

**UNION PACIFIC RAILROAD COMPANY**  
**Northwestern District**

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**Idaho Division**

**Special Rules**  
**No. 13**

**Effective Thursday,**  
**July 1, 1954**

Superseding Special Rules No. 12

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

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**A. McALLISTER,**  
General Manager

**D. F. WENGERT,**  
General Superintendent

**C. H. BURNETT,**  
Superintendent

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



**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.

#### 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

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

#### Engine Whistle Signals

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

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

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

14 (W). In addition to locations listed in Operating Rule 14(I), 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.

#### Headlights

17 (R). At Orchard, eastward train holding main track to meet opposing westward train must immediately after stopping, display red headlight if so equipped, or white headlight burning bright and neither may be extinguished or dimmed until it can be seen siding or junction switch is lined for diverging route and approaching train dims its headlight.

#### Going Under Engine At Lima

26 (R). At Lima, after a passenger train has made station stop, when necessary for employees to go under engine, incoming engineer will leave train brakes applied with a 20-pound brake pipe reduction, and engine brakes applied in service position with 45-pound brake cylinder pressure. Employees, before going under train, must display proper blue signals 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). 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.

#### Stopping Trains at Stations

28 (R). At Kemmerer, Trains 17 and 18 must make second stop when required to receive or discharge sleeping car passengers.

#### Starting Passenger Trains—Pocatello

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

#### 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.

#### Movements in Yards

93 (R). At Montpelier, McCammon, Pocatello 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.

93 (S). At Pocatello, a single track ganlet 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 ganlet 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 cross-overs or fouling lead tracks at that location.

93 (T). At Nampa, between Cantilever Signals 4566 and 4572 first-class trains must move at restricted speed, expecting to find main tracks occupied.

All freight trains entering Nampa Yard from Boise line must stop at Signal B-4677 and then be governed by indication of signal.

At Nampa, trains or engines using or crossing over main track must know that all overdue first-class trains have arrived or departed except as follows:

At 9th Avenue, trains or engines may accept proceed signal from herder as authority to cross over or use main track between Signals 4571 and 4572.

Westward trains using Kuna Line may accept signal from herder at Kuna Line Junction as authority to proceed on main track to passenger station where proper train orders must be secured. If proceed signal not received, trains must stop before passing Signal 4565 and not proceed unless permission received from yardmaster or dispatcher.

Herders at 9th Avenue and Kuna Line Junction must not give proceed signals unless it is known that all switches to be used are properly lined and all first-class trains have arrived or departed.

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

#### Clearances

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

Kemmerer	Ashton	Nampa
Montpelier	Lima	Twin Falls
Idaho Falls	Hill City	

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	Vale	Robinette	Victor
Oakley	Marsing	Homedale	

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

The authority conferred by a clearance to a regular train at its initial station terminates upon arrival at Lima or Montpelier, and authority must be received at those stations for further movement.

#### Flag Protection

99 (R). 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 Jet. 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 (S). 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	

#### Public Crossings

103 (R). 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 (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.

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.

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

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.

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.

103 (T). Referring to third paragraph of Operating Rule 103 (C):

At Don, at public crossings at Westvaco Chemical Co. and Simplot Fertilizer Co., protection of crossing is not required for movements on main track against current of traffic, unless movement is delayed or stopped at or near crossing.

#### Switches

104 (R). No. 14 turnouts are installed at all dual control 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:

Soda Springs	—Tail of wye switch on Conda Branch	—for east leg of wye;
Pocatello	—Switch to conditioning tracks west and PFE ice dock No. 2	—for ice dock No. 2;
Minidoka	—Switch at coal chute at end of Twin Falls Branch main track	—for siding;
Bliss	—Switch at end of North Side Branch main track	—for siding;
Buhl	—Main track switch, east leg of wye	—for wye;
Nampa	—Junction switch	—for line via Boise;
Nampa	—Idaho Northern junction switch	—for Idaho Northern Branch;
Nyssa	—Homedale Branch switch	—for siding;
Malheur Jct.	—Oregon Eastern Branch switch	—for siding;
Jerome	—East end of team track	—for team track;
Kemmerer Branch	—M.P. 5.5—Derail on main track, in derailing position.	

104 (T). 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 left lined for eastward siding. Eastward trains taking siding must use outside siding. Inside switch at west end of siding must be lined for westward siding.

105 (T). At American Falls, set-outs must 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.

At Ontario, cars must not be set out on south siding at any time.

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.

105 (X). At Kemmerer, when visibility on siding is restricted by train or cars occupying westward main track, trains or engines, except helper engines, moving in either direction on siding must be preceded by a flagman on curves. In addition, while moving on curves on siding or yard tracks, trains and engines, including helper engines, must not exceed 5 M.P.H.



**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 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 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 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 Rule 509. In addition, flag protection must be provided against movements on opposite main track.

**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.

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.

**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.

240 (S). Westward freight trains arriving Pocatello receiving green-over-red or yellow-over-red indication at east end of departure yard 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.

**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.

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

266 (T). 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.

At Minidoka, Shoshone and Bliss, Clearance Form B need not be received by branch line trains or engines for movements at those stations but must be governed by signal indications and instructions from dispatcher.

At Bliss and Ticeska, Clearance Form B need not be received by light engine leaving those stations but such engines must be governed by signal indications and instructions from dispatcher.

267 (R). 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.
- Huntington —Westward signal one-quarter mile West of depot.  
Eastward signal one-eighth mile East of depot.

When a train or engine is stopped by one of these signals, if movement is verbally authorized by dispatcher, flagman must be sent ahead to next signal and movement must be made at restricted speed. Clearance Form C will not be required.

**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.
Pocatello, east switch.	Train Dispatcher.
Orchard, junction switch and east switch of siding.	Operator.

**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 vestibule door must be open.

**Handling of Explosives or Other Dangerous Articles**

802 (R). 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 (b). A car requiring car certificates and "Explosives," "Dangerous," "Dangerous-Class D Poison," "Poison Gas," or "Caution—Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required by this part. 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 5.

802 (R). Continued.

**Switching Cars Containing Explosives or Poison Gas**

BE 589 (c). 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 (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 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 (f). 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 (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 setoff 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.

**Separating Cars Placarded "Explosives" From Other Cars in Train**

BE 589 (h). 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.

Continued on opposite side.

802 (R). Continued.

2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous" or "Dangerous—Class D Poison."
4. Engine.
5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
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 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 (1) of this section.

**Position in Train of Loaded Placarded Tank Car**

BE 589 (i). In a freight train or a 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 under-frame car (except on narrow gauge railroads).
7. Loaded flat cars. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
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 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."

Continued on page 6.



802 (R). Continued.

**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 (l). 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). (1) A car placarded "Explosives" shall 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 (m). 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 these regulations.

**Position in Train of Cars Containing Class D Poison**

BE 589 (n). 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 "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

**Riding on Ends of Engines**

802 (S). 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.

**Rotarder Yard—Pocatello**

802 (T). 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.

802 (T). Continued.

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.

**Ore Trains**

802 (U). From Gay to M.P. 9, Gay Branch, ore trains must not exceed 65 cars when handled by steam locomotive or 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 (R). 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 (S). 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 (T). At Lima, cars switched into any track must have hand brakes set to secure them. This applies in all cases, whether cars are cut off in a switching movement or shoved into any track.

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

Train crews will be held responsible for properly securing cars in yard, especially when cars are coupled to other cars already standing. Sufficient hand brakes must be set on all cars standing to hold them if other cars are coupled to them. It is not permissible to kick or drop loads westward nor kick empties westward on a clear track unless there is a man at the brake, and in no case allow single cars except cabooses to run free in a clear track.

804 (U). At Pocatello, P.F.E. 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.

804 (V). 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.

**Derricks, Snow Plows, etc.**

807 (R). Derricks 0305, 02003, 03035, 010002 and 0308 must not be handled with less than one tender and one car between machine and locomotive over Raft River, Ketchum, Boise, Stoddard, Wilder and Homestead Branches.

Derricks 0305, 02003 and 010002 must not be handled with less than one tender and one car between machine and locomotive over New Meadows Branch.

Derricks 03035 and 0308 must not be handled over New Meadows Branch.

Rotary Snow Plows 051, 052, 053 and 099 must not be handled with less than one tender and one car between machine and locomotive over Raft River, Ketchum and Wilder Branches, and must not be handled over Boise, Stoddard, Homestead and New Meadows Branches.

807 (S). Derrick 0305; Pile Driver 03113 and Snow Plows 051 and 099 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 Main Track between Lima and Silver Bow.

Derricks 0305, 02003, 03035 and 010002; Pile Drivers 02081, 02082 and 03113; Snow Plows 051 and 099, 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, East Belt Branch and West Belt Branch.

807 (T). 150 ton Derrick 02006, and 300 ton Derrick 03043; Pile Drivers 03113 and 0321; Rotary Snow Plows 051, 052, 053 and 099; Freight Cars 210,000 lbs. or over gross weight, must be separated from the engine and each other by at least 3 cars of not over 169,000 pounds gross weight when passing over the following bridges:

Second Subdivision—Bridge 239.78.

Third Subdivision—Bridge 536.47.

**Helper Engines**

808 (R). Single helper engine may be used behind all steel cabooses as well as cabooses listed below, Fossil to Kemmerer, Glens Ferry to Bliss, Glens Ferry to Reverse and on Fourth Subdivision, unless car or cars listed in Operating Rule 807 are in train:

2540	3160	3270	3384
2607	3165	3271	3391
2609	3166	3329	3397
2642	3170	3344	3559
2698	3179	3353	3623
3155	3249	3374	

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

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; 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). 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;

Continued on opposite side.

811 (R). Continued.

Ashton	—Eastward and westward;
Gerrit	—Eastward;
Reas Pass	—Eastward;
Arco	—Eastward and westward;
Henry	—Eastward and westward;
Jerome	—Eastward and westward;
Juntura	—Eastward and westward.

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.

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.

811 (S). 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. 315 and M.P. 316	—reverse curves;
M.P. 342.50 and M.P. 343	—single curve.

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

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

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

**Water Supply**

869 (R). Engines will take only enough water at Granger to make Kemmerer.

Engines will take water at Fossil, Cokeville, Blaser and McCammon only in emergency and then only sufficient to make next water station.

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

**Leaving Locomotives Unattended**

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.

**800 Class Locomotives**

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

**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.

Continued on page 8.



Location	Track	Heaviest engine permitted
Granger	Spur north side of yard tracks opposite depot	Heavy MacArthur.
Kemmerer	Yard track 2 west of snake lead Repair tracks Frontier Supply Company's track Town track south of water softener North enginehouse lead and enginehouse tracks 5 and 6 Engine storage tracks Spur to Frontier Supply Company power house Coal chute spur West cross-over of ladder track between eastward and westward main tracks at M. P. 40.25 Diamondville spur	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. 2-10-2. Heavy MacArthur.
Kemmerer Branch	All tracks	Light MacArthur.
Cumberland Branch	All tracks	Mallet.
Glencoe Branch	All tracks	Consolidation.
Elkol Branch	All tracks	Mallet.
Blazon Branch	All tracks	Mallet.
Moyer Jct.	Wye	Mallet.
Leefe Spur	Box car loading track	None permitted in front of mill account close clearance.
Montpelier	Town track Repair tracks Spur west of repair track storehouse Track in all stalls Coal chute tracks Spur to power house Both team tracks Wye	Consolidation. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Cavanaugh	Team track west end	Heavy MacArthur.
Manson	Team track west end	Heavy MacArthur.
Conda Branch	All tracks	Heavy MacArthur.
Monsanto Spur	Furnace room track	None permitted beyond end of ballasted track.
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 Wye tracks	Heavy MacArthur. Heavy MacArthur.

Continued on opposite side.

Location	Track	Heaviest engine permitted
Topaz	Team track	Heavy MacArthur.
McCammon	Elevator track west end of yard	Heavy MacArthur.
Inkom	Team track, east end Ballast quarry spur	Heavy MacArthur. See Note below.
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 Asylum track from Idaho Potato Growers warehouse west Storage tracks between wye switches Enginehouse tracks Roundhouse tracks Farmers spur Keefers spur Dusty spur Elevator spur Sugar factory coal trestle Anderson spur	Light MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Consolidation. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. None permitted. See Note below.
Mackay Branch	All tracks outside of Blackfoot yard limits	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.
Firtb	Team track Industry track	2-10-2. 2-10-2.
Goshen Jct.	Wye tracks	Heavy MacArthur.
Goshen Branch	All tracks	Light MacArthur.
Shelley	All sugar factory tracks (track next to sugar house may be used by heavy MacArthur) Team track Elevator spur Seed house spur	Consolidation. 2-10-2. Heavy MacArthur. Heavy MacArthur.
Cotton	Industry track	2-10-2.

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.  
At Blackfoot, MacArthur type engines must not go on Anderson spur unless equipped with three-point trucks.

Continued on page 9.

Location	Track	Heaviest engine permitted
Bach	Treating plant spur	Heavy MacArthur.
Idaho Falls	Brewery spur Old Butte main line Team spurs 1, 2 and 3 Scale pocket track House tracks 2 and 3 Rogers Brothers spur Old rip track Honey spur Gas spur Coal storage tracks Depressed track Rip tracks Muir spur East Side Lumber Co. spur Trestle on Agren coal spur Coach track Bonded warehouse track Stock track Agren Coal spur	Consolidation. Heavy MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. None permitted. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Light MacArthur.
Gay Spur	All tracks	All except 800, 3900, 4000, 5000 and 9000 class may be operated.
Yellowstone Branch	All tracks Idaho Falls to Ashton, except main track at Idaho Falls. All tracks Ashton to West Yellowstone outside yard limits Ashton (Engines 3134 to 3138 may be operated)	Heavy MacArthur. Heavy MacArthur.
East Belt Branch	Orvin to Lincoln Jct. All other tracks	Light MacArthur. Consolidation.
West Belt Branch	All tracks	Consolidation.
Annis Branch	All tracks	Consolidation.
Teton Valley Branch	All tracks (Engines 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.
Dillou	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.

Continued on opposite side.

Location	Track	Heaviest engine permitted
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. Heavy MacArthur.
Micbaud	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	3500 class. See Note below.
Rupert	West leg of wye All industry spurs except freight house spur	Heavy MacArthur. Mallet.
Heyburn	Industry spurs	Mallet.
Burley	Wye, sugar factory tracks, all industry spurs and freight house spurs	Mallet.
Murtaugh	All industry tracks	Mallet.
Hansen	Industry spurs	Mallet.
Kimberly	All spur tracks	Mallet.
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.
Filer	All industry tracks	Heavy MacArthur.
Buhl	Wye and all industry tracks	Heavy MacArthur.
North Side Branch	All tracks (5000 and 7000 class engines may turn on wye at Bliss)	Light MacArthur.

NOTE: On Twin Falls Branch, tracks which may be used by 8800 class engines must not be used by 800, 5000 or 7000 class engines.

Continued on page 10.



Location	Track	Heaviest engine permitted
Wells Branch	All tracks	Heavy MacArthur.
Raft River Branch	All tracks	Light MacArthur.
Oakley Branch	All tracks	Light 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	Heavy MacArthur.
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.
Boise (Gowen Field)	Wye track Spur track located 1000 feet east of east wye track switch	None permitted. None permitted.
Boise Branch	All tracks M.P. 1 to end of track	Consolidation.
Meridian	Industry tracks 2, 3, 4 and 6. Creamery spur from house track	Consolidation. Consolidation.
Nampa	Dawson Coal Co. dock on west end of industrial spur Elevator spur West team track Oil spur Condensary spur Stub house track Sugar Hill tracks Outgoing enginehouse lead into sand bin	None permitted. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. Light MacArthur. 9000 class.
Nampa Middle Yard	Coach tracks North team tracks East house track Dewey main line Dewey spur Motor spur Rip tracks 1, 2 and 3	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Nampa Short Yard	Mill track Brewery spur New industrial tracks	Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Stoddard Branch	All tracks	Light MacArthur.
Idaho Northern Branch	All tracks	Light MacArthur equipped with three-point suspension trucks.
Emmett	Mill pond track, beyond east end of mill pond	None permitted.

Continued on opposite side.

Location	Track	Heaviest engine permitted
Caldwell	Over scale on Holt spur Over scale north and south mill spurs Holt spur Alley track Team track Oil spur Holt seed spur Caldwell Produce track North mill track South mill track From west switch of short house to east end of freight house platform Long house spur Vassar spur	None permitted. None permitted. Consolidation. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur. Heavy MacArthur.
Wilder Branch	All tracks	Heavy MacArthur.
Parma	House track Team track and stock track between depot and east switch may be used running slowly and carefully.	2-10-2. 9000 class.
Nyssa	East leg of wye Homedale Branch main track and stock track Nyssa yard limits Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3 Coal silo trestle, sugar factory	Heavy MacArthur. 9000 class. None permitted. None permitted.
Homedale Branch	All tracks outside yard limits Nyssa	Heavy MacArthur.
Ontario	Hopper track at coal chute East team and east warehouse tracks	None permitted. 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 Mill spur and Palumbo Packing House track	2-10-2. Heavy MacArthur.
Payette Branch	All tracks	Consolidation.
Crystal	Team track	2-10-2.
Weiser	Day spur Mill track All tracks in branch yard except main track and scale track west to west switch and house track to west end of old P. & I. N. depot and wye track	2-10-2. Heavy MacArthur. Heavy MacArthur.
New Meadows Branch	Weiser to M.P. 10. M.P. 10 to New Meadows	Heavy MacArthur. Consolidation.
Rubicon	On new logging spur beyond end of heavy rail 1600 feet from switch	None permitted.
New Meadows	Boise-Payette trackage, west of No. 1 receiving track, west switch	None permitted.
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 is for use of sugar company 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.
Graco Branch	5.33	None	4200, 4400, 4600, 4700 and 4900 class not permitted to operate.
Lima to Silver Bow	310.68 319.13 351.28	Heavy MacArthur	800, 3900, 5090, 4000 and 9000 class not permitted to operate.
East Belt Branch	19.10 19.45 40.56	None	Engines 3134 to 3138, 4200, 4400, 4600, 4700 and 4900 class not permitted to operate.
West Belt Branch	12.84 36.05		

Location	Bridge	Maximum Permitted Doublehead	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	3800
Ketchum Branch	62.84	3100 to 3113	2305 to 2564

**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.
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.

Continued on opposite side.

Location	Structure or obstruction	Clearance of engine or car is close at—
First Subdivision (Cont.)		
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.
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.
McCammon	Standpipes	Side.
M.P. 198.65	Bridge	Side.
Inkom	Standpipes	Side.
M.P. 202.34	Bridge	Side.
M.P. 203.02	Bridge	Side.
Kemmerer Branch		
North Kemmerer Mine No. 1	Coal company car house	Side.
All coal mines	Coal tipples	Side and top.
Elhol 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.
Fourth Subdivision		
Fort Hall	Standpipe	Side.
M.P. 156.96	Bridge	Side.
Blackfoot	Standpipe	Side.
M.P. 166.97	Bridge	Side.
Firth	Standpipe	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	Water tank spout	Side and top.
Dubois	Standpipe	Side.
Spencer	Water tank spout	Side and top.
Humphrey	Water tank spout	Side and top.
Lima	Standpipe	Side.
Red Rock	Water tank spout	Side and top.

Continued on page 12.



900 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
<b>Fourth Subdivision (Cont.)</b>		
M.P. 308.75	Bridge	Side.
M.P. 310.68	Bridge	Side and top.
M.P. 319.13	Bridge	Side and top.
M.P. 324.51	Bridge	Side.
Dillon	Coal chute	Side and top.
Dillon	Standpipe	Side.
Dillon	Ore loading docks	Side.
M.P. 351.28	Bridge	Side and top.
Melrose	Coal chute	Side and top.
Melrose	Standpipe	Side.
Melrose	Water tank spout	Side and top.
M.P. 383.71	Bridge	Side.
M.P. 384.61	Bridge	Side.
Silver Bow	Water tank spout	Side and top.
Silver Bow	B. A. & P. and C. M. St. P. & P. overhead trolley wires. Do not touch. Look out for broken wires.	Side and top.
Between Silver Bow and Butte, M.P. 1.3, N. P.	C. M. St. P. & P. overhead trestle	Top.
<b>Mackay Branch</b>		
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.
<b>Yellowstone Branch</b>		
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.
<b>East Belt Branch</b>		
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.
<b>West Belt Branch</b>		
M.P. 12.84	Bridge	Side and top.
Plano	Water tank spout	Side and top.
M.P. 36.05	Bridge	Side and top.
<b>Teton Valley Branch</b>		
Drummond	Water tank spout	Side and top.
Tetonia	Water tank spout	Side and top.
Victor	Water tank spout	Side and top.
<b>Second Subdivision</b>		
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.

Continued on opposite side.

900 (R).—Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
<b>Twin Falls Branch</b>		
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.
<b>North Side Branch</b>		
M.P. 18.40	Bridge	Side.
M.P. 21.39	Bridge	Side.
Eden	Water tank spout	Side and top.
Jerome	Water tank spout	Side and top.
<b>Wells Branch</b>		
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.
<b>Ketchum Branch</b>		
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.	
<b>Hill City Branch</b>		
Fairfield	Water tank spout	Side and top.
Hill City	Standpipe	Side.
<b>Third Subdivision and Kuna Line</b>		
Glenns Ferry	Standpipes	Side.
Hammett	Standpipe	Side.
Mountain Home	Water tank spout and standpipe	Side and top.
Orchard	Standpipes	Side.
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.
<b>Boise Branch</b>		
Boise	Standpipe	Side.

Continued on Page 13.

900 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
<b>Idaho Northern Branch</b>		
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.
<b>Homedale Branch</b>		
Homedale	Water tank spout	Side and top.
<b>Oregon Eastern Branch</b>		
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.
Burna	Standpipe	Side.
<b>Brogan Branch</b>		
Brogan	Water tank spout	Side and top.
Brogan	Stockyard platform	Side.
<b>New Meadows Branch</b>		
Diamond	Water tank spout	Side and top.
Goodrich	Water tank spout	Side and top.
New Meadows	Water tank spout	Side and top.
<b>Homestead Branch</b>		
M.P. 3.99	Tunnel	Side and top.
M.P. 32.06	Tunnel	Side and top.

**Terminal Tests of Air Brakes**

1000 (R). Changes have been made in Rules and Instructions Governing Operation of Air Brakes, Form 7170 and 7172:

Definition—Initial Terminals are terminals at which a train is made up; a terminal at which the locomotive or consist of train is changed, or a terminal at which a train is received from a foreign line.

If the locomotive is equipped with pressure maintaining feature, it is mandatory by AAR-ICC rules that this feature is in operation while terminal test of train brakes is made.

Air brake tests may be made on freight trains when the air brake system is charged to within 10 pounds of standard pressure for that train, as indicated by an accurate gauge connected to brake pipe at rear end of train. All other requirements of Rules 1021, 1025 and 1230 (K) remain unchanged, except as follows:

Continued on opposite side.

1000 (R). Continued.

Rules 1025 and 1230 (K): Procedure for making Initial Terminal Tests of Air Brakes with pressure maintaining cut in, if locomotive is so equipped, will be as follows:

Upon receipt of proper request or signal to apply brakes for test, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and sound locomotive whistle to indicate brakes are applied for test.

During time inspection of train brakes is being made, equalizing reservoir gauge must be carefully observed to detect any increase in this pressure. If any increase is noted, it must be properly reduced by momentarily placing handle of brake valve in service position to reduce this pressure to the level of the reduction made. It may be necessary to repeat this movement of brake valve handle a few times to hold the equalizing reservoir pressure constant. During terminal test this is important as any slight increase in equalizing reservoir pressure may cause one or more brakes to release.

When signal is given by inspector to release brakes, "First Service" cutout cock must be placed in "Out" position and brake pipe leakage checked for one minute. If leakage does not exceed 5 pounds, "First Service" cutout cock must be placed in "In" position, then give two long sounds of locomotive whistle and release brakes.

Rule 1026 (A): When a freight train has been tested from a yard charging plant, and after locomotive equipped for pressure maintaining has been attached and air brake systems recharged, procedure for testing brakes will be as follows:

With pressure maintaining cut in, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and give one long sound of locomotive whistle. Inspectors must see that brakes are applied on each car, and if so, release signal must be given for engineman to release brakes, then each brake must be inspected to see that all have released.

Rules 1230 (D) and 1230 (F): Streamline trains at Cheyenne, Green River, Ogden, Pocatello, Ellis and Las Vegas, test of train air brakes must be made as prescribed by currently effective Rule 1230 (D). At all other terminals, except initial terminals where engine crew or train crew only is changed, test of train air brakes must be made as prescribed by revised Rule 1230 (F) as follows:

After train has stopped, incoming engineman must make a 20-pound brake application as indicated by brake cylinder gauge if electro-pneumatic brakes are being used, or a 20-pound brake pipe reduction if automatic brakes are being used. Inspection of brakes must then be made starting from rear end of train to determine if brakes are applied on each car, and if so, upon reaching head end of train, inspector must inform outbound engineman who will then release brakes. Upon proceeding, roll-by inspection must be made by inspector to determine that all brakes have released. All other requirements of present Rule 1230 (F) not conflicting with the above remain unchanged. Standing inspection must be expedited all possible while crews are being changed to avoid unnecessary delay.

**Air Brake Rules**

1006 (R). Standard brake pipe pressure for freight and mixed train service is 90 pounds.

1030 (R). Where 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 Jet. —Westward;
- Humphrey —Eastward;
- Monida —Westward;
- Apex —Westward;
- Feely —Westward;
- Gerrit —Eastward;
- Reas Pass —Eastward;
- Ticeska —Westward;
- Reverse —Eastward.



**1036 (R).** To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1036, 1036-A, 1036-B and 1036-C:

"When applying brakes for making ordinary slow-downs or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

**1041 (R).** On freight and mixed trains, air brake test as required by Air Brake Rule 1041 must be made at following points:

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

On passenger trains, all retaining valves must be used as follows:  
Gerrit to Warm River; Reas Pass to Big Springs.

**Exceptions:** Freight and mixed trains, when handled by steam locomotives equipped with two air compressors which are operative or one or more diesel locomotives equipped with operative dynamic brake and pressure maintaining may be handled without use of retaining valves as follows:

Continued on opposite side.

**1042 (R)** Continued.

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

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

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

Kemmerer to Fossil;	Ticeska to King Hill;
Humphrey to Highbridge;	Reverse to Hammett.

On westward trains, after sounding station whistle for Apex and Feely, if air gauge in caboose indicates maximum pressure, trainman will give a proceed signal which must be answered as per 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.

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

**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.

**1042 (T).** On trains with diesel locomotive before descending grades covered by special rule 1042 (r) without the use of retainers it must be known that dynamic brake is in operation and pressure maintaining cut in.

During dynamic brake operation fireman must make frequent inspection to determine if dynamic brake is properly operating on each power unit and report results of each inspection to engineer.

If while using dynamic brake, without pressure maintaining, it becomes inoperative on one or more power units of locomotive, train must be immediately stopped and retaining valves placed in use as required by Special Rule 1042 (R) before proceeding.

**1044 (R).** Air Brake Rule 1044 is changed as follows:

When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars or when necessary to use engine whistle to signal some other movement to stop, a succession of short sounds must be used.

**RATING OF DIESEL AND STEAM 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 OF LOCOMOTIVE	H.P.	NUMBERS (Inclusive)	EXPLANATION			TOTAL LOADED WEIGHT ON DRIVERS	
			CSA Mallet	TTT 2-10-2	FEF 4-8-4		
CSA 69	22-22 32	400	5000	5000	5000	3750	
TTT 63	29½ 30	292	2300	1800	1450	1250	
FEF 80	25 32	266	4600	3600	3050	2650	
MT 43	29 28	230	3700	2600	2130	1800	
MacaA 57	23½ 30	208 210	4600	3350	2950	2325	
MacaA 63	26 28	216	5000	4750	4450	3625	
			5000	5000	5000	4250	
			4400	3100	2760	2350	
			4600	3350	3300	2650	
			3800 to 3839	5315 to 5414	820 to 844	7850 to 7869	2000 to 2034
			2504 to 2532				2504 to 2532
			NUMBERS (Inclusive)	NUMBERS (Inclusive)	NUMBERS (Inclusive)	NUMBERS (Inclusive)	NUMBERS (Inclusive)
EMD F-3	1500	1500 to 1563	5000	4000	4000	4000	4000
EMD F-7	1500	1400 to 1496	4000	4000	4000	4000	4000
EMD GP-7	1500	100 to 129	4000	4000	4000	4000	4000
ALCO	1500	1191 to 1195	4000	4000	4000	4000	4000
ALCO	1500	1180 to 1190	4000	4000	4000	4000	4000
BALDWIN	1500	1250	4000	4000	4000	4000	4000
BALDWIN	1600	1260 to 1265	4000	4000	4000	4000	4000
EMD GP-9	1750	130 to 244	4000	4000	4000	4000	4000
EMD	1000	1000 to 1095	4000	4000	4000	4000	4000
ALCO	1000	1100 to 1153	4000	4000	4000	4000	4000

EXAMPLE: Mallet locomotive having 69-inch drivers, cylinders 22-inch diameter and 32-inch stroke and weighing 400,000 pounds on drivers.

CSA 69 22-22 400  
32

TOTAL LOADED WEIGHT ON DRIVERS  
200,000 to 220,000  
Nos. 1250  
1180 to 1190  
220,000 to 250,000  
Nos. 1500 to 1563  
1400 to 1496  
1000 to 1095  
1100 to 1153  
250,000 to 300,000  
Nos. 1260 to 1265

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



**RATING OF DIESEL AND STEAM 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 OF LOCOMOTIVE			NUMBERS (Inclusive)	Pocatello to Minidoka	Minidoka 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 Minidoka	Minidoka to Pocatello	EXPLANATION
TYPE	H.P.	NUMBERS (Inclusive)															
CSA 69	$\frac{22-22}{32}$	400	3800 to 3839	4400	4500	5000	2100	5000	5000	5000	5000	5000	2100	4150	5000	5000	CSA Mallet TTT 2-10-2 FEF 4-8-4 MT Mountain MacA MacArthur  EXAMPLE: Mallet locomotive having 69-inch drivers, cylinders 22-inch diameter and 32-inch stroke and weighing 400,000 pounds on drivers.  CSA 69 $\frac{22-22}{32}$ 400  TOTAL LOADED WEIGHT ON DRIVERS 200,000 to 220,000 Nos. 1250 1180 to 1190  220,000 to 250,000 Nos. 1500 to 1563 Nos. 1500 to 1563 1400 to 1496 1000 to 1095 1100 to 1153  250,000 to 300,000 Nos. 1260 to 1265
TTT 63	$\frac{29\frac{1}{2}}{30}$	292	5315 to 5414	3100	3200	5000	1500	4060	5000	4700	3600	5000	1500	3000	4000	3740	
FEF 80	$\frac{25}{32}$	266	820 to 844	2760	2850	5000	1450	3900	5000	4390	3520	5000	1400	2800	3850	3350	
MT 73	$\frac{20}{28}$	230	7850 to 7869														
MacA 57	$\frac{23\frac{1}{4}}{30}$	208 210	2000 to 2034	2300	2450	4800	1100	3000	4050	3600	2650	4100	1100	2275	3100	2900	
MacA 63	$\frac{26}{28}$	216	2504 to 2532														
EMD F-3	1500	1500 to 1563															
EMD F-7	1500	1400 to 1496		2350	2600	4000	1250	3100	4000	3250	2500	4000	1250	2200	3200	3000	
EMD GP-7	1500	100 to 129															
ALCO	1500	1191 to 1195															
ALCO	1500	1180 to 1190															
BALDWIN	1500	1250		2000	2250	4000	900	2500	3500	3000	1900	3750	900	1050	2950	2650	
BALDWIN	1600	1260 to 1265		2950	3320	5000	1650	4250	5000	4470	3970	4510	1650	3150	4030	3650	
EMD GP-9	1750	130 to 244		2900	2850	5000	1450	3750	5000	3800	2950	4200	1450	2500	3800	3300	
EMD	1000	1000 to 1095		1750	1950	3000	750	1800	3000	1850	1600	2100	750	1700	2200	2000	
ALCO	1000	1100 to 1153															

For movement against the current of traffic Hammett to Reverse and King Hill to Ticeska 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 AND STEAM 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 OF LOCOMOTIVE			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	EXPLANATION
TYPE	H.P.	NUMBERS (Inclusive)															
CSA 69	$\frac{22-22}{32}$	400	3800 to 3839	7000	3450	1325	7000	2550	7000	2050	7000	1350	3400	2550	6000	7000	CSA Mallet TTT 2-10-2 P Pacific MT Mountain MacA MacArthur  EXAMPLE: Mallet locomotive having 69-inch drivers, cylinders 22-inch diameter and 32-inch stroke and weighing 400,000 pounds on drivers.  CSA 69 $\frac{22-22}{32}$ 400  TOTAL LOADED WEIGHT ON DRIVERS 200,000 to 220,000 Nos. 1250 1180 to 1190  220,000 to 250,000 Nos. 1500 to 1563 1400 to 1496 1000 to 1095 1100 to 1153 100 to 244  250,000 to 300,000 Nos. 1260 to 1265
TTT 63	$\frac{29\frac{1}{2}}{30}$	292	5315 to 5414	5600	3250	1025	5000	1925	5000	1730	5000	1150	2450	2075	4100	5000	
P	$\frac{25}{28}$	167	3218 to 3225	3390	2300	475	4000	750	4000	890	4000	575	1320	1150	2250	3000	
MT 73	$\frac{29}{28}$	230	7850 to 7869														
MacA 57	$\frac{23\frac{1}{4}}{30}$	208 210	2000 to 2034	4000	2750	750	4000	1275	4000	1300	4000	775	1850	1525	3400	4000	
MacA 63	$\frac{26}{28}$	216	2504 to 2532														
EMD F-3	1500	1500 to 1563															
EMD F-7	1500	1400 to 1496		4000	2280	750	4000	1300	4000	1450	4000	775	1930	1640	3450	4000	
EMD GP-7	1500	100 to 129															
ALCO	1500	1191 to 1195															
ALCO	1500	1180 to 1190															
BALDWIN	1500	1250		3650	2050	675	4000	1100	4000	1250	4000	700	1700	1425	3050	3200	
BALDWIN	1600	1260 to 1265		5000	2860	990	5000	1900	5000	2320	5000	1140	2510	2130	5000	5000	
EMD GP-9	1750	130 to 244		4500	2610	850	4500	1650	4500	1800	4500	950	2250	1850	4000	4500	
EMD	1000	1000 to 1095		3450	1975	560	4000	825	4000	1050	4000	600	1500	1225	2800	3100	
ALCO	1000	1100 to 1153															

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 OF LOCOMOTIVE	H.P.	NUMBERS (Inclusive)	Cumberland Branch	Elkhol 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 Jet. to Moyer Jet.	Glencoe Jet. to Elkhol	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 and Bliss	Melandco and Herrel	Halley to Ketchum	Emmett to Jeanness	Banks to Smiths Ferry	Goodrich to Glendale	Glendale to Rubicon	New Meadows to Rubicon	Yale to Riverside	Riverside to Crane	Payette to Fruitland
EMD F-3	1500	1500 to 1563																				
EMD F-7	1500	1400 to 1496																				
EMD GP-7	1500	100 to 129	2100	1000	910	1640	1450	840	2200	3200	3200	2200	1200	2200	840	700	1500	850	1550	2500	1700	1650
ALCO	1500	1191 to 1195																				
ALCO	1500	1180 to 1190																				
BALDWIN	1500	1250	1810	890	850	1425	1250	780	1850	2650	2650	1850	1025	1850	780	675	1400	790	1450	2150	1400	1375
BALDWIN	1600	1260 to 1265	2520	1240	1150	2130	1900	1050	2650	3800	3800	2650	1450	2650	1050	980	2000	1050	2100	2950	2100	2050
EMD GP-9	1750	130 to 244	2300	1100	1010	1825	1650	950	2400	3600	3600	2400	1300	2400	950	890	1725	950	1775	2700	1850	1825
EMD	1000	1000 to 1095																				
ALCO	1000	1100 to 1153	1550	725	650	1200	1000	600	1625	2150	2150	1625	800	1625	600	550	1100	610	1050	1900	1225	1200

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