposite side.

Separating Cars Placarded "Explosives" from Other Cars in Train

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

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

Position in Train of Loaded Placarded Tank Car

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

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

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

**Separating Loaded Tank Cars Placarded "Dangerous"
from Other Cars in Train**

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

1. Occupied passenger car, other than 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 underframe car (except on narrow gauge railroads).

Continued on page 4.

BE 589 (j) Continued.

7. Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See sub-paragraph (8) of this paragraph.)
8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
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 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

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

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

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

BE 589 (m). Except as provided by Operating Rule 854, 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 (m). (1) 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 paragraph (1) of this section.

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

Position in Train of Cars Containing Class D Poisons

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

Empty Tank Cars

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

Handling Cabooses

802 (S). Referring to Operating Rule 802 (G):

In switching operations, caboose must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike a caboose.

Securing Cars

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

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

Position of Cars in Train

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

Eliminate "Outfit Cars."

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

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

Helper Engines

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

2642	2698	3179
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When helper engine consists of more than two diesel units, helper will be cut in ahead of caboose.

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

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

Inspection of Trains

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

811 (S). *If necessary to set out car account of hot box, packing must be removed, all fire extinguished and dirt, gravel or snow placed on top of box at back end over top of dust guard retainer opening, after which lid on journal box should be closed to prevent oxygen getting to box in sufficient quantities to reignite, and thorough inspection should be made of car before and after attention given to hot box to insure no fire on car body. That inspection must comply with Operating Rule 811 (B).*

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

Exhaust Gases

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

Passenger Service

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

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

Engine Service

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

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

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

874 (S). Applications of a device identified as Paxton-Mitchell Engine Protector are being progressively made to Fairbanks-Morse passenger units and EMD freight and passenger units, including all units of the GP-9 type. The purpose of this device is to automatically shut down the engine in the event of abnormal crankcase pressure being built up should some defective condition develop in pistons or liners. Should this occur, alarm bell in the cab will sound, low oil light will burn and red light located on the engine protector will light up.

Whenever an engine stops and the cause is not definitely known, engineer must not attempt to start the engine without observing the pressure detector to know that the red light is not burning. If the red light on the pressure detector is burning, the engine isolation switch must be placed in "off" position without attempting to start the engine and report made at terminal for mechanical inspection and repair.

On EMD locomotives, the detector is located at the front end of engine directly under layshaft hand throttle arm. On FM passenger units the detector is located on the back corner of the engine opposite vertical drive shaft.

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

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

Track Restrictions

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

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

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

Station Service

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

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

Air Brakes

1001 (R). Engineer must know before moving an engine in engine house or from spot track that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

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

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

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

Compressor Governor—Other Than Steam Locomotives—

Main Reservoir Pressures:

Low pressure 120 pounds.
High pressure 140 pounds.

Brake Pipe Pressures:

Freight, mixed train and branch line passenger trains—

First Subdivision and branches 80 pounds.
Second, Third, Fourth Subdivisions
and branches 90 pounds.

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

1039 (S). Air Brake Rule 1039 (F) does not apply on 5 or 6 unit engine if dynamic brake is operative on 4 leading units.

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

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

SPECIAL RULES — POCATELLO TERMINAL AREA

Engine Whistle Signals

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

Whistle signal 14 (1) will not be sounded for fire road crossing at Sherman Street, Pocatello, but engine bell must be ringing approaching and passing over this crossing.

14 (T). At Pocatello, engine bell must be ringing approaching and passing over crossing entering PFE Repair Shop and crossing entering Purina Plant.

Starting Passenger Trains—Pocatello

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

Movements in Yards

93 (R). At Pocatello, a single track gauntlet connects eastward and westward running tracks near the yard office. Road engines moving eastward must remain clear of other running track at west end of gauntlet until proceed signal from switchtender or verbal instructions from yardmaster are received.

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

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

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

Public Crossings

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

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

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

Switches

104 (T). Switches will be set normally:

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

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

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

Movements at Stations

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

Movement of Trains by Block Signals

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

Proceed indication on eastward CTC signal governing movement on No. 1 track at Pocatello Junction is authority for train or engine movement on No. 1 track from Pocatello Junction to Sherman Street. Eastward trains and engines using No. 1 track must stop clear of crossovers west of Sherman Street unless proceed signal is received from switchtender at that location.

Centralized Traffic Control System

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

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

Riding Footboards of Engines

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

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

Retarder Yard—Pocatello

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

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

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

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

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

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

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

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

Use of Hand Brakes

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

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

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

Track Restrictions

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

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

NOTE: Authority must be received from Superintendent before operating steam engines on any tracks.

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

Air Brake Rules

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

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

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

Use of Hand Brakes

Engines must not go beyond end of loading rack and at least two cars when available must be held onto.

Engines coupling to cars on these tracks, it must be known that all cars are properly secured by hand brakes so that car or cars will not roll if coupling fails to make.

Before coupling to cars spotted at loading rack on either side, such cars must be worked and it must be known that all loading connections have been removed and clear.

802 (V). At Opel, on P.F.E. yard, the Company tracks.

Switching on El Paso Natural Gas Company tracks.

Montpelier—main track movements.

Kennerly—main track movements between cross-over and site B and east yard limit sign.

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

Riding Footboards of Engines

Operator.

Location.

Controlled by

802 (R). Remote control switches are located as follows (See Operating Rules 802 to 804).

Remote Control Switches

When an engine is spotted in an emergency, the following will govern the movement. The following will govern the movement.

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

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

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

When an engine is spotted in an emergency, the following will govern the movement. The following will govern the movement.

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

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

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

When an engine is spotted in an emergency, the following will govern the movement. The following will govern the movement.

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

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

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

104 (T). Switches will be set normally:

Body Springs—Tail of wye switch on Conda Branch

—M.P. 1.00—Dered on main track, in descending position.

—M.P. 1.25—Dered on main track, in descending position.

—M.P. 1.10—Dered on main track, in descending position.

104 (C). At Kennerly, switch leading to Cumberland Branch just west of west end of Kennerly siding in No. 10 turnout.

No. 10 turnout are in series at end of two main tracks. Dispatch Branch and Kennerly Branch are in series at end of two main tracks.

104 (S). At Montpelier, when an engine or passenger train is being worked on main track, movement must not be made on adjacent track past such train or engine unless protected by an employee with the flag ahead of engine or leading car.

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

101 (S). At Montpelier, when an engine or passenger train is being worked on main track, movement must not be made on adjacent track past such train or engine unless protected by an employee with the flag ahead of engine or leading car.

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

104 (T). Switches will be set normally:

Body Springs—Tail of wye switch on Conda Branch

—M.P. 1.00—Dered on main track, in descending position.

—M.P. 1.25—Dered on main track, in descending position.

—M.P. 1.10—Dered on main track, in descending position.

104 (C). At Kennerly, switch leading to Cumberland Branch just west of west end of Kennerly siding in No. 10 turnout.

No. 10 turnout are in series at end of two main tracks. Dispatch Branch and Kennerly Branch are in series at end of two main tracks.

104 (S). At Montpelier, when an engine or passenger train is being worked on main track, movement must not be made on adjacent track past such train or engine unless protected by an employee with the flag ahead of engine or leading car.

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

101 (S). At Montpelier, when an engine or passenger train is being worked on main track, movement must not be made on adjacent track past such train or engine unless protected by an employee with the flag ahead of engine or leading car.

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

104 (T). Switches will be set normally:

Body Springs—Tail of wye switch on Conda Branch

—M.P. 1.00—Dered on main track, in descending position.

—M.P. 1.25—Dered on main track, in descending position.

—M.P. 1.10—Dered on main track, in descending position.

104 (C). At Kennerly, switch leading to Cumberland Branch just west of west end of Kennerly siding in No. 10 turnout.

No. 10 turnout are in series at end of two main tracks. Dispatch Branch and Kennerly Branch are in series at end of two main tracks.

104 (S). At Montpelier, when an engine or passenger train is being worked on main track, movement must not be made on adjacent track past such train or engine unless protected by an employee with the flag ahead of engine or leading car.

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

SPECIAL RULES — FIRST SUBDIVISION

Kemmerer, Cumberland, Elkol, Glencoe, Blazon, Conda and Grace Branches

Switch Lights

27 (R). Switch lights will not be used on branch lines.

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

Clearances

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

Montpelier

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

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

Flag Protection

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

Cumberland Grace Conda

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

Grace Branch

Switches

104 (T). Switches will be set normally:

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

Kemmerer Branch —M.P. 4.60—Deraul on main track, in derauling position.

—M.P. 5.25—Deraul on main track, in derauling position.

—M.P. 6.10—Deraul on main track, in derauling position.

Georgetown —Central Farmers Industrial Spur. Lower deraul at Central Farmer's Plant must be kept in derauling position while switching above deraul.

Conda —Main track deraul—in derauling position. Must be kept in derauling position while switching above deraul.

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

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

Movement in Yards

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

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

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

Centralized Traffic Control System

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

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

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

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

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

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

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

Remote Control Switches

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

Location	Controlled by
Granger, west switch.	Operator.

Riding Footboards of Engine

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

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

Montpelier—main track movements.

Switching on El Paso Natural Gas Company Tracks

802 (V). At Opal, on El Paso Natural Gas Company tracks:

Before coupling to cars spotted at loading rack on either side, such cars must be walked and it must be known that all loading connections have been removed and clear.

Before coupling to cars on these tracks, it must be known that all cars are properly secured by hand brakes so that car or cars will not roll if coupling fails to make.

Engines must not go beyond end of loading rack and at least two cars, when available, must be held onto.

Use of Hand Brakes

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

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

Switching Cars With Air Brakes Cut In

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

- On Kemmerer Branch;
- On Central Farmer's Industrial Spur at Georgetown.

Derricks, Snow Plows, etc.

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

Track Restrictions

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

Location	Track
Leefe Spur	Box car loading track.
Monsanto Spur	Furnace room track.

NOTE: Authority must be received from Superintendent before operating steam engines on any tracks.

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

- Montpelier— Town track 18 degrees.

Close Clearances

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Granger	Westward interlocking signal	Side on westward track.
First Subdivision		
M.P. 11.35	Bridge	Side.
M.P. 21.94	Bridge	Side.
M.P. 26.81	Bridge	Side.
M.P. 28.81	Bridge	Side.
M.P. 37.78	Bridge	Side.
M.P. 37.94	Bridge	Side.
M.P. 38.95	Bridge	Side.
M.P. 84.04	Bridge	Side.
M.P. 84.24	Bridge	Side.
M.P. 91.03	Bridge	Side.

Continued on opposite side.

900 (R). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
First Subdivision (Continued)		
M.P. 95.94	Bridge	Side.
M.P. 96.97	Bridge	Side.
M.P. 98.66	Bridge	Side.
M.P. 101.08	Bridge	Side.
M.P. 106.32	Bridge	Side.
M.P. 107.29	Bridge	Side.
M.P. 119.86	Bridge	Side.
M.P. 126.40	Bridge	Side.
M.P. 129.92	Bridge	Side.
M.P. 131.44	Bridge	Side.
M.P. 133.65	Bridge	Side.
M.P. 136.97	Bridge	Side.
M.P. 138.64	Bridge	Side.
M.P. 139.96	Bridge	Side.
M.P. 178.61	Bridge	Side.
M.P. 184.83	Bridge	Side.
M.P. 186.58	Bridge	Side.
M.P. 198.65	Bridge	Side.
M.P. 202.34	Bridge	Side.
M.P. 203.02	Bridge	Side.
Kemmerer Branch		
North Kemmerer Mine No.1	Coal company car house	Side.
All coal mines	Coal tipples	Side and top.
Elkol and Cumberland Branch		
All coal mines	Coal tipples	Side and top.
Grace Branch		
M.P. 5.33	Bridge	Side and top.
Conda Branch		
M.P. 7.41	Mine trestle	Side.

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

900 (S). At Conda, trains or engines must not use loading track account impaired clearance at loading bins.

Air Brakes

1045 (R). On Central Farmer's Industrial Spur, Georgetown, retaining valves must be used on all cars from MP 9.3 to MP 3.5. Duplex retaining valves must be placed in full retaining position on all loads.

Before departure from Central Farmer's Plant, air brake test prescribed by Air Brake Rule 1043 (D) must be made.

SPECIAL RULES — SECOND SUBDIVISION

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

Engine Whistle Signals

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

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

Switch Lights

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

Ketchum Branch;
Twin Falls Branch.

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

Movements in Yards

93 (S). At 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.

Clearances

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

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

Richfield
Oakley

Flag Protection

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

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

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

Oakley Raft River Hill City

Public Crossings

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

103 (U). At Burley, city ordinance prohibits engines, cars or trains standing on any street crossing so as to interfere with street traffic for longer than five minutes.

103 (V). On Ketchum Branch, at M.P. 68.24, trains and engines must stop clear of Baldy Mountain Ski Lift crossing. If crossing is clear, train may then proceed sounding whistle frequently and ringing bell. In stormy weather or when other conditions require, a flagman must be sent ahead to act as crossing watchman.

Switches

104 (T). Switches will be set normally:

Minidoka —Switch at end of Twin Falls
 Branch main track —for siding;
Bliss —Switch at end of North Side
 Branch main track —for siding;
Buhl —Main track switch, east leg
 of wye —for wye;
Jerome —East end of team track —for team track;
Glens Ferry —Old Main Track switches —for Old Main Track.

104 (U). At Glens Ferry, cross-over between No. 1 track and No. 2 track at MP 374.5 and cross-over from No. 2 track to yard are No. 10 turnouts.

Sidings and Side Tracks

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

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

Acequia—siding.
Summer Camp—siding.

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

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

Movements at Stations

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

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

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

Restricting Trains

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

Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains or engines entering CTC territory from Ketchum or North Side Branches. Such trains or engines will be governed by signal indications and instructions from train dispatcher.

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

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

266 (V). At Glens Ferry, in addition to receiving Clearance Form B, conductors of eastward freight trains must obtain permission from dispatcher before occupying main track.

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

- Minidoka —Westward signal one-half mile west of depot.
Eastward signal one-quarter mile east of depot.
- Glenns Ferry —Westward signal at MP 373.7.

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

Use of Hand Brakes

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

Switching Cars With Air Brakes Cut In

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

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

Derricks, Snow Plows, etc.

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

300 ton Derrick 903043, Diesel Crane 903115, Pile Drivers 903113 and 90321, Rotary Snow Plows and freight cars 210,000 pounds or over, gross weight, must be separated from the engine and from each other by at least three cars of not over 169,000 pounds, gross weight, over Bridge 239.78 near American Falls.

Helper Engines

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

- When diesel helper locomotive cannot be used behind caboose under provisions of Special Rule 808 (R);
- Between King Hill and Ticeska, when tonnage of train does not exceed 75 percent of the combined tonnage rating of road and helper locomotives.

Inspection of Trains

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

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

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

- Second Subdivision—
- M.P. 240.25 and 240.50 —reverse curves;
- M.P. 315 and M.P. 317 —reverse curves;
- M.P. 342.50 and M.P. 343 —single curve.

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

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

Restricted Tracks

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

- Oakley Team track 20 degrees.
- Mill track 21 degrees.

Close Clearances

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Second Subdivision		
M.P. 331.27.....	Bridge.....	Side.
M.P. 333.39.....	Bridge.....	Side.
M.P. 339.80.....	Bridge.....	Side.
Twin Falls Branch		
M.P. 20.10.....	Bridge.....	Side and top.
North Side Branch		
M.P. 18.40.....	Bridge.....	Side.
M.P. 21.39.....	Bridge.....	Side.
Wells Branch		
Delaplain.....	Water tank spout.....	Side and top.
Henry.....	Water tank spout.....	Side and top.
Ketchum Branch		
M.P. 62.84.....	Bridge.....	Side and top.
M.P. 66.81.....	Bridge.....	Side and top.
Ketchum.....	Water tank spout.....	Side and top.
Gimlet.....	Engines must not move under tiple account impaired clearance.	

Air Brakes

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

- Ticeska —Westward.

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

- Summer Camp —Westward and eastward.

This test must also be made at intermediate points on these grades 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.

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

- Summer Camp to Melandco;
- Summer Camp to Herrell.

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

- Trains averaging not to exceed sixty gross tons per operative brake:
 - Summer Camp to Melandco;
 - Summer Camp to Herrell.

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

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

SPECIAL RULES — THIRD SUBDIVISION

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

Engine Whistle Signals

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

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

Switch Lights

27 (R). Switch lights will not be used on branch lines.

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

Movements in Yards

93 (S). At 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.

Clearances

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

Nampa

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

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

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

Vale

Marsing

Homedale

Flag Protection

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

Stoddard
Homedale
Brogan
Idaho Northern between Emmett and McCall

New Meadows
Oregon Eastern between Vale and Burns
Wilder
Payette

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

Stoddard
Homedale

Payette
Wilder

Brogan

Inspection of Track

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

Public Crossings

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

Switches

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

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

104 (U). At Glens Ferry, cross-over between No. 1 track and No. 2 track at MP 374.5 and cross-over from No. 2 track to yard are No. 10 turnouts.

At Boise Jct., switch to Boise Branch is No. 10 turnout.

At Nampa just west of Kuna Jct., switch from main track to No. 1 yard track is No. 10 turnout.

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

Sidings and Side Tracks

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

Sonna	—siding;
Beatty	—siding;
Perkins	—siding.

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

Movements at Stations

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

Centralized Traffic Control System

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

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

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

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

Continued on page 13.

267 (R). Continued.

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

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

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

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

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

Glenns Ferry —Westward signal at MP 373.7

Nampa —Westward signal at MP 458.1

—Eastward signal at MP 457.2

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

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

Use of Hand Brakes

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

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

Derricks, Snow Plows, etc.

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

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

Derrick 903035 must not be handled over New Meadows Branch.

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

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

Helper Engines

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

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

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

Inspection of Trains

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

Juntura —Eastward and westward.

Continued on opposite side.

811 (U). Continued.

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

All 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.

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

Third Subdivision—

M.P. 405.50

M.P. B-440

M.P. 516

—single curve;

—reverse curves;

—single curve.

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

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

Track Restrictions

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

Location	Track
Boise (Gowen Field)	Wye track. Spur track located 1000 feet east of east wye track switch.
Nampa	Dawson Coal Co. dock on west end of industrial spur.
Emmett	Mill pond track, beyond east end of mill pond.
Caldwell	Over scale on Holt spur. Over scale north and south mill spurs.
Simplot (Wilder Branch)	Over pit under track at Simplot Soil Builder.
Nyssa	Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3. Coal silo trestle, sugar factory.
Rubicon	On new logging spur beyond end of heavy rail 1600 feet from switch.
New Meadows	Boise-Payette trackage, west of No. 1 receiving track, west switch.

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

Gowen Field	West leg of wye	20 degrees
Perkins	Zellerback Spur	20 degrees.
Nampa	Carnation Spur	18 degrees.
Fairgrounds	Track 2	17 degrees.
Boise Freight	Coast Track	20 degrees.
	Coast Pass	17 degrees.
	B&W Track	17 degrees.
	Team track lead	17 degrees.
	Bunn Track	24 degrees.
	Bunn Davis	20 degrees.
	Falk Track	20 degrees.
	Falk Wool Spur	20 degrees.
	Nehi Track	20 degrees.
Vernon	Gate City Steel track	17 degrees.
Caldwell	South Mill track	20 degrees.
	Swiff's Spur	18 degrees.
Payette	East leg of wye	17 degrees.
	West leg of wye	17 degrees.
	Main track at east leg of wye	17 degrees.

Close Clearances

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Third Subdivision		
M.P. 447.74.....	Bridge.....	Side.
M.P. 448.07.....	Bridge.....	Side.
M.P. 465.01.....	Bridge.....	Side.
M.P. 466.74.....	Bridge.....	Side.
M.P. 486.83.....	Bridge.....	Side.
M.P. 487.70.....	Bridge.....	Side.
M.P. 494.51.....	Bridge.....	Side.
M.P. 499.82.....	Bridge.....	Side.
M.P. 500.17.....	Bridge.....	Side.
Idaho Northern Branch		
M.P. 33.32.....	Tunnel.....	Side and top.
M.P. 38.61.....	Tunnel.....	Side and top.
M.P. 49.23.....	Bridge.....	Side and top.
M.P. 49.39.....	Bridge.....	Side and top.
M.P. 77.39.....	Tunnel.....	Side and top.
Smiths Ferry.....	Stockyard platform.....	Side.
M.P. 83.78.....	Tunnel.....	Side and top.
M.P. 89.59.....	Bridge.....	Side and top.
Oregon Eastern Branch		
M.P. 11.47.....	Bridge.....	Side.
M.P. 29.27.....	Bridge.....	Side.
M.P. 53.71.....	Tunnel.....	Top.
M.P. 71.16.....	Tunnel.....	Top.
M.P. 72.35.....	Bridge.....	Side.
M.P. 84.58.....	Bridge.....	Side.
M.P. 84.99.....	Bridge.....	Side.
M.P. 95.32.....	Bridge.....	Side.
Brogan Branch		
Brogan.....	Stockyard platform.....	Side.

Air Brake Rules

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

Reverse —Eastward.

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

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

This test must also be made at intermediate points on these grades 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.

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

Jenness to M.P. 23; Tamarack to Glendale;
Smith Ferry to Banks; Rubicon to New Meadows.

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.

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

Trains averaging not to exceed sixty gross tons per operative brake:
Jenness to M.P. 23;
Rubicon to New Meadows.

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

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

SPECIAL RULES — FOURTH SUBDIVISION

Gay, Goshen, Yellowstone, Teton Valley, East Belt, West Belt, Mackay and Aberdeen Branches

Where Time Applies

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

Markers

19 (T). On passenger trains between Lima and Butte the display of markers will be required in addition to oscillating red rear end light.

Switch Lights

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

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.

Meeting of Trains

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

Clearances

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

Idaho Falls Ashton Lima

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

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

Victor Aberdeen

Flag Protection

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

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

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

Mackay	Goshen	West Belt
Aberdeen	East Belt	

Public Crossings

103 (X). All trains switching over highway crossing on the new Simplot Spur track at Monida must clear the derail east of crossing before making a reverse movement over the highway crossing.

Switches

104 (T). Switches will be set normally:

Monida —switch at tail of wye —for east leg of wye.

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

Sidings and Side Tracks

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

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

Movements at Stations

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

Restricting Trains

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

Block Signals

240 (R). 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.

Ore Trains

802 (W). From Gay to M.P. 9, Gay Branch, ore trains must not exceed 65 cars when handled by diesel locomotive with dynamic brake inoperative and must not exceed 90 cars when handled by two or three unit diesel locomotive with dynamic brake in operation.

Switching Cars With Air Brakes Cut In

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

Gay Branch.

Use of Hand Brakes

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

804 (W). At Shelley, before shoving cars into R. T. French Company Spur, it must be known that all couplings are made and before coupling to cars on this track, sufficient hand brakes must be set to prevent cars rolling should coupling fail to make.

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

804 (Y). 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 car to run free in a clear track.

Derricks, Snow Plows, etc.

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

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

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

Helper Engines

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

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

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

Inspection of Trains

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

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

Track Restrictions

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

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

NOTE: Authority must be received from Superintendent before operating steam engines on any tracks.

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

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

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

Close Clearances

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
Fourth Subdivision		
M.P. 156.96.....	Bridge.....	Side.
M.P. 166.97.....	Bridge.....	Side.
M.P. 192.35.....	Bridge.....	Side.
M.P. 202.73.....	Bridge.....	Side.
M.P. 308.75.....	Bridge.....	Side.
M.P. 310.68.....	Bridge.....	Side and top.
M.P. 319.13.....	Bridge.....	Side and top.
M.P. 324.51.....	Bridge.....	Side.
M.P. 351.28.....	Bridge.....	Side and top.
M.P. 383.71.....	Bridge.....	Side.
M.P. 384.61.....	Bridge.....	Side.
Silver Bow.....	B. A. & P. and C. M. St. P. & P. overhead trolley wires. Do not touch. Look out for broken wires.	Side and top.
Between Silver Bow and Butte, M.P. 1.3, N. P.....	C. M. St. P. & P. overhead trestle	Top.
Mackay Branch		
M.P. 1.6.....	Bridge.....	Side and top.
Yellowstone Branch		
M.P. 18.44.....	Bridge.....	Side and top.
M.P. 19.55.....	Bridge.....	Side.
M.P. 44.40.....	Bridge.....	Side.
Ashton.....	Standpipe.....	Side.
M.P. 62.76.....	Tunnel.....	Side and top.
East Belt Branch		
M.P. 19.10.....	Bridge.....	Side and top.
M.P. 19.44.....	Bridge.....	Side and top.
M.P. 40.56.....	Bridge.....	Side and top.
West Belt Branch		
M.P. 12.84.....	Bridge.....	Side and top.
M.P. 36.05.....	Bridge.....	Side and top.

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

Air Brake Rules

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

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

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

Gerrit	—Eastward;
Reas Pass	—Eastward.

This test must also be made at intermediate points on these grades 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.

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

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

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

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

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

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

Continued on opposite side.

1045 (R). Continued.

air brakes tested as per Air Brake Rule 1044 and not proceed until brake pipe pressure is fully restored.

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

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

1045 (S). Before departure from Gay, test of brakes will be made in accordance with Air Brake Rule 1043 (D). Retaining valves must be used on all trains as required by Air Brake Rule 1045, 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.

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

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable conditions.

TYPE	H.P.	NUMBERS (Inclusive)	Granger to Kenmerer	Kenmerer to Fossil	Fossil to Montpelier	Montpelier to Pocastello	Pocastello to McCammon	McCammon to Montpelier	Montpelier to Nugget	Nugget to Kenmerer	Kenmerer to Granger	TOTAL LOADED WEIGHT ON DRIVERS	
												200,000 to 220,000	Nos. 1250
EMD F-7	1500	1400 to 1496	2550	2300	4000	4000	2500	1900	1975	1900	4000	220,000 to 250,000	Nos. 500 to 542
EMD GP-7	1500	100 to 129										1400 to 1496	
BALDWIN	1500	1250	2200	2050	4000	4000	2180	1750	1810	1750	4000	1000 to 1095	1400 to 1496
BALDWIN	1600	1260 to 1265	3100	2890	4000	4000	3230	2320	2530	2320	4000	100's and 200's	
EMD GP-9	1750	130 to 244	2700	2450	4000	4000	2600	2050	2150	2050	4000	250,000 to 300,000	
EMD F-9		500 to 542											
EMD	1000	1000 to 1095	2000	1850	3000	3000	1875	1550	1610	1550	3000	Nos. 1260 to 1265	

TYPE	H.P.	NUMBERS (Inclusive)	Pocastello to American Falls	American Falls to Shoshone	Shoshone to Glenns Ferry	Glenns Ferry to Reverse	Reverse to Orchard	Orchard to Huntington	Huntington to Nampa	Nampa to Orchard	Orchard to Glenns Ferry	Glenns Ferry to Ticeska	Ticeska to Shoshone	Shoshone to Mimidoka	Mimidoka to Pocastello	TOTAL LOADED WEIGHT ON DRIVERS	
																200,000 to 220,000	Nos. 1250
EMD F-7	1500	1400 to 1496	3000	2600	4000	1250	3100	4000	3250	2500	4000	1250	2200	3200	3000	220,000 to 250,000	Nos. 500 to 542
EMD GP-7	1500	100 to 129														1400 to 1496	
BALDWIN	1500	1250	2650	2250	4000	900	2500	3500	3000	1900	3750	900	1950	2950	2650	1000 to 1095	1400 to 1496
BALDWIN	1600	1260 to 1265	3650	3320	5000	1650	4250	5000	4470	3970	4510	1650	3150	4030	3650	100's and 200's	
EMD GP-9	1750	130 to 244	3300	2850	5000	1450	3750	5000	3800	2950	4200	1450	2500	3800	3300	250,000 to 300,000	
EMD F-9		500 to 542															
EMD	1000	1000 to 1095	2000	1950	3000	750	1800	3000	1850	1600	2100	750	1700	2200	2000	Nos. 1260 to 1265	

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

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

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

Total weight of train exclusive of locomotive, which the different classes of locomotives will haul in each direction between stations named, under favorable conditions.

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

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

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