UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

Utah Division

Special Rules No. 15

Effective Friday, May 15, 1959

Superseding Special Rules No. 14

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

G. A. CUNNINGHAM,
General Manager

C. C. LARKIN,
Superintendent

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

SPECIAL RULES — ALL SUBDIVISIONS

Note—Referring to note on page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, Special Rules, Superintendent's Bulletins or Notices will also apply to "engine herders."

Signals

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

Engine Whistle Signals

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

Markers

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

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

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

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

19 (S). Referring to Operating Rule 19 (D):

Markers displaying yellow instead of green lights may be used between Salt Lake City and Las Vegas.

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

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

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

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

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

Switch Lights On Branch Lines

27 (R). Switch lights will not be used on branch lines except Cedar City Branch.

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

Flag Protection

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

Switches

104 (R). No. 14 turnouts are installed at all dual control switches in CTC territory, except at Little Springs, west short siding switch at Carp and east Warner yard switch.

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

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 Cedar City Branch, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

Remote Control and Dual Control Switches

529 (R). Referring to Operating Rule 529:

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

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

Sleeping On Duty

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

Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

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

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

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

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" or any flat cars carrying a placarded trailer shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or placarded "Poison Gas" or any flat car carrying a placarded trailer nor shall any such car be coupled into with more force than is necessary to complete the coupling.

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

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crews accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

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

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

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

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

Position in Train of Loaded Placarded Tank Car

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

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

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

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

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

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).

Continued on Page 4.

BE 589 (j) Continued.

5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. *Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.*
9. Car equipped with automatic refrigeration or any other appartus utilizing an open flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

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

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

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

BE 589 (m). Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in paragraph (l) of this section.

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

Position in Train of Cars Containing Class D Poisons

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

Empty Tank Cars

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched

Continued on Opposite Side.

BE 589 (n) Continued.

tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Handling Cabooses

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

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

Movements on Yard and Other Tracks

802 (T). Operating Rule 802 (B) applies to all movements made in the engine house area as well as all other portions of yards.

All engine movements in engine house area must stop before fouling adjacent track or lead until proceed signal is received from employe at the first switch to be used.

Proceed signals must not be given for movement unless it can be seen there is no conflicting movement.

Switching Cars of Excess Height

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.

Switching Cars with Operative Air Brakes

804 (R). That portion of Operating Rule 804 (C) referring to oil loading or unloading facilities and incline tracks applies only at locations specified by special instructions.

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.

Inspection of Trains

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

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

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.

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

Track Restrictions

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

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

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

899 (T). *Engines* must not go on any beet trestle, coal trestle, or other industrial trestle.

GP-9 Diesel road engines equipped with Type F interlocking couplers must not push or back up with trains on curves in excess of 13 degrees.

Close Clearances

900 (S). Snow plows, Jordan spreaders and other roadway machines must not be moved over any track until it has been definitely determined there is adequate clearance at guardrails, switches, bridges, buildings and other structures.

High and Wide Cars and Loads

900 (T). Chief Engineer's drawing 80300 is posted in yard offices and engineer's rooms.

This drawing provides information with respect to maximum heights and width of eastbound loads that will not clear Aspen Tunnel but can be handled with advance notice to General Superintendent Transportation for routing via McCammon and Granger.

The maximum published width of 12 feet is the maximum width of load that can be handled without restrictions, between above points and is limited by wide loads or equipment on adjacent tracks, based on maximum track centers of 13 feet. Twelve feet 6 inches is the maximum width of load that can be moved with special handling between the limiting heights as given in the tabulations on the drawing. Advance approval of General Superintendent Transportation must be obtained for the movement of any shipment having an effective width in excess of 12 feet in order that protection can be arranged for other shipments exceeding 12 feet in width that may be moving in the same territory.

Continued on Opposite Side.

900 (T). Continued.

In all cases the measurements are based on symmetrical loads being exactly centered on car (not over 43 feet center to center of trucks) and it is important to know that loads are so centered. The effective width of an eccentric load is double the maximum extension of the load from the center of the car at any given height above the top of rail.

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

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

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

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

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

1005 (S). Air Brake Rule 1005 is modified as follows:

Other Than Steam Locomotives—Compressor governor—Road and switch locomotives—

Main reservoir pressure:
Low pressure 120
High pressure 130

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

1039 (R). Diesel locomotives 1870-70B to 1877-77B are in service on Utah Division.

These units are equipped with dynamic brake operative only on cab unit. This dynamic brake does not have dynamic interlocks to keep driver brakes released when automatic brake application is made.

This dynamic brake is only for controlling speed of light locomotive movements on descending grades and must not be used handling trains.

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

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

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

SPECIAL RULES — SALT LAKE CITY TERMINAL AREA

Use of Engine Bell

30 (R). Salt Lake City ordinance reads as follows:

"It shall be unlawful for any person or persons employed on a locomotive to fail to ring bell continuously on such locomotive while in motion in the inhabited portions of the city."

Train Register

83 (R). At Salt Lake City, before entering or using Second Subdivision passenger main track, between Second South Street and yard limit sign at M.P. 780.73, yard engines must obtain information regarding all first-class trains which are due.

Starting Trains

84 (R). At Salt Lake City, passenger trains must not leave passenger depot without a signal from stationmaster or passenger director.

Movements in Yards

93 (R). At Salt Lake City, between Second South and Ninth South Streets, there is no superiority of trains.

All trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 12 MPH.

Between these points, main track may be used not protecting against first-class trains, but all yard engines are required to give way promptly upon the approach of either freight or passenger trains to avoid delay.

A red light must be displayed at both ends of a car or cut of cars left standing on Third West Street between sunset and sunrise.

93 (S). At Salt Lake City, except when view is obscured, trains and engines may move against current of traffic between Fifth North Street and passenger depot without being preceded by flagman upon receipt of proper signal from switchtender *and yard movements may be made against the current of traffic between passenger depot and Fifth North Street when authorized by switchtender at Fifth North Street.*

93 (T). At Salt Lake City, unless otherwise directed, all trains operating via Second Subdivision Passenger Line will use west track and Provo Subdivision trains will use east track on Third West Street between Second South and Eighth South Streets.

Freight train movements may be made through passenger yard at Salt Lake City only on track 10; other trains with freight equipment may use any track through passenger yard except when handling high or wide equipment.

93 (U). At Salt Lake City, trains and engines using westward main track must approach diesel fuel pump opposite diesel shop prepared to stop if fueling hose is across track.

Use of D.& R.G.W. Trackage at Salt Lake City

93 (V). While using D.& R.G.W. tracks, employes will be under supervision of D.& R.G.W. supervisors, and will be governed by the following rules:

D.& R.G.W. Rule 11: In non-automatic block signal limits, a train finding a fusee burning on or near its track, must stop and wait until it has burned out before proceeding.

D.& R.G.W. Rule D-11: A fusee will not apply to the main track on which a train is running, if displayed beyond the first rail of adjoining main track.

D.& R.G.W. Rule 15: The explosion of two torpedoes is a signal to proceed at restricted speed for one-half mile and is to be acknowledged by two short blasts of engine whistle. The exposion of one torpedo will indicate the same as two, but the use of two is required.

D.& R.G.W. Definition: Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 15 miles per hour.

D.& R.G.W. Rule 93: Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

Continued on Opposite Side.

93 (V). Continued.

Second and inferior class trains, extra trains and engines must move on all tracks within yard limits prepared to stop unless the track is seen or known to be clear.

D.& R.G.W. Special Rule 20-B: Trains have no time-table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company trackage on Fourth West Street, Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision.

Switchmen and others using Salt Lake City Union Depot and Railroad Company tracks will be held responsible for leaving switches as found by them when passing in and out of yards unless switches are being handled by Union Depot Company switchtender. Proceed signal from switchtender to trains entering yard does not necessarily indicate that the track to be used is clear.

D.& R.G.W. Special Rule 20-F: All freight trains, switch and light engine movements, including interchange deliveries between U.P. North Yard and D.&R.G.W. Roper Yard, will, unless otherwise provided, use the two running tracks extending from D.& R.G.W. main track, Subdivision 7, between 1st North Street and North Temple Street to 21st South Street, Roper Yard.

Between crossover leading to W.P. connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all trains, switch, light engines, and interchange delivery movements will keep to the right and movement against the current of traffic can be made only under flag protection.

When display of markers not required, as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
North Salt Lake. (M.P. 31.3)	D.& R.G.W.	D.& R.G.W.	Electric locked switches and derails. Special Rule 98 (U).
Becks. (M.P. 32.9)	D.& R.G.W.	D.& R.G.W.	Electric locked switches and derails. Special Rule 98 (U).
Salt Lake City. (First South and Tenth West Streets, Fisher Brewery track)	W.P.	W.P.	Special Rule 98 (V).
Salt Lake City. (M.P. 781.3, Freight Line)	W.P.		Automatic interlocking. Operating Rule 612.
Salt Lake City. (Between South Temple and First South Street on Fourth West Street)	D.& R.G.W.		Operating Rule 609.
Salt Lake City. (M.P. 37.8, M.P. 38.0, Second Subdivision)	D.& R.G.W.		Automatic Interlocking. Operating Rule 612 and Special Rule 612 (R).
Salt Lake City. (Between Eighth and Ninth South Streets on Fourth West Street, Utah Junk Spur)	D.& R.G.W.	D.& R.G.W.	D.& R.G.W. trains do not stop. U.P. engines stop and line derail. Special Rule 98 (V).
Salt Lake City. (M.P. 38.4, Provo Subdivision)	D.& R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.
Near Burton. (M.P. 39.7)	D.& R.G.W.	U.P.	Gate. Operating Rule 613.
Near Sandy (M.P. 47.7)	*D.&R.G.W.*		*Gauntlet Track. Automatic Interlocking. Operating Rule 612.*

Continued on Page 7.

98 (R). Continued.

Salt Lake City (Third West Street and Van Buren Ave.)	*D.&R.G.W. (2 tracks)*	*D.&R.G.W.*	*Gates. Special Rule 98 (S).*
Midvale	*D.&R.G.W.*		*Stop Signs. Operating Rule 98 (A).*
Midvale	*U.S.S.M.& R. junction.*		*Stop Signs. Operating Rule 98 (A).*

98 (S). Third West extension at Van Buren Avenue crosses two D.& R.G.W. tracks protected by gates which are normally lined against Union Pacific movements. Union Pacific movements must stop at Stop sign and if no conflicting movement on D.& R.G.W. tracks a member of crew must secure both gates against D.& R.G.W. movements. After movement over crossing has been completed, both gates must be restored to normal position.

98 (T). At Atwood, trains and engines moving from Midvale Branch must stop clear of derail 325 feet from main track switch, and a member of crew must see there is no conflicting movement approaching before lining switch for movement to main track.

98 (U). At North Salt Lake and Becks, before movement in either direction may be made over D.& R.G.W. main track, member of crew must communicate with D.& R.G.W. dispatcher at Salt Lake City. After electric locks have been released by dispatcher, both D.&R.G.W. switches must then be hand operated and train or engine may proceed on signal indication.

When communication fails, or when dispatcher is unable to release electric locks, crews will be governed by instructions posted in telephone booth and by Operating Rule 613.

98 (V). At Salt Lake City, Fourth West Street on Utah Junk Spur, before crossing D.& R.G.W. passenger main tracks, understanding must be had with U.P. dispatcher that he will hold westward D.& R.G.W. trains. In addition, member of crew must remain at crossing prepared to provide flag protection against D.& R.G.W. trains approaching from either direction. Dispatcher must be notified when work has been completed.

On Fisher Brewery spur, member of crew must obtain permission from W.P. dispatcher to cross over W.P. track when going to Fisher Brewery. When returning from this industry, permission must be obtained from both W.P. dispatcher and U.P. dispatcher to cross W.P. track and enter U.P. main track.

Public Crossings

103 (R). At Salt Lake City, movement must not be made over main cross-walk in front of passenger depot unless proceed signal is received from station or yard employee or movement preceded by flagman. Switching movements over main cross walk must not exceed 4 MPH.

At Salt Lake City, while trains are passing on opposite track, switching movements between Second South and Eighth South Streets on Third West Street must stop and stand clear of street crossings.

At Salt Lake City, on running track between Sixth North and Thirteenth North, speed of 10 MPH must not be exceeded, keeping careful lookout for vehicular traffic over road crossing into rip track area.

On Third West extension, yard movements must stop at Thirteenth South and Seventeenth South Streets and a member of crew must protect movement over the crossing.

103 (S). At Salt Lake City, trains and engines must respect indication displayed by traffic signal at Third West and Fourth South Streets. This signal is actuated by train or engine movements approaching intersection and will normally display green indication for these movements.

Continued on Opposite Side.

103 (S). Continued.

If circuit is occupied longer than 22 seconds before passing street curb line, signal will return to automatic operation. To clear signal under these conditions, train or engine must stop with leading wheels beyond insulated joints at curb line and may proceed when signal clears.

Yard movements to and from Armour Spur, or from Service Coal or Northwest Hide Spurs, must stop with leading wheels beyond curb line and may proceed when signal clears.

Switches

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

Becks —Switch from advance track to Standard Oil Company cross-over, for the cross-over.

Utah Oil Field —Switch west end Track 5, for lead.

North End West Yard —Switches on Main 1, for Main 1; Switch from lead to Main 2, for Main 2.

Utah Junk Spur —Switch to Linde Air Spur, for Utah Junk Spur.

North End Freight House —Switch South end 5 Lead, for Freight House Lead.

Keyser Lead —N. O. Nelson Co. switch for Keyser Lead.

Morrison & Merrill Lead —Switches both ends ice house, for lead.

104 (U). At North Yard, before shoving or switching cars into East No. 1 track from south end the following will govern:

If movement is from East Lead, No. 9½ switch must be lined for Track 9½.

If movement is from West Lead, East No. 2 switch must be lined for East No. 2 track.

A member of crew must remain in vicinity of switch on respective leads to protect movement out of East No. 1 track.

Movements from Toonerville Yard standing at 5th North to permit movements from West Yard to South Yard to pass in front of them must line south switch of Main 1 for Main 1 pocket.

Before performing switching movements on East Lead it must be known that East No. 12 switch is lined for Track 12. Any crew using this switch must leave it lined for No. 12 track.

Movements Controlled by Switchtenders

104 (V). At Salt Lake City, Second South Street, unless proceed signal is received from switchtender, trains and *road* engines must remain clear of following points:

Leaving passenger depot, remain clear of passenger lead.

Entering Salt Lake City, remain clear of Second South Street, stopping before fouling adjacent main track.

Entering Second South Street westward from Pedro 1 or Pedro 2 tracks, remain clear of cross-over just east of Second South Street.

Switchtenders must see route is properly lined and clear of other movements before giving proceed signal to approaching trains, road engines or D.& R.G.W. switch engines.

Before Second South switchtender may give proceed signal to a westward train *to Second Subdivision*, he must receive verbal permission from dispatcher and track occupancy indicator at Second South must display Unoccupied indication. When indicator displays Occupied indication but dispatcher informs switchtender that track is clear and route properly lined, proceed signal may be given.

Second South switchtender must handle D.& R.G.W. interchange movements on Provo Subdivision unless that track is blocked. If necessary to handle on Second Subdivision main track, switchtender must receive verbal permission from train dispatcher authorizing movement.

Continued on Page 8.

104 (V). Continued.

Freight trains for North Yard, passenger and mixed trains for Passenger Station will stop to clear Second South Street before fouling adjacent main track if route is not lined for movement of freight trains to North Yard via Pedro No. 2, or for movement of passenger and mixed trains into the Passenger Station, in which case oral instructions from switchtender must be received before proceeding.

At Salt Lake City, trains and engines must not foul adjacent tracks or slip switches between North Temple Street and Second North Street without first receiving proceed signal from switchtender. (Does not apply to yard engines unless a first-class train is due.)

104 (W). At Salt Lake City, eastward trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, all westward trains and engines moving from west yard or Toonerville yard via Freight Line will head through Main 1 pocket either via Toonerville lead or via cross-over just north of Fifth North Street. Proceed signal need not be received from switchtender at Fifth North Street for movements via this route.

Other trains and road engines, including D.& R.G.W. switch engines, must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines, including D.& R.G.W. switch engines, moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street cross-over, unless proceed signal is received from Fifth North switchtender.

All trains and road engines moving to diesel shop or tracks in North Yard from points south of Fourth North Street on passenger main tracks must stop to clear Fourth North Street unless proceed signal is received from switchtender at Fifth North Street.

Road engines moving from diesel shop lead must sound whistle signals as follows:

Diesel shop to passenger depot ..... 0 —
Diesel shop to Thirteenth North 0 0 0 0
Diesel shop to east or west lead, Fifth North ..... —

104 (X). At North Yard, unless otherwise directed, freight trains must enter and leave at Seventeenth North.

All trains must approach Seventeenth North prepared to stop clear of cross-overs and must not proceed until proceed signal is received from switchtender.

Trains and engines crossing eastward main track at Seventeenth North may accept proceed signal from switchtender as authority to make this move.

Eastward trains approaching Seventeenth North must sound whistle signals as follows:

To be routed via main track ..... —
To be routed into North Yard ..... — 0

At North Yard, cross-overs at Thirteenth North from East Yard to eastward and westward main tracks must not be used except in emergency, and then only with permission from Terminal Superintendent or other proper officer.

All movements from Thirteenth North to east side of main tracks must be made through Seventeenth North. Flag protection must be provided to protect movement against current of traffic.

Centralized Traffic Control System

266 (R). Yard movements on Passenger Line must not pass signal 7829 at Eighth South Street until verbal permission is received from dispatcher. When authorized by dispatcher and CTC signal indication, yard movements may be made into CTC territory without receipt of Form B clearance. Yard movements beyond yard limit board must receive Form C clearance from dispatcher.

Continued on Opposite Side.

266 (R). Continued.

When a movement has cleared Passenger Line main track on Portland Cement Spur and switch has been restored to normal position, switch must not be opened, nor may main track be fouled or occupied without permission from dispatcher. Dispatcher's telephone is located at this switch.

Block Signals

512 (R). At Salt Lake City, when automatic block signals governing movements through Seventeenth North display Stop indication, trains and engines must stop before acting on proceed signal from switchtender.

Automatic Interlocking

612 (R). At D.& R.G.W. Crossings, M.P. 37.8 and M.P. 38.0 Second Subdivision, when time release has been operated as provided by Operating Rule 612, if signal governing movement over crossing does not change its indication within eight minutes after time release has been operated, a member of the crew must notify dispatcher.

When a train or engine has moved over crossing and has cleared interlocking limits, if it is necessary to make a reverse movement over crossing, member of crew must depress push-button located in box on home signal, hold for five seconds, then release to receive signal indication for movement over crossing.

Exchanging Signals and Inspection of Trains

713 (S). Operating Rules 713 and 713 (A) must be complied with passing switchtender locations at Seventeenth North, Fifth North, First North, and Second South, Salt Lake City, on all trains, and rear trainman will be alert and be prepared to act upon any signals received from switchtenders at these locations.

Riding Footboards of Engine

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

Between Salt Lake City and Sandy—main track movements between Fifth North and Sandy;

Between North Salt Lake and North Yard—main track movements.

Handling Cars

802 (V). A member of crew must ride rear car on all movements from Ninth South Street into Middle Yard or South Yard.

A member of crew must ride rear car on all movements from North Yard to Roper Yard, Middle Yard or South Yard.

At Midvale Smelter, not more than ten cars may be handled to or from Trestle Nos. 1, 2 and 3 tracks, or on lead to these tracks. Not more than seven cars may be handled to or from Flotation Mill highline at Midvale.

Switching Cars with Operative Air Brakes

804 (S). At Salt Lake City, all yard movements from Utah Sand and Gravel Plant must have air brakes cut in and operative on all cars.

Use of Hand Brakes

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

LOCATION	*MINIMUM REQUIREMENTS*
Utah Oil Field	*—At least four hand brakes on north end of each track. Crews switching against cars on these tracks must know that brakes are applied.*
Salt Lake City South Yard	*—At least four hand brakes must be set on each cut of cars left in South Yard.*

Continued on Page 9.

804 (T). Continued.

At Salt Lake City, cars must not be cut off while in motion at any time when switching on Third West Street. When cars are left standing on Third West Street, sufficient hand brakes must be set to keep cars from moving.

Hand brakes must be set on low end of all tracks in Garden.

Hand brakes must be set on all flat cars spotted for loading or unloading heavy machinery or equipment.

804 (U). At Midvale, Bullion hole lead and tracks leading therefrom are on heavy grade. Not more than five cars may be handled at any one time while using these tracks. When pulling cars on ascending grade, members of crew must locate themselves so that hand brakes can be applied immediately if required. When handling cars on descending grade, at least 50 percent of hand brakes must be applied, including brake on leading car.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

GAS TURBINE ENGINE—Gas turbine engines picking up or setting out cars will hold on to sufficient cars so that engine will not pass beyond main track frog leading to industries on house track or pass beyond siding frog leading to back tracks off sidings.

Gas turbine engines are not permitted to use any track where heaviest engine permitted is diesel road engine.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Midvale	ALL Tracks	Ds. Switch Engine
Officer	Egg House	Ds. Switch Engine
	W. H. Prince Coal Co. trestle	None permitted
Salt Lake City	Salt Lake Hardware Co. spur	Ds. Switch Engine
	Freight house tracks	Ds. Switch Engine
	Morrison-Merrill Co. tracks	Ds. Switch Engine
	Storehouse and foundry tracks	Ds. Switch Engine
	Material yard tracks, east of scrap dock	Ds. Switch Engine
	Srap dock spur	Ds. Switch Engine
	Tank car wash tracks	Ds. Switch Engine
	Garden tracks 2, 3 and 4	Ds. Switch Engine
	All industry tracks Third West Street beteen Ninth South and South Temple Streets	Ds. Switch Engine
	Ford Motor Company spur	Ds. Switch Engine
	Gantry Crane tracks	Ds. Switch Engine
	Utah Power & Light Co. spur	Ds. Switch Engine
	All spur tracks off north leg of wye	Ds. Switch Engine
	Spur tracks at north end of freight platform	Ds. Switch Engine
	Spur track on east side of Utah Ice and Storage Co. warehouse	Ds. Switch Engine
	Patek Soap Company spur	Ds. Switch Engine
	Cement plant tracks, Ninth South Street	Ds. Switch Engine
	Bennett Oil Company spur	Ds. Switch Engine
	Fisher Brewery tracks	Ds. Switch Engine
	Mountain Fuel Supply Co. spur	Ds. Switch Engine
	Barrett Roofing Co. spur	Ds. Switch Engine
	Jones Coal Co. spur	Ds. Switch Engine
	Lundin & May Foundry spur	Ds. Switch Engine
	All gravel pit tracks	Ds. Switch Engine
	Utah Barrell & Cooperage Co. spur	Ds. Switch Engine
	Peerless Coal Co. trestle	None permitted
	Service Coal Co. trestle	None permitted
	HiHeat Coal Co. trestle	None permitted

Continued on Opposite Side.

899 (R). Continued.

Note: Referring to all subdivisions Special Rule 899 (S):

Salt Lake Terminal area has a great number of curves in excess of 16°, and before switching 85-foot trailer flat cars into industry tracks, it must be known that the curvature is less than 16°.

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:

Train shed and umbrella sheds at Salt Lake City passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Note.—Employes are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Midvale Spur	*D.& R.G.W. overhead crossing*	*Side and Top.*
Salt Lake City, M.P. 38.12	Overhead steam line	Top.
South Temple Street	Foot viaduct	Top.
Passenger depot	Train shed and umbrella sheds (See note above.)	Side and Top.
North Temple Street	Viaduct	Side and Top.

900 (U). Passenger equipment and 85 foot trailer flat cars must not be moved through cross-over between tracks 7 and 8, near sanding facilities, Diesel Shop trackage.

Air Brakes

1005 (R). Standard brake pipe pressure for freight and mixed trains is as follows:

First Subdivision and Branches ..... 80 pounds

Second Subdivision and Branches and Provo Subdivision ..... 90 pounds

1043 (R). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958) must be made on all trains at Salt Lake City.

SPECIAL RULES — FIRST SUBDIVISION
CACHE VALLEY, MALAD, BEAR RIVER, THATCHER, AND SYRACUSE BRANCHES

Starting Trains

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

Clearing Trains — Rule 251 Operation

86 (R). Referring to Operating Rule 86:

When instructed by dispatcher to clear a first-class train, westward second-class and extra trains must clear the time of such train not less than twenty minutes at Bridge Jct.

Yard Limits

93 (W). Syracuse, Thatcher and Bear River Branches are operated under requirements of Operating Rule 93.

Clearances

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

Ogden Brigham City Cache Jct.

96 (T). Referring to Operating Rules 96 (A) and 97 (A):

A clearance received at Ogden by regular train confers the same authority on First Subdivision as when received at initial station.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Syracuse Branch. (M.P. 0.3)	D.& R.G.W.	D.& R.G.W.	Semi-automatic Interlocking. Normal position of derails and signals against U.P. See instructions in signal case.

Flag Protection

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

Malad Cache Valley

99 (T). *On Malad Branch between M.P. 25 and M.P. 35* between 7 A.M. and 5 P.M. daily except Saturday and Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently.

Public Crossings

103 (T). At North Salt Lake, Cudahy Packing Plant crossing must not be blocked by standing train under any circumstances either day or night.

At S.P. Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and Signal 16 or 18 permits train to proceed to Cecil Jct.

103 (U). All trains and engines must stop and be preceded by flagman over the following public crossing and flagman must display lighted fusee at night:

Bushnell Hospital spur—Highway 91.

Sidings and Side Tracks

105 (R). At Brigham City, westward siding extends from east switch near M.P. 20 to cross-over at depot, and eastward siding is located on north side of main track. Track from cross-over at depot to cross-over near stockyards, including Malad Branch old main track, is designated as a yard track, upon which movements may be made in either direction, but cars must not be stored on this track.

At Cache Jct., westward siding extends from east switch near M.P. 47.6 to east cross-over near depot. Eastward siding extends from west switch near M.P. 49.5 to west cross-over at depot.

Controlled Block Signals

240 (R). At S.P. Jct., when signals governing movement to Cecil Jct. do not display proceed indication when route is properly lined, a member of crew must communicate with switchtender at Cecil Jct. for instructions.

When call light on instrument house at S.P. Jct. is burning and governing signal displays Stop indication, member of crew must communicate with switchtender at Cecil Jct.

Movements on Yard and Other Tracks

802 (W). At McCammon, cross-over leading to storage track must not be left blocked with cars.

802 (X). At Smithfield, in spotting cars between warehouses on California Packing Corporation spur, it must be seen that drawbridge between buildings is raised.

Switching Cars with Air Brakes Operative

804 (V). At Woods Cross, when making movements on Phillips Oil warehouse trackage, air brakes must be cut in and operative on all cars.

At Layton, when making movements on Sugar Factory highline, air brakes must be cut in and operative on all cars.

Inspection of Trains

811 (T). In addition to making inspection of train as often as practicable as provided by Operating Rule 811, freight trains handled by diesel locomotives with dynamic brakes not in operation, must stop and be inspected at the following points:

Cache Jct. —Eastward and westward.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to

Continued on Page 11.

899 (R). Continued.

1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

GAS TURBINE ENGINE—Gas turbine engines picking up or setting out cars will hold on to sufficient cars so that engine will not pass beyond main track frog leading to industries on house track or pass beyond siding frog leading to back tracks off sidings.

Gas turbine engines are not permitted to use any track where heaviest engine permitted is diesel road engine.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Farmington	*Westward siding*	*Diesel Road Engine*
Kaysville	*Deseret Mill & Elevator Spur*	*None permitted on grain pit or beyond.*
Clearfield	*Westward siding*	*Diesel Road Engine*
Roy	*Eastward siding*	*Diesel Road Engine*
Brigham City	*Eastward siding*	*Diesel Road Engine*
Malad	End of spur where concrete slab is installed on coal spur at Oneida County Grain Growers	None permitted
Logan	M. & L. Coal Co. Trestle	None permitted
	Anderson Coach Spur	*One unit GP-9 or Ds. Switch engine*
Franklin	Butters Coal Spur pit	None permitted
Lewiston	West end lime rock track	None permitted
Whitney	Over dump pit on highline at sugar factory	None permitted

Note: Referring to all subdivisions Special Rule 899 (S):

Curvature on the following tracks is in excess of 16 degrees:

Pioneer —General Motors Spur;
—Sure Seal Spur.
Logan —Anderson Coach Spur;
—Thatcher Coal Spur.

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:

Train shed and umbrella sheds at Ogden passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Note.—Employes are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Location	Structure or Obstruction	Clearance of engine or car is close at—
M.P. 11.57	Overhead highway crossing	Side and Top.
M.P. 8.73	Overhead highway crossing	Top.
M.P. 1.99	Overhead pipeline	Side and Top.
M.P. 1.88	Overhead highway crossing	Top.
M.P. 1.39	Switch stand east end cross-over	Side.
M.P. 1.08	Through plate girder bridge	Side.
Ogden	Union depot sheds (See note above.)	Side.
Ogden	Water column, east slip switch	Side.
Ogden, M.P. 0.14	24th St. Viaduct	Side and Top.
Hot Springs	Overhead highway crossing	Top.
M.P. 45.20	Tunnel	Side and Top.
M.P. 45.30	Rock cut	Side.
M.P. 46.02	Rock cut	Side.
M.P. 46.12	Rock cut	Side.
Cache Jct.	Water column	Side.
Downey	Water tank	Side.
McCammon	Water column	Side.
BEAR RIVER BRANCH.		
M.P. 1.52	Bridge	Side.
CACHE VALLEY BRANCH.		
Logan	Water column	Side.
Logan	Shed, passenger depot platform	Side.
Preston	Stockyard platform	Side.
Preston	Oil Co. pumphouse	Side.
Preston	Preston Milling Co.	Side.

Air Brakes

1005 (R). Standard Brake Pipe Pressure for freight and mixed trains is as follows:

First Subdivision and Branches ..... 80 pounds

SPECIAL RULES — SECOND SUBDIVISION

PROVO SUBDIVISION

FILLMORE BRANCH

19 (U). Operating Rules 19 and 19 (E) must be complied with by all train and engine movements between Provo, Geneva and Pipemill.

Red flag by day and red light by night must be displayed on rear car of all switch movements between Provo, Geneva and Pipemill and between Provo and Ironton.

Train Register

83 (S). Trains in Provo-Geneva switching service need not register at Provo.

At Milford, first-class trains will register by registering ticket.

Extra trains on Provo Subdivision need not register at Lynndyl.

83 (T). At Provo, conductors of all trains will register and receive orders and clearance at D.& R.G.W. depot, except that conductor going on or off duty at Provo will register at Utah Railway joint telegraph office. When that office is closed, conductor going on duty must register and receive orders and clearance at D.& R.G.W. depot. When an eastward train arrives Provo and Utah Railway joint telegraph office is closed, conductor must give all necessary train registering information to the D.& R.G.W. operator by phone.

Spacing Trains

91 (R). On Provo Subdivision, trains in the same direction must be kept at least thirty minutes apart, except between Provo and Geneva, or when closing up at stations.

Yard Limits

93 (X). Westward Provo Subdivision trains must obtain permission from dispatcher before entering Provo Switching District. Telephone is provided near Pleasant Grove for this purpose near M.P. 762.

Eastward Provo Subdivision trains will call dispatcher from Huslers to receive permission to enter North Yard.

Clearances

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

96 (U). All eastward trains destined Provo Subdivision must receive clearance Form 2643 at Delta.

Eastward Provo Subdivision trains must identify opposing trains between Delta and Lynndyl.

Westward Provo Subdivision trains destined Second Subdivision must receive CTC clearance Form B at Provo which will confer same authority on Second Subdivision as when received at Lynndyl.

Eastward Provo Subdivision trains destined to points east of Geneva must receive clearance Form 2643 at Provo.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Near Geneva. (M.P.757.3)	D.& R.G.W.		Automatic Interlocking with movable point frogs. Special Rule 98 (W).
Ironton. (M.P. 0.67)	D.& R.G.W.*	D.& R.G.W.	Semi-automatic Interlocking. Operating Rule 613.
Garfield. (M.P. 767.1)	D.& R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.

98 (W). At Geneva, automatic interlocking M.P. 757.3, release section is located 500 feet east of westward interlocking home signal.

Westward trains occupying approach section of interlocking in advance of release section sign for a period of five minutes or more will automatically release interlocking, and home signals will change to Stop indication. To again clear home signal, westward trains will proceed into release section and home signal should change to Proceed indication after interval of two minutes. If signal does not change in two minutes, Operating Rule 612 and instructions in signal case will govern.

Westward U.P. trains or engines standing between switches at Geneva will cause signals to display Stop indication for D.& R.G.W. trains and opposing U.P. movements. To clear signals, west switch of Geneva siding must be lined for the siding.

Member of crew of *single unit* engine without cars or Sperry rail-detector car or operator of bus or track car must place selector levers in HAND position before using this crossing.

Flag Protection

99 (S). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on Fillmore Branch.

99 (T). On Fillmore Branch between 7 A.M. and 5 P.M. daily except Saturday and Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently.

Public Crossings

103 (U). All trains and engines must stop and be preceded by flagman over the following public crossings and flagman must display lighted fusee at night:

Lehi —Main highway crossing on Sugar Factory spur;

Pleasant Grove —Main highway crossing on Wasatch Oil spur;

Hardy —Main highway crossing on beet spur;

Bunker —Main highway crossing on spur track;

Eureka —Highway 6.

103 (V). At Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shoved over this crossing, crossing must be protected by a member of crew as prescribed in Operating Rule 103 (B).

Switches

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

Provo —Switch leading to Ironton, for Ironton spur;

Warner —East lead T.V. yard for T.V. main track;

Tintic —Wye on Eureka Branch, for Silver City main track;

Lynndyl —All switches on No. 1 track, for No. 1 track;

Milford —At roundhouse, when engines are received from oil track spur or from crossover between inbound and outbound enginehouse leads, switches must be left lined for lead movements.

Centralized Traffic Control System

266 (S). At Buena Vista, when an eastward train receives Clear or Approach indication on CTC signal or Form C clearance, train may proceed on Passenger Line to passenger depot Salt Lake City or to North Yard or on Freight Line to North Yard, being governed by CTC and interlocking signals.

At North Yard, in addition to receiving Form B clearance, conductor of westward train using Freight Line must receive permission from dispatcher before starting, which will be authority to proceed to beginning of CTC territory.

At Salt Lake City, in addition to receiving Form B clearance, conductor of westward train using Passenger Line must receive permission from dispatcher before starting. Proceed signal must be received from Second South switchtender, which will be authority to proceed to beginning of CTC territory.

266 (T). Clearance Form B will not be required by trains entering CTC territory from Fillmore Branch or Tintic mine tracks, but trains will be governed by signal indication and instructions from dispatcher.

Exception: When crew of a train in turn-around service leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

CTC Clearance Form B need not be received by trains or engines entering CTC territory at Provo or Geneva, but must be governed by signal indication and instructions from operator at Provo.

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

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

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

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

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

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

Lynndyl —Westward dwarf signal west of cross-overs, governing movements on Track No. 1.

Milford —Westward high signal west of highway crossing governing main track movements;

—Westward signals on signal bridge west of cross-overs governing movements on main track and west drill track;

—Eastward high signal near main track crossover east end of yard;

—Eastward dwarf signal governing movements on east drill track.

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

Continued on Opposite Side.

267 (S). Continued.

to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (T). At Geneva, engines must not move from Geneva Steel Company Yard to siding without permission from operator at Provo.

267 (U). At Milford, eastward and westward freight trains must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (V). At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

Movement on Yard and Other Tracks

802 (Y). At Provo, track located between joint U.P.-Utah Railway yard and turntable, between storehouse and enginehouse is equipped with derail. Cars, engines or other equipment must not be stored nor left standing between derail and turntable.

At Milford, brakeman handling light engine movements to enginehouse must ride engine to rest on designated track before leaving engine.

Switching Cars with Air Brakes Operative

804 (W). Air Brakes must be cut in and operative on all cars handled between Provo, Ironton, Geneva and *Pipemill* yards.

At Bauer, when making movements on any track with loads below the engine, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement of any cars which may become uncoupled.

Use of Hand Brakes

804 (X). At Jericho, in setting out cars for ore loading, hand brakes must be set on each car.

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

LOCATION	*MINIMUM REQUIREMENT*
Milford	*At least four hand brakes must be applied on east end of train left standing on east drill track. At least four hand brakes must be applied on east end of train left standing on west drill track.*
Provo	*At least four hand brakes must be applied on west end of all yard tracks.*

Inspection of Trains

811 (T). In addition to making inspection of train as often as practicable as provided by Operating Rule 811, freight trains handled by diesel locomotives with dynamic brakes not in operation, must stop and be inspected at the following points:

Lynndyl —Eastward;
Starr —Westward;
Faust —Eastward;
Tintic —Westward.

811 (U). All trains handling coal or Cedar City Branch ore must stop and be inspected at the following points:

Black Rock —Eastward;
Lynndyl —Eastward;
Starr —Westward.

Freight trains destined Provo Subdivision consisting entirely of roller-bearing equipment may be handled between Milford and Provo without stopping at Black Rock, Lynndyl or Starr for inspection.

811 (V). Military trains consisting of passenger equipment only must stop and be inspected at Delta eastward and westward when weather conditions are such that trains cannot be inspected while running.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

GAS TURBINE ENGINE—Gas turbine engines picking up or setting out cars will hold on to sufficient cars so that engine will not pass beyond main track frog leading to industries on house track or pass beyond siding frog leading to back tracks off sidings.

Gas turbine engines are not permitted to use any track where heaviest engine permitted is diesel road engine.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
M.P. 781.26	Mellon Sand spur beyond point 540 feet west of switch	None permitted
Pleasant Grove	United Concrete Pipe spur, beyond second street crossing	None permitted
Hardy	Loading track	(No engine may go beyond 700 feet east of switch)
Provo	Texas Oil spur	Ds. Switch Engine
	Pacific States Cast Iron Pipe Co. Highline	None permitted
Ironton	All tracks in the Ironton Steel Plant area	Ds. Switch Engine
Nephi	Thermoid pit on track 1	None permitted
Industrial Center	Coal unloading bin at heating plant building No. 15	None permitted
	Track through thaw shed at Filtrol Corp.	None permitted
	Eaton Metal Spur	*Ds. Switch Engine*
Milford	Jefferson Coal spur, inside of gate	None permitted

Note: Referring to all subdivisions Special Rule 899 (S): Curvature on the following tracks is in excess of 16 degrees:

Industrial Center —*Eaton Metal Spur.*

Pipemill —*All curves beyond right-of-way line.*

Provo —*Auto dock, Texas Oil Spur.*
—*Provo Hide & Fur Co.*
—*South track at Pipeline Service Company.*

899 (U). At Warner, trains or engines must not go beyond derail on stem of wye, except in emergency. When such movement is necessary, member of crew must communicate with agent at Warner if he is on duty, or with train dispatcher in other cases, who will arrange for U. S. Government yardmaster to supervise the movement.

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:

Note.—Employes are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations	Mail Cranes	Side.
Garfield	Overhead highway crossing	Top.
Lake Point	Overhead highway crossing	Top.
Erda	Water column	Side.
M.P. 751.27	Overhead highway crossing	Top.
Warner	W.P. overhead crossing	Top.
Delta	Water column	Side.
M.P. 601.13	Bridge	Side.
PROVO SUBDIVISION.		
M.P. 754.42	Bridge	Side.
M.P. 735.76	D&RGW overhead crossing	Side and Top.
Santaquin	Overhead highway crossing	Top.

900 (V). At Oasis, Seed Company has mobile rail mounted platform on track providing runway between buildings. Before spotting or coupling to cars on this spur, it must be seen that platform wings are raised and device is sufficient distance from car to eliminate danger of damage.

Air Brakes

1005 (R). Standard Brake Pipe Pressure for freight and mixed trains is as follows:

Second Subdivision and Branches and Provo Subdivision ..... *90 pounds*

Exception: Trains from Milford destined Provo and trains originating at Provo destined Milford will carry 70 pounds brake pipe pressure between those points.

1044 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1044 must be made by all freight trains at following points:

Mount, Boulter, Tintic } Eastward and westward when angle cock has been turned or air hose separated.

1046 (R). The following will govern in the handling of train and switching movements on descending grades from Eureka and Silver City to Tintic.

It must be known before descending grades that brakes on all cars are properly operating and that retaining valves on all cars are in 20 pound position.

Speed on descending grades must not exceed 6 MPH at any point.

Maximum number of cars *which may* be handled on descending grades must not exceed the following:

From	To	No. Cars
Eureka and Silver City	Tintic	16

SPECIAL RULES — THIRD SUBDIVISION
CEDAR CITY, IRON MOUNTAIN, PIOCHE AND MEAD LAKE BRANCHES

Train Register

83 (U). Trains operating between Lund and Iron Mountain need not register at Iron Springs.

At Milford, first-class trains will register by registering ticket.

Clearances

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

96 (V). Clearance Form 2643 received by Cedar City-Iron Mountain Branch trains at Milford and by Mead Lake Branch trains at Las Vegas confers same authority on Cedar City-Iron Mountain Branches or Mead Lake Branch as when received at Lund or Moapa.

96 (W). A clearance received at Caliente by a regular train confers same authority on Third Subdivision as when received at initial station.

Flag Protection

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

Iron Mountain Pioche Mead Lake

99 (T). On Pioche and Mead Lake Branches between 7 A.M. and 5 P.M. daily except Saturday and Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (l) must be sounded frequently.

99 (U). At Caliente, when rear of train in depot siding fouls main track, flagman must be in position to protect rear end of his train against main track movements from either direction.

Switches

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

Caliente —Spring switch at west end of Track No. 2, for eastward trains using Track No. 1;

Milford —*At roundhouse, when engines are received from oil track spur or from crossover between inbound and outbound enginehouse leads, switches must be left lined for lead movements;*

Iron Springs —Switch at stem of wye, for east leg of wye;

Cedar City —Switch and spring point derail at entrance to loop track, for westward trains;

Pioche —Highline switch, for highline;

Nellis Field —Switch at west end of run-around track near highway crossing, for run-around track.

104 (Y). Color light switch point indicators governing facing point movements over main track spring switches at east switch, Desert Mound, and east Comstock wye switch, M.P. 10.91, Iron Mountain Branch, display indications as follows:

Green —*Spring switch is properly lined for main track movement.*

Yellow —*Spring switch is properly lined for turnout movement.*

Red —*Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.*

Derails

104 (Z). At Cedar City, spring point derail is located in main track just east of balloon track switch and must be locked in derailing position when not being used.

Westward trains trail through derail; eastward trains stop and line balloon track switch and derail, restoring switch and derail to normal positions after being used.

Sidings and Side Tracks

105 (S). At Caliente, No. 1 track is eastward siding; No. 2 track is westward siding. When movement is to be made opposite to the assigned direction, verbal permission must be received from Salt Lake City dispatcher for westward siding, and from Las Vegas dispatcher for eastward siding.

105 (T). At Iron Springs, eastward trains from Iron Mountain Branch will use extension track. Stop should not be made until entire train is clear of cross-over at depot.

105 (U). At Comstock, departure track must be left clear after departure of ore trains.

Train Order Signals

221 (R). At Iron Springs, when train order signal displays Stop indication for eastward trains, such trains on Cedar City Branch must stop west of junction switch and must not proceed until train order authority is received, except for switching movements.

Centralized Traffic Control System

266 (T). Clearance Form B will not be required by trains entering CTC territory from Cedar City or Mead Lake Branches, but trains will be governed by signal indication and instructions from dispatcher.

Exception: When crew of a train in turn-around service leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

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

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

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

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

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

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

Milford —Westward high signal west of highway crossing governing main track movements;
—Westward signals on signal bridge west of cross-overs governing movements on main track and west drill track;
—Eastward high signal near main track cross-over east end of yard;
—Eastward dwarf signal governing movements on east drill track.

Caliente —Westward signal on cantilever west of depot governing main track movements;
—Eastward signals on signal bridge east of depot governing movements on main track and drill track.

Las Vegas —Eastward dwarf signal at east end of passenger station;

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267 (S). Continued.

—Eastward high signals on main track and drill track just west of Bonanza underpass;
—Westward dwarf signal at west end of passenger station platform;
—Westward high signal just west of west passenger siding switch.

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.

At Caliente, when a "starting signal" governing main track movements displays Stop indication, trains and engines must stop clear of fouling point of depot siding until authorized to proceed by dispatcher or signal indication.

267 (U). At Milford, eastward and westward freight trains must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (W). At Caliente, main track switch at west end of yard, and derail at west end of Track No. 1, are power-operated and controlled by dispatcher at Las Vegas. When illuminated "S" is displayed on signal unit located on top of signal case near derail, member of crew must operate push button on east side of signal case to cause switch and derail to line for movement and signal to display Proceed indication.

When west switch is lined for movement into siding but signal displays Stop indication, in addition to being governed by Operating Rule 528, a member of crew must examine points of spring switch and derail before passing over them.

When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 527 and 528, derail switch and selector lever on derail switch must also be hand operated.

267 (X). Eastward trains in Caliente yard must remain clear of public crossing east of depot until a Proceed or Approach indication is displayed by starting signal on signal bridge east of depot.

267 (Y). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch, being governed by signal indication at that point.

Power Operated Derails

526 (R). Power operated derail on drill track, east end of Las Vegas Yard, operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 527 and 528, derail switch and selector lever on derail switch must also be hand operated.

Riding Engines

802 (Y). At Milford, brakeman handling light engine movements to enginehouse must ride engine to rest on designated track before leaving engine.

Handling Cars

802 (Z). At Iron Springs, the main track must not be used in weighing cars.

Switching Cars with Air Brakes Operative

804 (Y). At Iron Mountain, when ore is handled from upper to lower yard, sufficient air brakes must be used to control movement.

At Desert Mound, when necessary to perform switching, air brakes must be fully charged and operative.

At Comstock, air brakes must be fully charged and operative on all loads switched from load tracks to departure track.

Air brakes must be cut in and operative on all cars handled between Lovell and Government Ordnance area.

Use of Hand Brakes

804 (Z). At Iron Mountain, Comstock, Desert Mound and Iron Springs, in setting cars on any track, sufficient hand brakes must be set on low end to hold the cars but in no case less than four hand brakes per track on empties, not less than eight hand brakes per track on loads, number of cars permitting.

In addition, at Desert Mound not less than three hand brakes must be set on upper end of tracks above tipple.

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

LOCATION	*MINIMUM REQUIREMENT*
Milford	*At least four hand brakes must be applied on east end of train left standing on east drill track. At least four hand brakes must be applied on east end of train left standing on west drill track.*

Position of Cars in Trains

807 (T). All empty flat cars moving westward between Crestline and Moapa and eastward Iron Mountain to Iron Springs must be entrained near rear of train.

Inspection of Trains

811 (T). In addition to making inspection of train as often as practicable as provided by Operating Rule 811, freight trains handled by diesel locomotives with dynamic brakes not in operation, must stop and be inspected at the following points:

Modena or Beryl —Eastward and westward;
Islen —Westward;
Rox or Carp —Eastward and westward.

All trains handling coal or Cedar City Branch ore must stop and be inspected at the following points:

Islen —When use of retaining valves is required.

Moapa turn, when handling sand or rock, must not exceed 30 MPH at any point and must stop at Dry Lake and inspect train.

811 (V). Military trains consisting of passenger equipment only must stop and be inspected at Caliente eastward and westward when weather conditions are such that trains cannot be inspected while running.

811 (W). Unless otherwise instructed by conductor, swing brakeman must ride head end of train and when stop is made must commence walking inspection, continuing until meeting member of crew making inspection from rear of train, and if movement starts in meantime must make roll-by inspection. Swing brakeman must thereafter return to head end at first opportunity.

Leaving Locomotives Unattended

875 (R). Train or engine crews, desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than at Caliente initial switch.

While crew is eating, engine must be left on train with air coupled, and in addition a member of crew, mechanical employe or road officer must remain on engine at all times.

Crew of westward through train must leave train on east drill track while eating unless advised otherwise by dispatcher.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

GAS TURBINE ENGINE—Gas turbine engines picking up or setting out cars will hold on to sufficient cars so that engine will not pass beyond main track frog leading to industries on house track or pass beyond siding frog leading to back tracks off sidings.

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899 (R). Continued.

Gas turbine engines are not permitted to use any track where heaviest engine permitted is diesel road engine.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Milford	Jefferson Coal spur, inside of gate	None permitted
Minto	*Siding*	*Diesel Road Engine.*
Caliente	*Eastward and Westward sidings and No. 3 track Pioche Branch*	*Diesel Road Engine. Gas Turbine Engines may operate only to M.P. 0.90.*
Leith	*Siding*	*Diesel Road Engine.*
Carp	*Siding*	*Diesel Road Engine.*
Iron Springs	*Cedar City Branch*	*Gas Turbine Engines must not operate beyond M.P. 21.*
Caselton	*Main Mill Spur*	*No engine may cross track hopper.*
Prince Branch	All tracks	None permitted beyond M.P. 7.5

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:

Location	Structure or Obstruction	Clearance of engine or car is close at—
At all stations	Mail Cranes	Side.
THIRD SUBDIVISION.		
M.P. 527.60	Bridge	Side.
Beryl	Water tank spout	Side.
M.P. 487.89	*Tunnel No. 18*	*Side and Top.*
M.P. 474.63	*Tunnel No. 17*	*Side and Top.*
M.P. 474.26	*Tunnel No. 16*	*Side and Top.*
M.P. 473.97	*Tunnel No. 15*	*Side and Top.*
Big Springs	Water column	Side and Top.
M.P. 472.81	*Tunnel No. 14*	*Side and Top.*
M.P. 471.74	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.38	*Tunnel No. 13*	*Side and Top.*
M.P. 471.28	Bridge	Side.
M.P. 470.91	Bridge	Side.
M.P. 469.95	Bridge	Side.
M.P. 469.33	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 468.06	Bridge	Side.
M.P. 463.26	*Tunnel No. 12*	*Side and Top.*
M.P. 462.78	*Tunnel No. 11*	*Side and Top.*
M.P. 458.56	Bridge	Side.
M.P. 455.97	*Tunnel No. 10*	*Side and Top.*
M.P. 453.31	*Tunnel No. 9*	*Side and Top.*
M.P. 451.34	*Tunnel No. 8*	*Side and Top.*
M.P. 450.92	*Tunnel No. 7*	*Side and Top.*
M.P. 449.05	*Tunnel No. 6*	*Side and Top.*
M.P. 447.89	Bridge	Side.

Continued on Opposite Side.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
M.P. 444.56	Bridge	Side.
M.P. 441.95	*Tunnel No. 5*	*Side and Top.*
M.P. 437.22	Bridge	Side.
M.P. 433.67	*Tunnel No. 4*	*Side and Top.*
M.P. 433.47	Bridge	Side.
M.P. 431.82	Bridge	Side.
M.P. 430.68	Bridge	Side.
M.P. 419.30	Bridge	Side.
M.P. 414.11	Bridge	Side.
M.P. 409.25	Signal poles	Side.
M.P. 409.16	Bridge	Side.
M.P. 408.97	Bridge	Side.
M.P. 407.09	Bridge	Side.
M.P. 406.55	Bridge	Side.
M.P. 397.32	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 395.42	Bridge	Side.
CEDAR CITY BRANCH.		
Iron Springs	Water tank spout	Side and Top.
M.P. 22.51	Ore tipple	Side and Top.
IRON MOUNTAIN BRANCH.		
Desert Mound	*Ore Tipple*	*Side and Top.*
Comstock	*Ore Tipple*	*Side and Top.*
Iron Mountain	*Ore Tipple*	*Side and Top.*
PIOCHE BRANCH.		
M.P. 0.68	Bridge	Side.
PRINCE BRANCH.		
Caselton	All ore tipples	Side and Top.
Prince	Ore bin	Side and Top.
MEAD LAKE BRANCH.		
M.P. 7.75	Cut	Side.

900 (W). Nevada Public Service Commission Order in Case No. 1159 covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 803 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15′ 6″ must not be operated.

Freight cars of a height exceeding 15′ 4″ but not greater than 15′ 6″ shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, reading, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or hand-holds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10′ 10″ must not be operated.

Freight cars of a width not exceeding 10′ 10″ may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15′ 6″ above the top of rail or extending laterally in excess of 5′ 5″ from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5′ 5″ from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5′ 5″ from center line of car or in excess of 15′ 6″ in

Continued on Page 18.

900 (W). Continued.

height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this sub-section shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded.

Notifying Train Employes

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5′ 5½″ from center line of car or in excess of 15′ 6″ in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notfying Yard Employes

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5′ 5½″ from center line of car, to enable them to take necessary precautions to safeguard employes in yard.

Observance of Cars by Employes

(10) Employes in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) Any employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

Air Brakes

1005 (R). Standard brake pipe pressure for freight and mixed trains is 90 pounds.

1025 (R). At Iron Mountain before making doubleover of loads from one track to train made up on another track at east end of yard, terminal test of air brakes required by Air Brake Rule 1025 will be made to determine if air brakes are operative on doubleover before moving out of yard track to Iron Mountain Branch main track.

Car Department forces will handle air test.

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

Crestline—Eastward and westward.

1039 (T). From Iron Mountain to Desert Mound diesel locomotives will handle ore trains of maximum cars as follows:

No. Units	*Type Locomotive*	*No. cars ore can be handled*
Without dynamic brake operative		
1	*GP 9*	*45*
1	*SD 7*	*45*
2	*GP 9*	*45*
2	*SD 7*	*65*
3	*GP 9*	*65*

Continued on Opposite Side.

1039 (T). Continued.

With dynamic brake operative		
1	*GP 9*	*45*
1	*SD 7*	*65*
2	*GP 9*	*65*
2	*SD 7*	*89*
3	*GP 9*	*89*

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

1044 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1044 must be made by all freight trains at following points:

Crestline —Westward when angle cock has been turned or air hose separated.

1045 (R). Between Crestline and Leith, westward freight trains handled by diesel locomotive with dynamic brake not in operation will use retaining valves as follows:

Trains averaging 65 tons or more per brake will use one-half of retaining valves, alternating on cars throughout the train between Crestline and Islen, and between Etna and Leith, and must stop at Acoma and Elgin for inspection and cooling wheels, and will use all retaining valves Islen to Minto.

Trains averaging 51 tons or more per brake will use not less than 25 retaining valves on head end Islen to Minto.

Trains averaging 50 tons or less per brake will use not less than 25 retaining valves on head end, Islen to Minto, if in judgment of conductor and engineer their use is necessary.

1045 (S). Between Crestline and Minto, westward freight trains handled by diesel locomotive, consisting of 3 or more power units with dynamic brake in operation, may be handled without using retaining valves under the following conditions:

(a) Dynamic brake must be placed in service and tested for proper operation between M.P. 493.6 and M.P. 492.
(b) Retaining valves will be used when in the judgment of engineer or conductor use thereof is necessary.
(c) If while using dynamic brake it becomes inoperative on one or more power units of locomotive, train must be immediately stopped and retaining valves placed in use as prescribed by Special Rule 1045 (R) before proceeding.
(d) Conductor must advise engineer number of cars, total tonnage, average tons per operative brake and location of loads and empties in train.

Westward freight trains handled by diesel locomotive consisting of less than 3 power units must use retaining valves as prescribed by Special Rule 1045 (R) except trains handled by two SD-7 type road switcher units with dynamic brake operative.

1045 (T). Retaining valves must be used on all trains as required by Air Brake Rule 1045 (A), as follows:

Pioche to M.P. 30;
M.P. 27 to M.P. 22, Pioche Branch;
Prince to Prince Junction;

EXCEPTION: Pioche Branch—When train handled by diesel locomotive with dynamic brake operative, use of retaining valves from Pioche to M.P. 30 and from M.P. 27 to M.P. 22 is not required. If dynamic brake becomes inoperative, train must stop and use retainers between these locations.

Iron Mountain to Iron Springs—Duplex retaining valves must be placed in 20-pound position on loaded conventional cars and foreign line ore cars, and in 10-pound position on system ore cars Nos. *26000-26499* and on all empties. Retaining valves must not be turned down until train stops in extension track at Iron Springs. Trains handling empties from Iron Mountain to Comstock must use retainers on all cars in 10-pound position.

EXCEPTION: Desert Mound to Iron Springs—50% of retaining valves in train must be placed in 20-pound position on head end of train.

On other grades, conductor and engineer will see that as many retaining valves are used as necessary to control train.

When retaining valves are in use, speed of 20 MPH must not be exceeded.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

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

Type	Numbers (Inclusive)	H.P.	Salt Lake City to Ogden	Ogden to McCammon	McCammon to Ogden	Ogden to Salt Lake City	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Crestline to Moapa	Moapa to Las Vegas	Las Vegas to Leith	Leith to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	Boulter to Bauer	Bauer to Salt Lake City	Salt Lake City to M.P. 728	M.P. 728 to Cutler	Cutler to Mount	Mount to Salt Lake City
EMD	1000-1095	Yd. Sw 1000	1400	1050	1050	1400	2200	1060	2200	1600	1800	1800	890	1600	890	890	525	850	2200	2700	1600	1200	1050	1600	2000	975	1150	1170
ALCO	1280-1295	Rd. Sw 1500	2100	1500	1500	2100	2600	1775	2700	2000	2500	1800	1475	1800	1475	1475	775	1200	2700	3200	2000	1775	1475	2500	2500	1650	1800	1900
EMD GP-7	100-129	Rd. Sw 1500	2500	2200	2200	2500	3410	1935	4100	2500	2900	2400	1675	3600	1675	1675	850	1200	4500	4500	2500	2000	1775	3600	3600	2125	2400	2500
EMD SD-7	775-784	Rd. Sw 1500 (6 motors)	3810	3800	3300	3810	4500	3100	5500	3900	4450	4350	2560	4500	2560	2560	1350	2200	6000	6000	3900	3100	2500	4050	5000	3000	3600	2850
EMD GP-9 F-9	130-349 500-542	Rd. Sw 1750 Frt. 1750	3050	2785	2785	3050	4010	2225	4700	2875	3335	2760	1875	4250	1875	1875	975	1380	5175	5175	2875	2875	2875	4250	4250	2400	2760	2500
EMD	1400-1499	Frt. 1500	2500	2200	2200	2500	3410	1935	4100	2500	2900	2400	1675	3600	1675	1675	850	1200	4500	4500	2500	1935	1935	2500	3600	2125	2400	2000
EMD	1870-1877	Rd. Sw 2400	4720	3800	3800	4720	6220	3270	7300	4290	4920	4620	2810	6590	2890	2890	1480	2370	6110	6110	4290	3270	4280	6590	6590	3050	3800	3080

Type	Numbers (Inclusive)	H.P.	Las Vegas to Leith	Leith to Caliente	Caliente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulter	Boulter to Bauer	Bauer to Salt Lake City	Salt Lake City to M.P. 728	M.P. 728 to Cutler	Cutler to Mount	Mount to Salt Lake City	Salt Lake City to Mount	Mount to Fayson	Fayson to Sharp	Sharp to Lynndyl
EMD	1000-1095	Yd. Sw 1000	890	800	525	850	2200	2700	1600	1200	1050	1600	2000	975	1150	890	1150	890	1150
ALCO	1280-1295	Rd. Sw 1500	1475	1100	775	1200	2700	3200	2000	1775	1475	2500	2500	1650	1800	1475	1800	1475	1800
EMD GP-7	100-129	Rd. Sw 1500	1675	1150	850	1200	4500	4500	2500	2000	1775	3600	3600	2125	2400	1700	2000	1675	2000
EMD SD-7	775-784	Rd. Sw 1500 (6 motors)	2560	2100	1350	2200	6000	6000	3900	3100	2500	4050	5000	3000	3600	2560	3000	2560	3000
EMD GP-9 F-9	130-349 500-542	Rd. Sw 1750 Frt. 1750	1875	1320	975	1380	5175	5175	2875	2875	2875	4250	4250	2400	2760	1875	2300	2000	2300
EMD	1400-1499	Frt. 1500	1675	1150	850	1200	4500	4500	2500	1935	1935	2500	3600	2125	2400	1675	2000	1675	2000
EMD	1870-1877	Rd. Sw 2400	2890	2220	1480	2370	6110	6110	4290	3270	4280	6590	6590	3050	3800	2890	3050	2890	3050

Note: Diesel switch locomotives and single unit diesel locomotives with one air compressor except SD-7 type locomotives Nos. 775-784, are restricted in road service to a maximum of 45 cars on descending grades of 1% and over.

Note: Rating of 1870-1877 class between Provo and Geneva is 7000 tons.

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