UNION PACIFIC RAILROAD COMPANY
Northwestern District

Idaho Division

Special Rules No. 14

Effective Thursday, November 1, 1956

Superseding Special Rules No. 13

Employes 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

O. A. DURRANT, Superintendent

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 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 with yellow bulb may be used by switch tenders, herders and interlocking signalmen for giving signals.

Engine Whistle Signals

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

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

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

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

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

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

When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and the auxiliary marker must display green light to rear. Rear trainman is responsible for proper display of the auxiliary marker as well as the rear end light.

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

Inspection and Repair Protection

26 (R). 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 the 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.

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.

89 (S). At Enrose, when a westward train is to meet an opposing train and hold the main track, engine must not pass Mile Post 469 until restrictive indication is observed on block signal 4697, indicating eastward train has passed east switch Notus.

Movements in Yards

93 (R). At Montpelier, McCammon, Pocatello and Glenns Ferry, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured.

93 (S). 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.

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 overdne 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.

Continued on page 3.

93 (T). Continued

Westward trains using Kuna Line may accept signal from herder at Kuna Line Junction as anthority 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:

Montpelier	Ashton	Nampa
Idaho Falls	Lima	Twin Falls

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

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

Richfield	Vale	Robinette	Victor
Oakley	Marsing	Homedale	Aberdeen

At McCammon, westward second-class and extra trains need not receive check of train register as required by Rule D-83.

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 Nampa, 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 between Vale and Burns
Aberdeen	Wells	Wilder
Teton Valley	Hill City	Ketchum between Richfield and Ketchum
Mackay between Aberdeen Jct. and Mackay	Stoddard	Payette
East Belt	Homedale	Homestead
West Belt	Brogan	North Side
Goshen	Idaho Northern between Emmett and McCall	
Yellowstone between Ashton and West Yellowstone	Conda	
	Gay	

99 (S). On following branches, between 6 A.M. and 6 P.M. daily, a speed of 15 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 (l) must be sounded frequently:

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

99 (T). In CTC territory, when a work train has been authorized in accordance with Rule 266, the work train may occupy the main track and move in either direction within the 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 the working authority.

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.

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.

103 (U). 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 (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.

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

No. 20 turnout in service at end of two main tracks Dingle.

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;	
Susie	*Derail just east of stockyards—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 (T).

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;
Summer Camp	—siding.

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

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

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

105 (X). At Kemmerer, when visibility on siding is restricted by train or cars occupying main track, trains or engines, except light 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 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 Glenns 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 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.

208 (R). At Montpelier, Idaho Falls, Lima, Reverse, Orchard, and Nampa, requirements of Operating Rule 208(A) are modified to the extent that movements of trains may be restricted by train order for an opposing movement without operator placing two torpedoes on rail 1,000 feet from train order signal in the direction of the restricted train.

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 Glenns Ferry and Montpelier, in addition to receiving Clearance Form B, conductors of eastward 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, Bliss, Kemmerer and Leefe Jct., 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). In CTC territory between MP 0.0 and MP 214.05 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.

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.

Continued on page 5.

267 (R). Continued.

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":

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 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.

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.

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 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.

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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 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 nor 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, *except as provided in paragraph (l) of this section.*

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802 (R). Continued.

2. Occupied combination car, *except as provided in paragraph (l) of this section.*
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, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulation 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 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 (l) 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."

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802 (R). Continued.

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). 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 (l) 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.

Retarder 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.

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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 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.

803 (R). At Monida, train crews must know that apron on loading platform New Simplot Track is clear before moving cars past tipple.

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, 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.

At Glenns Ferry, sufficient hand brakes must be set on cars set out.

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

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

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 car 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 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 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 Main Track between Lima and Silver Bow.

Derricks 0305, 02003, 03035 and 010002; Pile Drivers 02081, 02082 and 03113; 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, 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, Freight Cars 210,000 pounds 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). Three 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:

2540	*3160*	*3270*	*3384*
2607	*3165*	*3271*	*3391*
2609	*3170*	*3329*	*3397*
2642	*3179*	*3344*	*3559*
2698	*3249*	*3353*	*3623*
3155		*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 Glenns Ferry and Reverse when tonnage of train does not exceed 75 percent of the combined tonnage rating of road and helper locomotives.

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;
Ashton	—Eastward and westward;
Gerrit	—Eastward;

Continued on page 8.

811 (R). Continued.

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. 317	—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.

811 (T). 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 train dispatcher and be governed by his instructions."

874 (R). 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, enginemen 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.

Track Restrictions

Rule 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.
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.
Mackay	That part of lowline spur by smelter building.
Divide	Coal trestle.
Pocatello	Over cross-over between paint shop and coach shop.
Glenns Ferry	Clam shell spur south of coal chute.
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.
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: Authority must be received from Superintendent before operating steam engines on any tracks.

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

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.

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:

Continued on page 9.

900 (R).—Continued.

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.
M.P. 84.04	Bridge	Side.
M.P. 84.24	Bridge	Side.
M.P. 91.03	Bridge	Side.
M.P. 95.94	Bridge	Side.
M.P. 96.97	Bridge	Side.
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.
Fourth Subdivision		
Fort Hall	Standpipe	Side.
M.P. 156.96	Bridge	Side.
Blackfoot	Standpipe	Side.
M.P. 166.97	Bridge	Side.
M.P. 192.35	Bridge	Side.
M.P. 202.73	Bridge	Side.
Dubois	Water tank spout	Side and top.
Dubois	Standpipe	Side.
Humphrey	Water tank spout	Side and top.
Lima	Standpipe	Side.

Continued on opposite side.

900 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Fourth Subdivision (Cont.)		
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.
Melrose	Water tank spout	Side and top.
M.P. 383.71	Bridge	Side.
M.P. 384.61	Bridge	Side.
Silver Bow	Water tank spout	Side and top.
Silver Bow	B. A. & P. and C. M. St. P. & P. overhead trolley wires. Do not touch. Look out for broken wires.	Side and top.
Between Silver Bow and Butte, M.P. 1.3, N. P.	C. M. St. P. & P. overhead trestle	Top.
Mackay Branch		
M.P. 1.6	Bridge	Side and top.
Taber	Water tank spout	Side and top.
Arco	Water tank spout	Side and top.
Mackay	Water tank spout	Side and top.
Yellowstone Branch		
Ucon	Standpipe	Side.
Lorenzo	Water tank spout	Side and top.
M.P. 18.44	Bridge	Side and top.
M.P. 19.55	Bridge	Side.
St. Anthony	Water tank spout	Side and top.
M.P. 44.40	Bridge	Side.
Ashton	Standpipe	Side.
M.P. 62.76	Tunnel	Side and top.
Big Springs	Water tank spout	Side and top.
West Yellowstone	Standpipe	Side.
East Belt Branch		
Ririe	Water tank spout	Side and top.
M.P. 19.10	Bridge	Side and top.
M.P. 19.44	Bridge	Side and top.
M.P. 40.56	Bridge	Side and top.
West Belt Branch		
M.P. 12.84	Bridge	Side and top.
M.P. 36.05	Bridge	Side and top.
Teton Valley Branch		
Drummond	Water tank spout	Side and top.
Tetonia	Water tank spout	Side and top.
Victor	Water tank spout	Side and top.
Second Subdivision		
Minidoka	Standpipes	Side.
Minidoka	Coal chute	Side and top.
Shoshone	Standpipes	Side.
Shoshone	Coal chute	Side and top.
M.P. 331.27	Bridge	Side.
M.P. 333.39	Bridge	Side.
M.P. 339.80	Bridge	Side.
King Hill	Standpipe	Side.
Twin Falls Branch		
Rupert	Standpipe	Side.
M.P. 20.10	Bridge	Side and top.
North Side Branch		
M.P. 18.40	Bridge	Side.
M.P. 21.39	Bridge	Side.
Eden	Water tank spout	Side and top.
Jerome	Water tank spout	Side and top.

Continued on page 10.

900 (R).—Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Wells Branch		
Rogerson	Water tank spout	Side and top.
Delaplain	Water tank spout	Side and top.
Henry	Water tank spout	Side and top.
Henry	Coal chute	Side and top.
Wilkins	Water tank spout	Side and top.
Wells	Water tank spout	Side and top.
Ketchum Branch		
Richfield	Water tank spout	Side and top.
Picabo	Water tank spout	Side and top.
Hailey	Water tank spout	Side and top.
M.P. 62.84	Bridge	Side and top.
M.P. 66.81	Bridge	Side and top.
Ketchum	Water tank spout	Side and top.
Triumph and Gimlet	Ore loading docks. Engines must not move under tipple account impaired clearance.	Side and top.
Hill City Branch		
Fairfield	Water tank spout	Side and top.
Hill City	Standpipe	Side.
Third Subdivision and Kuna Line		
Glenns Ferry	Standpipes	Side.
Hammett	Standpipe	Side.
Mountain Home	Water tank spout and standpipe.	Side and top.
Orchard	Standpipes	Side.
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.
M.P. 499.82	Bridge	Side.
M.P. 500.17	Bridge	Side.
Payette	Standpipe	Side.
Weiser	Standpipe	Side.
Boise Branch		
Boise	Standpipe	Side.
Idaho Northern Branch		
Emmett	Water tank spout	Side and top.
M.P. 33.32	Tunnel	Side and top.
M.P. 38.61	Tunnel	Side and top.
M.P. 49.23	Bridge	Side and top.
M.P. 49.39	Bridge	Side and top.
Banks	Water tank spout	Side and top.
Big Eddy	Water tank spout	Side and top.
M.P. 77.39	Tunnel	Side and top.
M.P. 80.34	Water tank spout	Side and top.
Smiths Ferry	Stockyard platform	Side.
M.P. 83.78	Tunnel	Side and top.
M.P. 89.59	Bridge	Side and top.
Belvidere	Water tank spout	Side and top.
Donnelly	Water tank spout	Side and top.
Homedale Branch		
Homedale	Water tank spout	Side and top.

Continued on opposite side.

900 (R).—Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Oregon Eastern Branch		
M.P. 11.47	Bridge	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.
Brogan Branch		
Brogan	Stockyard platform	Side.
New Meadows Branch		
Diamond	Water tank spout	Side and top.
Goodrich	Water tank spout	Side and top.

Station Service

910 *(R). Operating Rule 910, last sentence, 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 Brake Rules

1001 *(R). Hostlers handling diesel units and locomotives must know air brake equipment is functioning and adequate air pressure is maintained on units before any movement is made. A setup and release of independent brakes and brake cylinder pressure must be noted on gauge.*

In moving units at terminals for servicing, stop must be made before going onto turntable on both incoming and outgoing movements, also before entering enginehouse or diesel servicing buildings and facilities where elevated tracks or pits are used.

At terminals where units are cut in and out of locomotive sets, hostlers will check to know air brake hoses are coupled and air cut in with brakes functioning on all units before any movement is made.

At terminals where hostlers handle units to and from stations, relieving inbound engine crews, brakes must be tested with independent brake valve immediately after units detached from train to insure brakes operating properly and provide proper retardation of units.

In handling units around enginehouses and diesel servicing and maintenance facilities, movements must be made not to exceed 5 miles per hour under any circumstances.

1005 (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 Kemmerer	—Westward;
Humphrey	—Eastward;
Monida	—Westward;
Apex	—Westward;
Feely	—Westward;
Gerrit	—Eastward;
Reas Pass	—Eastward;
Ticeska	—Westward;
Reverse	—Eastward.

1036 *(R). Program to eliminate controlled emergency on locomotives having 24-RL brake equipment has been in progress for some time.*

To avoid possibility of confusion as to proper position of "ROTAIR VALVE," or controlled emergency cutout cocks while units are being modified. "Rotair Valve" on lead unit must be placed in "passenger" position and trailing units placed in corresponding position regardless of length of train.

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;
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.

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

Humphrey to Highbridge;	Summer Camp to Melandeo;
Monida to Lima;	Summer Camp to Herrell;
Apex to Glen;	Jenness to M.P. 23;
Feely to Buxton;	Smiths Ferry to Banks;
Gerrit to Warm River;	Tamarack to Glendale.
Reas Pass to Big Springs;	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 one or more diesel locomotives equipped with operative dynamic brake and pressure maintaining feature may be handled without use of retaining valves as follows:

Continued on opposite side.

1045 (R) Continued.

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

Apex to Glen;	Summer Camp to Melandeo;
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:

Humphrey to Highbridge.

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 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.

1045 (T). On trains with diesel locomotive before descending grades covered by special rule 1045 (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 1045 (R) before proceeding.

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		NUMBERS (Inclusive)	Granger to Kemmerer	Kemmerer to Fossil	Fossil to Montpelier	Montpelier to Pocatello	Pocatello to McCammon	McCammon to Montpelier	Montpelier to Nugget	Nugget to Kemmerer	Kemmerer to Granger
TYPE	H.P.	NUMBERS (Inclusive)									
EMD F-3	1500	1500 to 1563	2550	2300	4000	4000	2500	1900	1975	1900	4000
EMD F-7	1500	1400 to 1496									
EMD GP-7	1500	100 to 129									
BALDWIN	1500	1250	2200	2050	4000	4000	2180	1750	1810	1750	4000
BALDWIN	1600	1260 to 1265	3100	2890	4000	4000	3230	2320	2530	2320	4000
EMD GP-9	1750	130 to 244	2700	2450	4000	4000	2600	2050	2150	2050	4000
EMD	1000	1000 to 1095	2000	1850	3000	3000	1875	1550	1610	1550	3000

TOTAL LOADED WEIGHT ON DRIVERS

200,000 to 220,000 — Nos. 1250

220,000 to 250,000 — Nos. 1500 to 1563, 1400 to 1496, 1000 to 1095, 100's and 200's

250,000 to 300,000 — Nos. 1260 to 1265

TYPE	H.P.	NUMBERS (Inclusive)	Pocatello 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 Minidoka	Minidoka to Pocatello
EMD F-3	1500	1500 to 1563	3000	2600	4000	1250	3100	4000	3250	2500	4000	1250	2200	3200	3000
EMD F-7	1500	1400 to 1496													
EMD GP-7	1500	100 to 129													
BALDWIN	1500	1250	2650	2250	4000	900	2500	3500	3000	1900	3750	900	1950	2950	2650
BALDWIN	1600	1260 to 1265	3650	3320	5000	1650	4250	5000	4470	3970	4510	1650	3150	4030	3650
EMD GP-9	1750	130 to 244	3300	2850	5000	1450	3750	5000	3800	2950	4200	1450	2500	3800	3300
EMD	1000	1000 to 1095	2000	1950	3000	750	1800	3000	1850	1600	2100	750	1700	2200	2000

TOTAL LOADED WEIGHT ON DRIVERS

200,000 to 220,000 — Nos. 1250

220,000 to 250,000 — Nos. 1500 to 1563, Nos. 1500 to 1563 1400 to 1496, 1000 to 1095, 100's and 200's

250,000 to 300,000 — Nos. 1260 to 1265

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 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
EMD F-3	1500	1500 to 1563	4000	2280	750	4000	1300	4000	1450	4000	1025	1930	1640	3450	4000
EMD F-7	1500	1400 to 1496													
EMD GP-7	1500	100 to 129													
BALDWIN	1500	1250	3650	2050	675	4000	1100	4000	1250	4000	875	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	1100	2250	1850	4000	4500
EMD	1000	1000 to 1095	3450	1975	560	4000	825	4000	1050	4000	600	1500	1225	2800	3100

TOTAL LOADED WEIGHT ON DRIVERS

200,000 to 220,000 — Nos. 1250

220,000 to 250,000 — Nos. 1500 to 1563, 1400 to 1496, 1000 to 1095, 100's and 200's

250,000 to 300,000 — Nos. 1260 to 1265

TYPE OF LOCOMOTIVE	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 Reus Pass	West Yellowstone to Reus 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	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-3	1500	1500 to 1563	2100	1000	910	1640	1450	840	2200	3200	3200	2200	1200	2200	840	700	1500	850	1550	2500	1700	1650
EMD F-7	1500	1400 to 1496																				
EMD GP-7	1500	100 to 129																				
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	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.