# UNION PACIFIC RAILROAD COMPANY
## Northwestern District

## Idaho Division

# Special Rules No. 17

## Effective Sunday, July 10, 1966

**Superseding Special Rules No. 16**

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

**G. H. BAKER,**
**General Manager**

**W. J. FOX,**
**General Superintendent**

**H. J. BAILEY,**
**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.

### Standard Time

*2 (R). Notation under first paragraph of Rule 2 of "Operating Rules," "Maintenance of Way and Signal Rules," and Form 7528, "Rules and Instructions Governing the Requirements Concerning Watches," is changed to read:*

*"(*A railroad grade watch is a pocket watch which is equipped with a lever set, or a wrist watch of approved type.)"*

*Wrist watches approved under this revision are:*

*Ball "Official Railroad Standard" Model 1604B, 21 jewel, size 18 ligne;*

*Bulova "Accutron-Railroad Approved" model;*

*Elgin "B. W. Raymond" model, 23 jewel, size 13/0;*

*Hamilton electric Model 505 "Railroad Special";*

*Longines Model "T-905" Railroad Watch.*

*3 (R). Last paragraph of Operating Rule 3 (D) is changed to read:*

*"Train dispatchers and employes subject to time service rules must not have a watch, other than a railroad grade watch, in their possession while on duty."*

### Engine Whistle Signals

14 (R). 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.

### Communicating Signal

16 (R). Rule 16 (e) is cancelled. Rule 16 (l) is changed to read: "One sound of communicating signal—
When standing—apply or release air brakes;
When running—brakes sticking; look back for hand signals; approaching meeting or waiting points (see Rule S-90)."

### Tri-radial Lights

*17 (R). Locomotives so equipped must have amber tri-radial lights burning both day and night when unit is moving, except on units in multiple consist behind control or lead unit.*

### Markers

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

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

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

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

19 (S). Red reflectorized disc with hinged cover applied to cabooses and car body type units is for emergency use only and must be concealed except under following conditions:

On cabooses so equipped, when electric markers fail at night, and on units so equipped when rules require display of markers and marker lamps are not available, red reflectorized disc must be displayed to rear when train is on main track. When train is clear of main track, except in CTC territory, red reflectorized disc must be concealed.

When red reflectorized disc is displayed, red light prescribed by Rule 19 (E) need not be displayed.

These instructions apply only on lines operated by the Union Pacific.

### Indicators

*24 (R). Rules 24 and 24 (A) are cancelled.*

*Unit number will be permanently displayed in indicators on units so equipped.*

*When an engine consists of more than one unit, the number of one unit only will be illuminated and will be the identifying unit; the numbers of other units must not be illuminated. When practicable the number of the leading unit will be used.*

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

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

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

Where trains extend beyond end signals, cars must not be coupled to when blue signal is displayed. If unable to determine indication of signals due to weather or other conditions, cars must not be coupled to or moved without first securing permission of icing platform foreman.

### Clearances

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

### Flag Protection

*99 (R). Referring to Operating Rule 99 and second paragraph of Rule 99 (A):*

*When a train stops on main track where rear of train is protected by a continuous block signal system, flagman must go back immediately with flagman's signals, but need go back only a sufficient distance to insure full protection against following trains moving at restricted speed.*

*This in no way modifies the requirements for full flag protection under other circumstances or where protection in accordance with Rule 99 is required by other rules.*

*Operating Rule 99 (D) is cancelled.*

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

99 (T). First sentence of 99 (F) is revised to read:
"99 (F). When an employe alone finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night on or near the track in both directions one-eighth mile (660 feet) from the point of obstruction."
There is no change in remainder of this rule.

### Switches

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

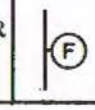
Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

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

### Train Order Signals

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

### 240 (R). Slide Warning Indicator

| Rule | ASPECT |
|---|---|
| 240-R | **SLIDE WARNING INDICATOR**<br>(To apply to trains governed by fixed signal to which connected)<br>  <br>ILLUMINATED |

NAME OF INDICATION—SLIDE WARNING

When block signal indicates Stop (Rule 240-A) and illuminated "F" is displayed on slide warning indicator, train or engine may, after stopping, proceed at restricted speed to next signal without sending flagman ahead, but keeping close lookout fnr rocks or other obstructions, broken, bent or damaged rail.

**Remote Control and Dual Control Switches**

529 (R). Referring to Operating Rule 529:
When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

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

*Use of Radio*

*650 (R). Radio communication must not be used to avoid compliance with any operating rule. Radio communication may be used in addition to, or instead of, hand signals or communicating signals to convey required information.*

*When train or engine movements are to be made in response to radio communications, such as in switching operations, picking up or setting out cars, specific instructions must be given for each movement. When backing or pushing train engine or cars, distance of movement must be specified. When such movements are being made by radio communication, failure to maintain communication with the employe directing the movement must be regarded as a stop signal.*

*Employes on trains must not ask, and employes at stations must not advise the indication of block signals, interlocking signals or train order signals nor may such information be passed from one train to another by radio.*

*AT&SF channel is provided for use only while operating over AT&SF on California Division. Use of this channel in other territories is prohibited.*

*Radio must not be used for transmitting when located less than 250 feet from blasting operations. Train dispatcher will, upon advice from foreman, advise trains location of such operations.*

**General Regulations**

**702 (R). Operating Rule 702 (A) is changed to read as follows:**
**Employes must not sleep while on duty.**

**Exchanging Signals and Inspection of Trains**

713 (R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains, he must be on platform *of rear passenger carrying car*, and top half of vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals when passing depots.

**Safety Precautions**

*722 (R). Employes must not step on sliding portion of cushioning device on any car.*

**Fire Prevention**

727 (R). Cabooses, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

**Handling of Explosives or Other Dangerous Articles**

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

**Placards on Cars**

*BE 589 (b). A car requiring car certificates and "Explosives", "Dangerous," "Dangerous—Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous—Empty Flammable Poison Gas," "Dangerous—Empty 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. Placards and car certificates lost in transit shall be replaced at the next inspection point, and those not required shall be removed at the next terminal where the train is classified.*

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

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

BE 589 (c). A car placarded "Explosives," "Poisun Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flnt car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material," nor shall any such car be cnupled 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) Clnsed 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 he 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 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; except as provided in paragraph (l) of this section.
2. Occupied combination car; except as provided in paragraph (l) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material."
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See suhparagraph (8) of this paragraph).
8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. *Car, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in 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 cars occupied by gas handlers and authorized personnel accompanying shipment.
2. Occupied combination car, other than cars occupied by gas handlers and authnrized personnel accompanying shipment.
3. Any car placarded "Explosives."
4. Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads.)
7. *Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (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 protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. *Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.*
10. *Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.*
11. Car loaded with live animals or fowl, occupied by an attendant.

### Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable 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," "Flammable Poison Gas" or containing poison liquids, class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

*(1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS," or "FLAMMABLE POISON GAS," must not be handled next to:*

*(i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.*

*(ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.*

*(iii) Any car placarded "EXPLOSIVES."*

*(iv) Engine or occupied caboose.*

*(v) Any car placarded "DANGEROUS."*

*(vi) Wooden under-frame car (except on narrow gauge railroads.)*

*(vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)*

*(viii) Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.*

*(ix) Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.*

*(x) Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.*

*(xi) Car loaded with live animals or fowl, occupied by an attendant.*

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

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, 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, Poison Gas, or Flammable Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains**

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, 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, or flammable poison gas, 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 this part.**

**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-Radioactive Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.**

**Empty Tank Cars**

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

**Switching Operations**

*802 (S). Extreme care must be used in coupling to cabooses, outfit cars, loaded rail trailer flat cars, or open top cars loaded with motor vehicles. They must not be switched with unnecessarily. Such cars must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars.*

*802 (T). Those portions of Operating Rules 802 (J) and 804 (B) which refer to outfit cars are cancelled. The following will govern: Before outfit cars are coupled to, occupants must be notified.*

*802 (U). When spotting cars at rail trailer facilities or auto unloading ramps or on spur tracks, movement must be stopped three car lengths from end of track, and further movement must be preceded by a member of the crew on the ground.*

*When placing cars at rail trailer facilities or auto ramps, cars must be coupled, slack bunched, and sufficient hand brakes applied on cars farthest from ramp.*

*803 (R). Second paragraph of Operating Rule 803 (B) is changed to read.*

*"Cars of excess height, as per stencil or placard, must not be switched with except in placing them in and taking them out of trains. In switching movements, such cars must not be cut off while in motion, but must be shoved to a stop. No one will be permitted to ride on top of such cars.*

**Securing Cars**

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

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

**Position of Cars in Train**

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

**Eliminate "Outfit Cars."**

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

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

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars, *bilevel or trilevel cars, except to flat cars containing rail trailers on which the load is exposed, such as flat bed or stake body trailers.*

When practicable, open top loads covered with tarpaulin must be entrained not less than five cars from engine.

*807 (U). Automobiles, trucks or tractors loaded on flat cars or multilevel auto racks must be entrained not less than 5 cars behind the engine. If practicable, such cars must be entrained ahead of open top cars containing coal, coke, pumice, sand or any other abrasive material. If this cannot be done, such cars must be entrained not closer than 5 cars behind any open top car containing abrasive material.*

*807 (V). The following aluminum center-flow covered hopper cars, loaded or empty, must be entrained at rear of train, not more than 15 cars from rear:*

*SN 5501 to 5510, inclusive.*

*These are cylindrical covered hoppers and do not have complete center sill.*

*807 (W). Cars loaded with phosphorous, or cars placarded "Caution—Residual Phosphorous," must be handled as near to rear of train as possible, but not nearer than sixth car from occupied caboose, length of train permitting.*

**Units Dead in Train**

807 (X). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless notified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units *of the above types* dead in train.

**Helper Engines**

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

**When helper engine consists of more than two diesel units, helper will be cut in ahead of caboose, and ahead of cars listed in Operating Rule 807.**

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

**Hot Box Detectors**

810 (R). Location of hot box detectors is shown on page 18.

*Installation of hot box detectors in no way relieves members of crew, operators, or others from compliance with rules relative to watching trains, inspection of their train, or inspection of other trains.*

*When advised by dispatcher of suspected hot journal, walking inspection of portion of train in which the designated car is located must be made and the designated journal must be inspected. If this journal is at normal temperature, before proceeding all journals on car reported, as well as all journals on three cars each side of the designated car, must be hand felt.*

*Train dispatcher must be notified of findings.*

### Inspection of Trains

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

*811 (S). On freight trains, if visibility is such that trains cannot be properly inspected while running, trains must stop for inspection at least once in every 35 miles.*

*When such conditions exist before train leaves its initial station, conductor will advise engineer where such inspection will be made and train dispatcher will be advised.*

811 (T). When a car is set out account hot box, all fire in box must be extinguished. Dirt, gravel or snow must be placed on top of box at back end over top of dust guard retainer opening. If dry chemical fire extinguisher available, contents of one bag should be thrown into journal box and lid closed until fire extinguished, after which all packing must be removed from waste packed box and any remaining fire therein extinguished. Pad lubricator must be removed when practicable. Journal box lid must be left closed. Conductor must make thorough inspection of car body before and after attention is given to hot box to insure there is no further danger of fire.

*811 (U). Operating Rule 811 (A) is changed to read:*
*"When leaving initial station and intermediate stops, freight trains must not exceed 6 MPH for the first train length, unless proceed signal is received from trainmen, or it is known that all members of the crew are aboard the train."*

### Exhaust Gases

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

### Passenger Service

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

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

### Engine Service

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

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

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

*875 (R). Referring to Operating Rule 875 and Air Brake Rule 1003:*

*When a locomotive equipped with operative safety control feature is left unattended, hand brakes need not be set on units unless engines are shut down.*

*This does not modify the requirements of Air Brake Rule 1044 (B).*

876 (R). Operating Rule 876 is amended to read as follows:

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

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

### Track Restrictions

899 (S). *Freight cars 85 feet or more in length* must not be handled on curves in excess of 16 degrees except as follows:

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

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

*In train movements, freight cars 85 feet or more in length must not be entrained coupled to a diesel unit. When practicable, such cars should be operated in a solid block in rear of train.*

### Station Service

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

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

### Air Brakes

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

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

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

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

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

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

### Maintenance of Way Rules
### Flag Protection

*99 (T). First sentence of Rule 99 (F) is revised to read:*
*When an employe alone finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night on or near the track in both directions one-eighth mile (660 feet) from the point of obstruction.*
*There is no change in remainder of this rule.*

*99 (U). On branch lines, except Yellowstone Branch between Idaho Falls and Ashton, the Twin Falls Branch, and North Side Branch, when main track is impassable or before obstructing or in any way rendering it impassable or unsafe and there are not enough men to provide flag protection as prescribed by Rule 99 (E) and perform the work, protection as prescribed by Rule 99 (F) must be provided, after which all members of the gang may assist in the work. Foreman must maintain lookout for trains and if a train approaches he must go toward it and flag it with hand signals.*

### Operation of Track Cars

*1509 (R). Rule 1509 is cancelled. The following will govern:*
*In CTC territory, interlocking, and at dual control switch locations, movement of power-operated switches or derails without warning must be expected at any time.*

*Before moving over a power-operated switch or derail, track car must be stopped at heel or point of switch or derail, depending upon direction of movement and if proper route is lined may then be operated over switch or derail under its own power.*

### Laying Rail

*1872 (R). Rule 1872 is revised to read:*

*Rail must be laid with staggered joints in all tracks, each joint being as near the center of the opposite rail as practicable, except where balancing the joints for switch leads, signals, road crossings and bridge ends.*

*In main tracks, joints on one side must not be closer than 15 feet to joint on opposite rail.*

## SPECIAL RULES — POCATELLO TERMINAL AREA

### Engine Bell and Whistle Signals

**14 (S). 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, hnt engine bell mnst be ringing approaching and passing over this crossing.**

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

### Inspection and Repair Protection

26 (S). Mechanical blue flag protection is in service on icing platform tracks at Pocatello. See Special Rule 26 (R), page 2.

### Starting Passenger Trains—Pocatello

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

### Movements in Yards

*93 (R). Westward running track extends from switch to westward main track, east end Pocatello Yard to Sherman Street. East of this track, eastward running track parallels westward running track from Sherman Street to Round House lead switches and from Round House lead switches to switch connecting this track to westward running track just west of New Yard office.*

*Unless otherwise authorized by the Yardmaster, all train and engine movements on these tracks must be made with the current of traffic. A speed of 10 MPH must not be exceeded.*

### 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.**

**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.**

**103 (S). At Pocatello, when an eastward Fourth Subdivision train is stopped by Signal 1358, a member of crew must protect Pole Line crossing before proceeding.**

### Movements Controlled by Switchtenders

*104 (T). At Pocatello:*

*Westward passenger trains leaving passenger station on No. 2 track and any eastward train or engine on No. 1 track must stop clear of cross-over at Sherman Street unless proceed signal is received from herder.*

**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 herder 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 herder before fouling the lead.**

**Trains and road engines moving eastward on eastward running track must stop west of cross-over between eastward and westward running tracks just west of junction of these tracks near yard office, and must remain west of this cross-over unless proceed signal is received from herder or verbal instructions are received from yardmaster.**

**Westward freight trains arriving Pocatello on No. 1 Main track must stop at crossover located at Mile Post 213.3, leading from No. 1 Main track to Pocatello Yard unless proceed signnl is received from herder at that location.**

### Switches

**104 (U). Switches will be set normally:**

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

*104 (V). Fourth Subdivision trains leaving Pocatello via Old Montana Main track will use Montana Storage track No. 2 between switches connecting this track to Old Montana Main. Normal position of switches is for this route.*

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

### Movements at Stations

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

### Movement of Trains by Block Signals

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

**Proceed indication on eastward CTC signal governing movement on No. 1 track at Pocatello Junction is authority for train or engine movement on No. 1 track from Pocatello Junction to Sherman Street.**

### Centralized Traffic Control System

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

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

### Riding Footboards of Engines

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

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

### Retarder Yard—Pocatello

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

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

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

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

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

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

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

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

### Use of Hand Brakes

*804 (S) In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:*

| *Location* | *Requirements* |
|---|---|
| *PFE Shop Yard Tracks Tie Yard Plant Tracks* | *Sufficient hand brakes must be set to keep cars from moving but not less than 10 hand brakes on west end of each track.* |
| *PFE Ice House Tracks UP Car Cleaning Yard Tracks Drill Tracks and Main Tracks West of Gould Street.* | *Sufficient hand brakes must be set to keep cars from moving but not less than 6 hand brakes on west end of each track except that hand brakes need not be set on west end of trains yarded on Ice House Tracks unless crew is advised power will be detached.* |
| *Departure Yard Tracks* | *Sufficient hand brakes must be set to keep cars from moving but not less than 2 hand brakes must be set on west end of cuts of cars left standing on Departure Yard tracks.* |

### Handling Cars With Air Brakes

804 (T). At Pocatello, all cars handled north of Oak Street crossing on Old Montana Main Line, and north of Pole Line crossing on New Montana Main Line, must have air brakes cut in and operative.

### Track Restrictions

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

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

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

*899 (S). Multi-level auto transport cars, flat cars containing trailers, and other cars or loads of excess height or width must not be handled on pit tracks at Pocatello round house.*

### Air Brake Rules

1030 (R). Inspection required by Air Brake Rule *1030 (C)* must be made on all trains at Pocatello.

In making this air brake test on passenger trains, when consist of train is not changed, following procedure will be followed:

1. Arriving engineer will, after stop has been made, immediately release the train brakes.
2. Upon receipt of proper signal, outgoing engineer will make a 20-pound service brake pipe reduction and check brake pipe leakage.
3. Upon receipt of proper signal, automatic air brakes will be released.

## SPECIAL RULES — FIRST SUBDIVISION

### Cumberland, Elkol, Conda and Grace Branches

#### Switch Lights

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

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

#### Clearance Requirements

*86 (R). First Class trains may register at Montpelier by registering ticket.*

#### Clearances

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

Montpelier

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

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

#### Flag Protection

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

Cumberland Grace Conda

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

Grace Branch

#### Switches

104 (U). Switches will be set normally:

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

North Kemmerer lead
—M.P. 4.60—Derail, in derailing position.
—M.P. 5.25—Derail, in derailing position.
—M.P. 6.10—Derail, in derailing position.

Georgetewn —Central Farmers Industry Spur,
—Lower derail at Central Farmers Plant, in derailing position. Must be kept in derailing position while switching above derail.

Conda Branch—Lower derail on Monsanto lead, in derailing position while switching above derail.

Condn —Main track derail—in derailing position. Must be kept in derailing position while switching above derail.

*Grace —Main track derail—in derailing position except while movements ore being made over it.*

*Epco, near end of Epco Spur —Switch to west leg of wye —for wye track.*
*Switch at tail of wye —for west leg of wye.*

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

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

#### Movement at Stations

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

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

#### Centralized Traffic Control System

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

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

*266 (U). Local trains going on duty at Kemmerer or Montpelier must receive Clearance Form B at start of tour of duty. This clearance is authority for movement in CTC territory during continuous tour of duty without receipt of additional Clearance Form B, being governed by instructions from dispatcher and signal indication.*

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

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

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

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

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

#### Remote Control Switches

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

| Location | Controlled by |
|---|---|
| Granger, west switch. | Operator. |

#### Riding Footboards of Engine

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

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

Montpelier—main track movements.

#### Switching Operations

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

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

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

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

### Use of Hand Brakes

*804 (S). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:*

| *Location* | *Requirements* |
|---|---|
| *Kemmerer* | *Sufficient hand brakes must be set to keep cars from moving on east end of trains or cars on any track.* |
| *Montpelier* | *Sufficient hand brakes must be set to keep cars from moving on west end of cars left on any track in west yard.* |
| *El Paso Industrial Spur—MP 19* | *Hand brakes must be left applied on all cars on empty tracks and on all cars below tipple.* |

### Handling Cars With Air Brakes

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

On North Kemmerer lead;
On Central Farmers Industry Spur at Georgetown;
Between Soda Springs and Monsanto plant.
*Between Epco and end of track El Paso Industrial Spur.*

### Derricks, Snow Plows, etc.

807 (T). Derricks 900305, 902003, 903035 and 910002; Pile Drivers 902081, 902082, 903113, *Crane 903067,* Diesel Crane 903115 and Rotary Snow Plows must be separated from the locomotives and from each other by at least 3 cars of not over 169,000 pounds gross weight over the Grace Branch.

### Track Restrictions

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

| Location | Track |
|---|---|
| Leefe Spur | Box car loading track. |
| Monsanto Spur | End 50 feet of Furnace room track. |
| Conda | Loading tracks, west of scales. |
| *Epco* | *Under ore unloading tipple.* |
| *MP 18.5 El Paso Industrial Spur* | *Under ore loading tipple. (Overhead clearance 12'8" above top of rail.)* |
| *Inkom* | *Over track scales at cement plant.* |

NOTE: Referring to Special Rule 899 (S) All Subdivisions. Curvature on following tracks is in excess of 16 degrees:
Montpelier— Town track 18 degrees.

### Close Clearances

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

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

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

### Air Brakes

*1005 (R). Air Brake Rule 1005 (A) is modified as follows: Standard brake pipe pressure, Idaho Division, First Subdivision and branches, freight, mixed trains and branch line passenger trains, 90 pounds.*

*1025 (R). Before leaving Epco on El Paso Industrial spur or before leaving loading facility at MP 18.5 on El Paso Industrial spur, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.*

*Before departure Central Farmers Plant yard on industrial spur at Georgetown, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025. Not more than 20 cars may be handled from Central Farmers Industrial Plant to Georgetown. After stopping to line derail at lower end of yard, train must remain standing until air brake system is fully recharged.*

1042 (R). On Central Farmers Industry Spur, Georgetown, retaining valves must be used as per Air Brake Rule 1042 on all cars from MP 9.3 to MP 3.5; Duplex retaining valves must be placed in full retaining position on all loads.

## SPECIAL RULES — SECOND SUBDIVISION

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

#### Engine Whistle Signals

14 (U). At Glenns Ferry, when moving on main track, 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.

#### Switch Lights

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

Ketchum Branch;
Twin Falls Branch.

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

#### Clearances

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

Twin Falls

#### Flag Protection

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

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

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

Oakley Raft River Hill City

#### Public Crossings

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

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

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

#### Switches

104 (U). Switches will be set normally:

| | | |
|---|---|---|
| Don | —F.M.C. switch to runaway spur | —for runaway spur; |
| Minidoka | —Switch at end of Twin Falls Branch main track | —for siding; |
| Bliss | —Switch at end of North Side Branch main track | —for siding; |
| Buhl | —Main track switch, east leg of wye | —for wye; |
| Jerome | —East end of team track | —for team track. |

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

#### Sidings and Side Tracks

105 (S). At Fairfield, all trains must not pass west switch of stock track until it has been ascertained that cars from Wendell Mill are clear of main track.

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

Acequia—siding.

#### Movements at Stations

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

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

#### Restricting Trains

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

#### Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains or engines entering CTC territory from Ketchum or North Side Branches. Such trains or engines will be governed by signal indications and instructions from train dispatcher.
EXCEPTION: When crew of a train leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

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

266 (W). At Bliss and Ticeska, Clearance Form B need not be received by light engine leaving those stations, but movement must be governed by signal indication.

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

Minidoka —Westward signal one-half mile west of depot. Eastward signal one-quarter mile east of depot.

Glenns Ferry—Eastward and Westward signals at MP 373.7.

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

#### Use of Hand Brakes

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

At Don, Westvaco track No. 4, cars left on this track must have hand brakes set and wheels securely blocked.

### Handling Cars With Air Brakes

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

Between Twin Falls and McMillan;

Between main track and city yard, Jerome.

### Derricks, Snow Plows, etc.

807 (V). Derricks 900305, 902003, 903035, 910002, *Crane 903067*, and Diesel Crane 903115 or Rotary Snow Plows must not be handled with less than one tender and one car between machine and engine over Raft River and Ketchum Branches.

### Helper Engines

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

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

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

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

Second Subdivision—

| | |
|---|---|
| M.P. 240.25 and 240.50 | —reverse curves; |
| M.P. 315 and M.P. 317 | —single curves; |
| M.P. 340.5 and M.P. 343 | —reverse curves. |

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

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

### Track Restrictions

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

| *Location* | *Track* |
|---|---|
| *Don* | *Over unloading hopper on FMC rock track.* |
| *Don* | *Trackage serving New Ampo-Phos. bagging and bulk plant.* |
| *Myers* | *Engines must not enter covered area at Amalgamated Sugar Company's bulk sugar unloading plant. Movement must be stopped before shoving cars into building. Engines or box cars must not enter covered area at wet hopper at this plant.* |
| *McMillin* | *Engines and box cars must not enter covered area at wet hopper at Amalgamated Sugar Company factory.* |

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

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

### Close Clearances

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

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

| Location | Structure or obstruction | Clearance of engine or car is close at— |
|---|---|---|
| **Second Subdivision** | | |
| M.P. 331.27 | Bridge | Side. |
| M.P. 333.39 | Bridge | Side. |
| M.P. 339.80 | Bridge | Side. |
| **Twin Falls Branch** | | |
| M.P. 20.10 | Bridge | Side and top. |
| **North Side Branch** | | |
| M.P. 18.40 | Bridge | Side. |
| M.P. 21.39 | Bridge | Side. |
| **Ketchum Branch** | | |
| M.P. 62.84 | Bridge | Side and top. |
| M.P. 66.81 | Bridge | Side and top. |

### Air Brakes

1029 (R). On passenger trains, running test as required by Air Brake Rule *1029* must be made at following points:

Ticeska —Westward.

## SPECIAL RULES — THIRD SUBDIVISION

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

### Engine Whistle Signals

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.

### Switch Lights

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

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

### Clearances

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

Nampa.
*Emmett.*

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

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

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

Vale Marsing Homedale

### Flag Protection

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

| | |
|---|---|
| Stoddard | New Meadows |
| Homedale | Oregon Eastern |
| Brogan | Wilder |
| Idaho Northern between Emmett and McCall | Payette |

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

| | | |
|---|---|---|
| Stoddard | Payette | Brogan |
| Homedale | Wilder | |

### Inspection of Track

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

### Public Crossings

103 *(W). At Emmett, running switches or permitting cars to run free over Washington Street crossing is prohibited.*

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

### Switches

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

| | | |
|---|---|---|
| Nampa | —Idaho Northern switch on east leg of wye | —for Idaho Northern Branch; |
| | *—east switch Short Three Pocket* | *—for Short Three Pocket.* |
| | *—switches west end of yard* | *—for movement in and out of Ice House No. 1 Track.* |
| Nyssa | —Homedale Branch switch | —for siding; |
| Ontario | —Oregon Eastern Branch switch | —for siding. |

104 (W). At Boise Jct., switch to Boise Branch is No. 10 turnout.

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

At Glenns Ferry, cross-over between No. 1 track and No. 2 track at MP 374.5 and cross-over from No. 2 track to yard are No. 10 turnouts.

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

*104 (X). At Nampa, authority must be received from Train Dispatcher or Yardmaster before using any switches into Short One Track or Short One Pocket and after movement is completed, switches must be left lined for Short One Track and Short One Pocket.*

*104 (Y). At Nampa, cross-over between Ice House 2 and Ice House 1 tracks, west of dual control switches, may be left lined for cross-over movement. All trains and engines must approach these switches prepared to stop if switches are not properly lined for movement to be made.*

### Movements at Stations

107 (S). At 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.

### Restricting Trains

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

### Centralized Traffic Control System

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

*266 (U). Local trains going on duty at Nampa or Nyssa must receive Clearance Form B at start of tour duty. This clearance is authority for movements in CTC territory during continuous tour of duty without receipt of additional Clearance Form B, being governed by instructions from dispatcher and signal indication.*

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

266 (W). At Reverse, Clearance Form B need not be received by light engines leaving that station, but movement must be governed by signal indications.

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

*266 (Y). On Idaho Northern Branch stop signals are in service at MP 1.3. When a train or engine is stopped by these signals, a member of crew must communicate with Train Dispatcher and be governed by his instructions.*

*A train or engine must not enter Idaho Northern Branch main track between Idaho Northern Junction and Fischer without authority from Train Dispatcher.*

*Clearance Form B need not be received by trains or engines entering CTC territory on Idaho Northern Branch, but trains or engines must be governed by signal indications or instructions from Train Dispatcher.*

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

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

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

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

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

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

Glenns Ferry—Eastward and westward signals at MP 373.7
Nampa —Westward signal at MP 458.1
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.

### Switching Log Cars

802 (W). At Council, employes must look out for cable lying along track where logs are loaded. Cars must not be coupled to or moved until it has been determined that cable is not hooked to cars.

### Use of Hand Brakes

804 (S). At Glenns Ferry, sufficient hand brakes to keep cars from moving must be set on west end of trains or cars left on any track.

At Nampa, sufficient hand brakes to keep cars from moving must be set on west end of cars left on all ice house tracks, west yard.

### Derricks, Snow Plows, etc.

*807 (V). Derrick 903035 is restricted to 15 MPH on Boise, Idaho Northern, Wilder, Homedale, and Oregon Eastern Branches. On New Meadows and Boise Branches, derrick must be separated from locomotive, and from any car weighing over 169,000 pounds, by at least three cars weighing less than 169,000 pounds.*

*Derrick 903035 and diesel crane 903115 must not be operated beyond MP 17.25 on Stoddard Branch.*

*Diesel crane 903115 must not be operated over New Meadows Branch, and on Boise or Wilder Branches must be separated from locomotive, and from any car weighing over 169,000 pounds by at least three cars weighing less than 169,000 pounds.*

*Rotary snow plows must not be handled over Boise, Stoddard or New Meadows Branches, and on Wilder Branch must not be handled with less than one tender and one car between machine and locomotive.*

### Helper Engines

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

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

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

### Inspection of Trains

*811 (U). Freight trains which have picked up cars between Glenns Ferry and Nampa, or between Huntington and Nampa, and receive signal indication to use main track at Nampa, must not exceed 6 MPH passing inspecting point at 14th Avenue to permit roll-by inspection.*

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

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 hand signal to proceed; this signal must be acknowledged by two long sounds of engine whistle.

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

### Track Restrictions

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

| Location | Track |
|---|---|
| *MP B-440 Boise Line* ..... | *Engine must not pass loading chute on gravel pit spur.* |
| Boise (Gowen Field).... | Wye track. Spur track located 1000 feet east of east wye track switch. |
| Emmett..... | Mill pond track, beyond east end of mill pond. |
| Caldwell..... | Over scale on Holt spur. Over scale north and south mill spurs. |
| Simplot (Wilder Branch) | Over pit under track at Simplot Soil Builder. |
| Nyssa..... | Beyond stock chute on Sugar Factory tracks 2 and 3 and beet dump track 3. Coal silo trestle, sugar factory. |
| Rubicon..... | On new logging spur beyond end of heavy rail 1600 feet from switch. |
| New Meadows..... | Boise-Payette trackage, west of No. 1 receiving track, west switch. |

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

| | | |
|---|---|---|
| Gowen Field | West leg of wye | 20 degrees. |
| Perkins | Zellerbach Spur | 20 degrees. |
| Nampa | Carnation Spur | 18 degrees. |
| Fairgrounds | Track 2 | 17 degrees. |
| Boise Freight | Coast Track | 20 degrees. |
| | Coast Pass | 17 degrees. |
| | B&W Track | 17 degrees. |
| | Team track lead | 17 degrees. |
| | Bunn Track | 24 degrees. |
| | Bunn Davis | 20 degrees. |
| | Falk Track | 20 degrees. |
| | Falk Wool Spur | 20 degrees. |
| | Nehi Track | 20 degrees. |
| Vernon | Gate City Steel track | 17 degrees. |
| Caldwell | South Mill track | 20 degrees. |
| | Swift's Spur | 18 degrees. |
| Payette | Payette Branch Main track MP 0.25 | 17 degrees. |

## Close Clearances

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

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

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

## Air Brake Rules

*1029* (R). On passenger trains, running test as required by Air Brake Rule *1029* must be made at following points:

Reverse —Eastward.

*1046 (R). On Idaho Northern Branch, eastward trains handled by engine without dynamic brake or without pressure maintaining in operation must stop at MP 69 not less than 10 minutes to cool wheels and inspect train.*

## SPECIAL RULES — FOURTH SUBDIVISION

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

#### Switch Lights

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

Yellowstone Branch—between Idaho Falls and Ashton.

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

#### Clearance Requirements

*86 (R). First class trains may register at Lima by registering ticket.*

#### Meeting of Trains

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

#### Clearances

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

Idaho Falls  Ashton  Lima

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

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

Victor  Aberdeen

#### Flag Protection

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

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

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

Mackay  Goshen  West Belt
Aberdeen  East Belt  *Teton Valley*

#### Public Crossings

103 (S). At Pocatello, when an eastward Fourth Subdivision train is stopped by Signal 1358, a member of crew must protect Pole Line crossing before proceeding.

*103 (Y). At Idaho Falls Yard, before crossing Yellowstone Highway at the following locations, highway crossing signals must be activated:*

*Cliff Street (Old Montana Main)*
*Short Street (Ice Spur Lead)*
*19th Street Texaco Oil Spur (Gravel Spur)*

*Starter boxes are located on cases or masts on each side of highway crossing. A member of crew must use switch key to activate signals before making each movement onto or over highway crossing. Switch key may then be removed and signals will continue to operate until movement has cleared the crossing. Signals must not be activated except when movement is to be made onto or over the crossing.*

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

#### Switches

104 (U). Switches will be set normally:

Monida —switch at tail of wye —for east leg of wye.
Ashton —Teton Valley Branch junction switch —for Teton Valley Branch

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

#### Sidings and Side Tracks

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

Ucon —siding;
St. Anthony —West Belt siding;
Quinn —siding.

#### Movements at Stations

107 (S). At Lima, 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.

#### Restricting Trains

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

#### Handling Cars With Air Brakes

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

Gay Branch.

#### Use of Hand Brakes

*804 (U). At Gay, cars set out must have slack bunched and brakes set on every fourth car beginning at east end of each cut. West leg of wye will be used for runaway track and switch must be lined for runaway track at all times except when train is passing.*

804 (V). Before shoving cars into track shown below, it must be known that all couplings are made and before coupling to cars on these tracks, sufficient hand brakes must he set to prevent cars rolling should coupling fail to make:

Shelley—R. T. French Co. Spur;
Collins—American Potato Co. Spur.

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

804 (X). At Lima, cars switched into any track must have hand brakes set to secure them, whether cars are cut off in a switching movement or shoved into any track.

Trainmen of all freight trains arriving Lima must set sufficient hand brakes to secure train properly but in no case less than eight hand brakes, number of cars permitting.

Sufficient hand brakes must be set on all cars standing to hold them if other cars are coupled to them. It is not permissible to kick or drop loads westward nor kick empties westward on a clear track unless there is a man at the brake, and in no case allow single car to run free in a clear track.

### Derricks, Snow Plows, etc.

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

Derricks 900305, 902003, 903035 and 910002, *Crane 903067*, Diesel Crane 903115, Pile Drivers 902081, 902082 and 903113 and Rotary Snow Plows must be separated from the engine and from each other by at least three cars of not over 169,000 pounds, gross weight, over East Belt nnd West Belt Branches.

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

### Position of Cars in Train

*807 (W). On East Belt and West Belt Branches, any loaded car with gross weight in excess of 220,000 pounds must be separated from units or any other car with a gross weight exceeding 177,000 pounds by at least 3 cars having less than 177,000 pounds gross weight each. A speed of 15 MPH must not be exceeded with these loaded cars in train.*

### Helper Engines

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

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

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

### Inspection of Trains

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

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

### Track Restrictions

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

| Location | Track |
|---|---|
| Blackfoot | Sugar factory coal trestle. |
| *Idaho Falls* | *Bonded Coal Yard trestle on Agren Spur.* |
| Divide | Coal trestle. |
| *Lincoln* | *Over beet unloading dock on high line. Engines must not enter bag sugar loading house or bulk sugar loading house.* |

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

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

### Close Clearances

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

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

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

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

### Air Brake Rules

*1029* (R). On passenger trains, running test as required by Air Brake Rule *1029* must be made at following points:

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

*1042 (S). Before departure from Gay, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.*

*Retaining valves must be used on all trains from Gay to MP 9.25 as prescribed by Air Brake Rule 1042. Duplex retaining valves must be placed in full retaining position on all loads.*

*All trains must stop at MP 9.25 and must remain standing not less than 10 minutes to cool wheels and inspect train.*

*From Gay to MP 9, when handling ore, following car limits will apply:*

*Single unit—40 cars.*

**Hot Box Detectors**

*Hot box detectors are located as follows:*

| Scanner at | Read-out at |
|---|---|
| **First Subdivision** | |
| MP 20.2 | Pocatello |
| MP 77.4 | " |
| MP 106.5 | " |
| MP 151.4 | " |
| MP 174.2 | " |
| **Second Subdivision** | |
| MP 233.5 | Pocatello |
| MP 252.3 | " |
| MP 295.5 | " |
| MP 348.0 | " |
| **Third Subdivision** | |
| MP 418.0 | Nampa |
| MP 507.0 | " |

## 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.**

| | 31-45 5000 HP GE U50 | 60-61 5500 HP ALCO DL655 | 72B-98B 5000 HP EMD DD35 | 100-129 1500 HP EMD GP7 450-459 1500 HP EMD SD7 | 130-349B 500-542B 1750 HP EMD GP9 EMD F9 | 400-448 2400 HP EMD SD24 | 470-499 2000 HP EMD GP20 | 625-640 2500 HP GE U25B | 675-678 2400 HP ALCO DL640 | 700-739B 800-875 2250 HP EMD GP38 | 740-763 2500 HP EMD GP35 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Granger to Kemmerer | 4900 | 4900 | 4900 | 1900 | 2100 | 3500 | 2100 | 3000 | 2900 | 2900 | 3050 |
| Kemmerer to Fossil | 4800 | 4800 | 4800 | 1850 | 2050 | 3400 | 2050 | 2950 | 2850 | 2850 | 3000 |
| Fossil to Montpelier | CL | CL | CL | 3500 | 3700 | 4900 | 3700 | 4000 | 3900 | 3900 | 4050 |
| Montpelier to Pocatello | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Pocatello to McCammon | 4900 | 4900 | 4900 | 1850 | 2000 | 3400 | 2000 | 3400 | 3300 | 3300 | 3450 |
| McCammon to Montpelier | 4000 | 4000 | 4000 | 1650 | 1800 | 2800 | 1800 | 2650 | 2550 | 2550 | 2650 |
| Montpelier to Nuggett | 4900 | 4900 | 4900 | 1850 | 2050 | 3400 | 2050 | 2950 | 2850 | 2850 | 2950 |
| Nuggett to Kemmerer | 4000 | 4000 | 4000 | 1650 | 1800 | 2800 | 1800 | 2650 | 2550 | 2550 | 2650 |
| Kemmerer to Granger | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Pocatello to American Falls | 6500 | 6500 | 6500 | 3090 | 3300 | 4700 | 3300 | 3600 | 3500 | 3500 | 3600 |
| American Falls to Shoshone | 5400 | 5400 | 5400 | 2000 | 2400 | 3800 | 2400 | 2700 | 2600 | 2600 | 2700 |
| Shoshone to Glenns Ferry | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Glenns Ferry to Reverse | 2800 | 2800 | 2800 | 1100 | 1250 | 2000 | 1250 | 1400 | 1400 | 1400 | 1400 |
| Reverse to Orchard | CL | CL | CL | 3400 | 3750 | 5800 | 3750 | 4200 | 4100 | 3900 | 4200 |
| Orchard to Huntington | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Huntington to Nampa | CL | CL | CL | 3750 | 4100 | 6900 | 4100 | 4800 | 4700 | 4600 | 4800 |
| Nampa to Orchard | 6800 | 6800 | 6800 | 2590 | 2950 | 4900 | 2950 | 3500 | 3350 | 3300 | 3500 |
| Orchard to Glenns Ferry | CL | CL | CL | 3500 | 4200 | 6200 | 4200 | 4950 | 4800 | 4500 | 4950 |
| Glenns Ferry to Ticeska | 2800 | 2800 | 2800 | 1100 | 1250 | 2000 | 1250 | 1400 | 1400 | 1350 | 1400 |
| Ticeska to Shoshone | 5800 | 5800 | 5800 | 2300 | 2500 | 4000 | 2500 | 2800 | 2700 | 2500 | 2800 |
| Shoshone to Minidoka | 6600 | 6600 | 6600 | 3000 | 3300 | 4900 | 3300 | 3650 | 3550 | 3300 | 3650 |
| Minidoka to Pocatello | 6400 | 6400 | 6400 | 2500 | 3000 | 3700 | 3000 | 3400 | 3300 | 3300 | 3400 |
| Pocatello to Idaho Falls | CL | CL | CL | 4000 | 4500 | 6900 | 4500 | 5200 | 5100 | 5000 | 5200 |
| Idaho Falls to Dubois | 6100 | 6100 | 6100 | 2280 | 2600 | 4000 | 2600 | 3000 | 2900 | 2900 | 3050 |
| Dubois to Monida | 2150 | 2150 | 2150 | 750 | 850 | 1450 | 850 | 1000 | 950 | 950 | 1000 |
| Monida to Dillon | CL | CL | CL | 4000 | 4500 | 6900 | 4500 | 5200 | 5100 | 5000 | 5200 |
| Dillon to Feeley | 3850 | 3850 | 3850 | 1300 | 1650 | 2250 | 1650 | 2000 | 1900 | 1800 | 1900 |
| Feeley to Silver Bow | CL | CL | CL | 4000 | 4500 | 6900 | 4500 | 5200 | 5100 | 5000 | 5200 |
| Silver Bow to Butte | 4100 | 4100 | 4100 | 1450 | 1800 | 2800 | 1800 | 2650 | 2500 | 2550 | 2650 |
| Butte to Silver Bow | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Silver Bow to Apex | 2550 | 2550 | 2550 | 1000 | 1100 | 1800 | 1100 | 1300 | 1250 | 1200 | 1300 |
| Apex to Lima | 5200 | 5200 | 5200 | 1930 | 2250 | 3700 | 2250 | 3200 | 3000 | 2600 | 2700 |
| Lima to Monida | 4100 | 4100 | 4100 | 1640 | 1850 | 2900 | 1850 | 2650 | 2650 | 2200 | 2400 |
| Monida to Idaho Falls | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |
| Idaho Falls to Pocatello | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL | CL |

CL—Car Limit.

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

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

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

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

| | 130-349 500-542B EMD GP9-F9 470-499 GP20 | 100-129 EMD GP7 450-459 EMD SD7 | 400-448 EMD SD24 | 625-640 GEU25B 740-763 EMD GP35 | 700-739B 800-875 EMD GP30 |
|---|---|---|---|---|---|
| **Cumberland Branch** | | | | | |
| Glencoe Jct. to Kemmerer | 1850 | 1650 | 2800 | 2700 | 1850 |
| **Elkol Branch** | | | | | |
| Glencoe Jct. to Elkol | 1100 | 1000 | 1800 | 1300 | 1200 |
| **Yellowstone Branch** | | | | | |
| Warm River to Reas Pass | 1000 | 900 | 1650 | 1200 | 1100 |
| West Yellowstone to Reas Pass | 1800 | 1600 | 2900 | 2100 | 2000 |
| **Teton Valley Branch** | | | | | |
| Ashton to Victor | 1650 | 1500 | 2700 | 1950 | 1850 |
| **Gay Branch** | | | | | |
| M.P. 9.1 to Gay | 850 | 750 | 1350 | 950 | 850 |
| **Twin Falls Branch** | | | | | |
| Twin Falls to Bickel | 2400 | 2200 | 4000 | 2800 | 2700 |
| Burley to Minidoka | 3600 | 3300 | 5950 | 4200 | 4000 |
| Burley to Bickel | 3600 | 3300 | 5950 | 4200 | 4000 |
| **North Side Branch** | | | | | |
| Bliss to Budge | 2400 | 2200 | 4000 | 2800 | 2700 |
| **Wells Branch** | | | | | |
| Melandco to M.P. 98 | 1300 | 1200 | 2150 | 1550 | 1450 |
| **Ketchum Branch** | | | | | |
| Hailey to Ketchum | 2400 | 2000 | 4000 | 2800 | 2700 |
| **Idaho Northern Branch** | | | | | |
| Emmett to Jenness | 950 | 850 | 1400 | 1000 | 950 |
| Banks to Smiths Ferry | 900 | 800 | 1450 | 1050 | 1000 |
| **New Meadows Branch** | | | | | |
| Goodrich to Glendale | 1700 | 1550 | 2800 | 2000 | 1900 |
| Glendale to Rubicon | 950 | 850 | 1400 | 1000 | 950 |
| New Meadows to Rubicon | 1450 | 1350 | 2900 | 2050 | 1950 |
| **Oregon Eastern Branch** | | | | | |
| Vale to Riverside | 2700 | 2450 | 4450 | 3200 | 3000 |
| Riverside to Crane | 1850 | 1700 | 3050 | 2200 | 2100 |
| **Payette Branch** | | | | | |
| Payette to Fruitland | 1800 | 1600 | 2900 | 2100 | 2000 |

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