RATING OF ENGINES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Granger to Kemmerer	** Kemmerer to Montpelier	Montpelier to McCammon	Pocatello to McCammon	McCammon to Montpelier	** Montpelier to Kemmerer	Kemmerer to Granger
C 57 — 22/30 — 191	560 to 622	2060	3350	2850	2060	1500	2100	3100
MacA 57 — 23¾/30 — 208; 23¾/30 — 210	2000 to 2034	2400	3800	3250	2400	1700	2400	3525
MacA 63 — 26/28 — 214; 26/28 — 216	2504 to 2532	2500	4050	3450	2525	1800	2500	3750
MacA 63 — 26/30 — 220	2535 to 2554	2600	4200	3575	2600	1900	2600	3900
MacA 63 — 26/28 — 228	2555 to 2564	2550	4110	3500	2540	1860	2540	3820
MT 73 — 29/28 — 256	7000 to 7039 7850 to 7869	2650	4250	3625	2650	1950	2650	4000
TTT 63 — 29½/30 — 304; 29½/30 — 301	5306 to 5313 5314 to 5318	3350	5000	4750	3350	2600	3600	5000
UP 67 — 27/31-32 — 368; 27/31-32 — 372	9000 to 9087 9500 to 9514	4600	5000	5000	4600	3700	4600	5000
C-SA 69 — 22-22/32 — 400; 22-22/32 — 394; 22-22/32 — 407	3800 to 3809 3810 to 3814 3815 to 3839	4600	5000	5000	4600	3700	4600	5000
4-6-6-4-4 69 — 3/5 — 21-21/32 — 406; 21-21/32 — 404; 21-21/32 — 407	3930 to 3949 3950 to 3969 3975 to 3999	4600	5000	5000	4600	3700	4600	5000
4-8-8-4-2 68 — 1 — 23¾-23¾/32 — 540; 23¾-23¾/32 — 545	4000 to 4019 4020 to 4024	8000	8000	8000	6500	4800	6800	8000
P 77 — 22/28 — 135; 143; 149; 150	2819 to 2859 3100 to 3113 3160 3202 to 3217	1630	2560	2140	1390	900	1450	2900
P 77 — 25/28 — 163; 165; 167; 184; 193	2860 to 2899 2900 to 2911 3114 to 3181 3218 to 3224	2060	3350	2850	2060	1500	2100	3100
FEF 77 — 24½/32 — 266	800 to 819	3300	5000	4540	2950	2130	3050	5000
FEF 80 — 25/32 — 266	820 to 844							

McCammon to Pocatello—car limit

**—With helpers between Nugget and Kemmerer

EXPLANATION

C Consolidation
P Pacific
MC Mallet
MacA MacArthur
MT Mountain
TTT 2-10-2
UP 4-12-2
C-SA Challenger
SA-C Mallet SA
UP 4-6-6-4
UP 4-8-8-4
FEF 4-8-4
UP 2-8-8-2

EXAMPLE: Consolidation engine having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke and weighing 191,000 pounds on drivers:

C 57 — 22/30 — 191

Type of Engine	Numbers (Inclusive)	Green River to Wahsatch	Wahsatch to Ogden	Ogden to Wahsatch	Wahsatch to Green River
C 57 — 22/30 — 190	201 to 358	1850	2600	880	1850
MacA 57 — 23¾/30 — 206; 23¾/30 — 210	1900 to 1949	2000	2800	1000	1900
MacA 63 — 26/28 — 212; 26/28 — 228	2200 to 2320	2100	4000	1600	2100
MacA 63 — 26/30 — 222D	2480 to 2499	2350	4000	1700	2350
SA-C 59 — 23-23/30 — 475D	3500 to 3569	4100	4900	3000	4100
2-8-8-2 57 — 23-23/32 — 493D; 494D; 505S	3570 to 3599	4500	4900	3300	4300
CSA 69 — 22-22/32 — 400; 394; 407	3800 to 3809 3810 to 3814 3815 to 3839	4100	4900	3000	4100
4-6-6-4 69 — 3/4/5 — 21-21/32 — 404; 407; 406	3930 to 3949 3950 to 3969 3975 to 3999	4290	5100	3110	4290
4-8-8-4 68 — 1/2 — 23¾-23¾/32 — 540; 545	4000 to 4019 4020 to 4024	6090	6100	4450	6090
TTT 63 — 29½/30 — 286; 311	5000 to 5089	3400	4900	2000	3400
UP 67 — 27/31-32 — 368; 372	9000 to 9087	4100	4900	3000	4100
FEF 77 — 24½/32 — 266	800 to 819	2550		1870	2550
FEF 80 — 25/32 — 266	820 to 844				
P 77 — 25/26 — 163; 165; 167; 184; 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	1750		1290	1750
MT 73 — 29/28 — 256	7000 to 7039 7850 to 7869	2240		1660	2240

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

(Drag tonnage continuous rating except as noted.)

Stations	EMD 4-Unit 6000 H. P.	ALCO 4-Unit 6000 H. P.	Stations	EMD 4-Unit 6000 H. P.	ALCO 4-Unit 6000 H. P.
Green River to Wahsatch	5800	7400	Ogden to Echo	*4770	*6000
Wahsatch to Ogden	8000	8000	Echo to Wahsatch	4250	5000
			Wahsatch to Green River	5800	7400

Stations	EMD 3-Unit 4500 H. P.	ALCO 3-Unit 4500 H. P.	Stations	EMD 3-Unit 4500 H. P.	ALCO 3-Unit 4500 H. P.
Green River to Wahsatch	4400	5550	Ogden to Echo	*3600	*4500
Wahsatch to Ogden	8000	8000	Echo to Wahsatch	3200	3750
			Wahsatch to Green River	4400	5550

*Based on short time rating M.P. 986.8 to M.P. 980.7

TOTAL LOADED WEIGHT ON DRIVERS, DIESEL-ELECTRIC FREIGHT POWER UNITS

200,000 to 250,000 POUNDS

1400 to 1441
1400B to 1428B
1400C to 1428C
1600 to 1625
1600B to 1616B
1600C to 1616C

250,000 to 300,000 POUNDS

1360 to 1369

Type of Engine	Numbers (Inclusive)	Pocatello to Idaho Falls	Idaho Falls to Lima	Lima to Dillon	Dillon to Silver Bow	Silver Bow to Butte	Butte to Silver Bow	Silver Bow to Dillon	Dillon to Lima	Lima to Idaho Falls
C 57 — 22/30 — 191	560 to 622	3450	*2530	4000	*3200	1080	4650	*1300	1500	*2500
MacA 57 — 23¾/30 — 208; 23¾/30 — 210	2000 to 2034	3800	*2850	4250	*3600	1200	5250	*1500	1650	*2850
MacA 63 — 26/28 — 214; 26/28 — 216	2504 to 2532	4250	*3050	4350	*3800	1300	5850	*1600	1850	*3050
MacA 63 — 26/30 — 220	2535 to 2554	4335	*3200	4400	*3900	1350	5970	*1650	1940	*3200
MacA 63 — 26/28 — 228	2555 to 2564	4250	*3130	4370	*3820	1325	5850	*1625	1900	*3150
MT 73 — 29/28 — 230; 29/28 — 234	7000 to 7039 7850 to 7869	4340	*3170	4350	*3850	1300	5950	*1620	1925	*3175
TTT 63 — 29½/30 — 304; 29½/30 — 301	5306 to 5313 5314 to 5318	5600	*4100	5000	*4800	1730	7600	*2120	2450	*4120
SA-C 59 — 23-23/30 — 471	3500 to 3569	7900	*4250	7000	*5650	2150	8000	*3180	3500	*5310
MC 57 — 25-39/32 — 485	3600 to 3674	8000	*4980	7350	*6120	2550	8000	*3240	4110	*5780
C-SA 69 — 22-22/32 — 400; 394; 407	3800 to 3809 3810 to 3814 3815 to 3839	7900	*4150	7000	*5550	2050	8000	*3080	3400	*5210
P 77 — 22/28 — 135; 143; 149; 150	2819 to 2859 3100 to 3113 3160 3202 to 3217	2340	*1560	2700	*2310	610	3230	*780	1000	*1540
P 77 — 25/28 — 163; 165; 167; 184; 193	2860 to 2899 2900 to 2911 3114 to 3181 3218 to 3227	3390	*2230	3900	*3060	890	4550	*1140	1320	2260

Idaho Falls to Pocatello—car limit.

*—With helpers

Type of Engine	Numbers (Inclusive)	Salt Lake City to Ogden	Ogden to McCammon	McCammon to Ogden	Ogden to Salt Lake City
C 57 — 22/30 — 191	560 to 622	2610	2060	2060	2610
MacA 57 — 23¾/30 — 208; 23¾/30 — 210	2000 to 2034	3000	2400	2400	3000
MacA 63 — 26/28 — 212	2504 to 2532	3200	2525	2525	3200
MacA 63 — 26/30 — 220	2535 to 2554	3300	2600	2600	3300
MacA 63 — 26/28 — 228	2555 to 2564	3230	2550	2550	3230
TTT 63 — 29½/30 — 290; 311	5000 to 5089 5300 to 5318 5400 to 5414 5500 to 5529	4250	3350	3350	4250
UP 67 — 27/31-32 — 372	9000 to 9087 9500 to 9514	5000	4600	4600	5000
C-SA 69 — 22-22/32 — 400; 394; 407	3800 to 3809 3810 to 3814 3815 to 3839	5000	4600	4600	5000
C-SA 69 — 21-21/32 — 400; 407	3930 to 3999				
SA-C 59 — 23-23/30 — 471	3500 to 3569	5000	4740	4740	5000

UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

Utah Division

Special Rules No. 8

Effective Tuesday, June 15, 1948

Superseding Special Rules No. 7, Utah, Wyoming and Idaho Divisions.

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

F. C. PAULSEN, General Manager

B. F. WELLS, Assistant General Manager

V. W. SMITH, General Superintendent

G. A. CUNNINGHAM, Acting Superintendent

2 (R). Rules 2, 2 (A) and 2 (B) are cancelled.

Employes listed below and other employes as may be designated must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

(*A railroad grade watch is one equipped with a lever set.)

Safety Representatives	Flagmen
Trainmasters	Firemen
Assistant Trainmasters	Hostlers
Traveling Conductors	Outside Hostler Helpers
Road Foremen of Engines	Yardmasters
Traveling Firemen	Assistant Yardmasters
†Station Agents	Engine Foremen
†Operators	Switchtenders
Conductors	Engine Herders
Engineers	Such other employes as
Brakemen	may be designated

(†Except when assigned in offices where a standard clock is located.)

2 (S). Officers and employes must not make solicitation in connection with the sale of watches.

2 (T). Employes must present their watches to officers and supervisors upon request.

3 (R). Salt Lake City yard will be operated under Mountain Standard Time, except that watches of yard crews making movements on train order authority outside of yard limits on California Division must be set to Pacific Standard Time.

5 (R). At East Kemmerer, Fossil, Dingle, Pescadero and Blaser time shown in time-table schedules and in train orders applies at the end of double track.

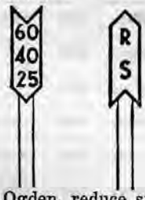
5 (S). At Bach, when the superiority of a westward train is restricted at that station by train order, it must not pass Bach station sign until the eastward train has passed Signal 1838, east end of Idaho Falls, or until the wait order has expired.

7 (R). When starting trains with Diesel-electric helper on rear end of train, trainmen will be stationed in a position to relay signals to start from head end to crew on helper engine.

8 (R). At Salt Lake City and Pocatello, yellow flags by day and yellow lights by night will be used by switchtenders and herders.

Proceed signals as well as stop signals given by switchtenders must be answered.

10 (R). Rule 10 (H) is cancelled.



Between Green River and Ogden, reduce speed signs as illustrated above will be located 1000 feet from beginning of restricted territory and will indicate by figures the maximum speed permitted as shown in current time-table. Example: 60-40-25 will indicate maximum speed of 60 MPH for streamline trains, 40 MPH for Psgr. trains, 25 MPH for freight trains.

Signs bearing the letters RS will be placed to indicate the end of the restricted territory.

The entire train must pass over the designated location at the specified speed.

Such speed restrictions will also be shown in time-table or superintendent's bulletin.

10 (S). A sign reading "Reduce Speed" and showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track one mile distant is in condition for a speed of not more than indicated by the "Reduce Speed" sign.

A sign reading "Resume Speed" placed on engineer's side of track indicates that reduced speed location has been passed.

The entire train must pass over the designated location at the specified speed.

The flagman will give proceed signal when rear of train has passed the "Resume Speed" sign.

Such speed restrictions will also be shown in time-table or superintendent's bulletin.

10 (T). Rule 10 (G) is changed as follows:

"Yellow signals will be placed one and one-fourth miles instead of one mile from the beginning of the slow track."

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

17 (R). The following will govern use of oscillating red headlight:

When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation.

A train on adjacent track must stop before passing headlight and be governed by Rule 102.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

17 (S). Rule 17 (C) is cancelled.

First sentence of Rule 17 is changed to read: "Headlight must be displayed, burning bright, to the front of every train by day and night."

17 (T). When a steam or Diesel-electric locomotive not displaying back-up headlight is standing or moving about yards at night under conditions not requiring display of markers, a red light must be displayed on rear of locomotive.

17 (U). At night, oscillating white headlight must be set in motion passing through cities and towns and approaching and passing over public crossings at grade.

19 (R). Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train.

Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.

The displaying and extinguishing of red rear end light must be done by trainman.

Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

21 (R). When a train is equipped with indicators, white flags will not be displayed by extra trains.

26 (R). At Lima, after a passenger train has made station stop, when necessary for employes to go under engine, incoming engineer will leave train

Continued on Page 3.

26 (R). Continued.

brakes applied with a 20-pound brake pipe reduction, engine brakes applied in service position with 45-pound brake cylinder pressure, place reverse lever on center, open cylinder cocks, close throttle and place pin in throttle rest. Employes, before going under train, will display proper blue signals, open relief valve on steam chest and place chains under driver and under mate wheel on opposite side. Outgoing enginemen will fully comply with Air Brake Rules 1025 and 1025 (C) before departure.

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

Yellowstone Branch—between Idaho Falls and Ashton;

Yellowstone Branch—between Ashton and West Yellowstone, from June 15 to Sept. 20, both inclusive.

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

28 (R). A green and white signal will be used to stop designated trains at conditional stops shown in time-table.

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."

D-83 (R). Rule D-83 is modified as follows:

Where Rule 251 is in effect, a train must not leave its initial station, or a junction, until it has been ascertained whether all first-class trains due in the same direction have left.

83 (S). At Salt Lake City, before entering or using California Division passenger main track between Second South Street and yard limit sign at M.P. 780.73, yard engines must obtain register check, Form 2529, on all first-class trains which are due.

83 (T). At McCammon, information required by Rule D-83 need not be received by westward first-class trains.

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

84 (S). To synchronize the starting of freight trains where signals cannot be seen with helper on rear of train, the following method will be used: When ready to move, engineer on head end will make a 15-pound automatic brake pipe reduction, return brake valve to running position and wait three minutes. Engineer on helper engine will start three minutes after his gauge shows brake pipe pressure being restored.

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

93 (R). At Salt Lake City, Provo Subdivision main track between Eighth South Street and Second South Street may be used as a siding, complying with Rules 93, 99 and 105.

Provo Subdivision eastward trains must stop at STOP sign west of cross-over switches at Eighth South Street.

93 (S). At Salt Lake City, unless otherwise directed, all trains operating via California Division 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. Cabooses of 3700 and 3800 class must not be moved under umbrella sheds on track 9.

93 (T). 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.

93 (U). Following branches are operated under requirements of Rule 93: Sugar Factory; Syracuse; Thatcher; Bear River; Benson.

93 (V). All employes while using D. & R. G. W. tracks will be under the jurisdiction of D. & R. G. W. supervisors and will obey their instructions. Crews will be governed by the following D. & R. G. W. rules while using D. & R. G. W. tracks:

"11. In non-ABS limits, a train finding a fusee burning on or near its track, must stop and wait until it has burned out before proceeding.

"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.

"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 explosion of one torpedo will indicate the same as two, but the use of two is required.

"(Definition of restricted speed:

"A speed that will permit stopping short of another train or obstruction, but not exceeding fifteen miles per hour.)

"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.

"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.

"Special Rule 4-K reads:

" 'Trains have no time-table superiority between First South and Ninth South Streets, Salt Lake Union Depot Company's yard, Salt Lake City. Yard crews and others occupying these tracks must make way for passenger trains without unnecessarily delaying them. In case of collision, responsibility rests with approaching train or engine.'

"Special Rule 4-L. All freight train, switch engine and light engine movements, including interchange deliveries (except passenger equipment destined Union Depot) between Salt Lake City and Roper will, unless otherwise provided, use the two freight main tracks extending from a point 150 feet east of First South Street, Salt Lake City, to 21st South Street, Roper, and will keep to the right. Movement against the current of traffic on these two freight main tracks can be made only under flag protection.

"Switch at end of two freight main tracks at First South Street normally lined for eastward track. Switch leading to connection with W. P. at First South Street normally lined for this connection. Switch 150 feet west of South Temple Street connecting passenger and freight tracks, normally lined for passenger main track.

"When display of markers not required, such 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."

93 (W). All eastward trains and Union Pacific interchange deliveries to D. & R. G. W. will stop before entering Roper yard at the "Talkee" near upper cross-over about 20th South Street and contact yardmaster in the west tower for a head-in if no previous head-in has been received at Ninth South tower.

To contact yardmaster, press push button located in the "T" fitting located about two-thirds of way from the ground and the speaking unit on top of stand. It is only necessary to push this button once to signal yardmaster. Engines should stop about 75 feet from the "Talkee" so that voice communication with yardmaster can be carried out.

Running track has been installed in Roper yard, and Union Pacific engines after making interchange delivery, unless otherwise instructed, will use running track from the east end of Roper yard.

95 (R). Where Rule 251 is in effect, clearance Form 2643 issued to a train at its initial station will establish identity of train to the end of its run on that subdivision. Sections will display green signals when clearance so indicates.

Example: A clearance reading "First 7 green signals" will authorize display of green signals.

A clearance reading "Second 7 no signals" will authorize movement without display of signals.

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

When there is no operator on duty, trains are not required to receive clearance as per Rule 96 at Ashton, Victor, Ucon, Aberdeen and Mackay.

Unless otherwise provided, all trains must receive clearance at:

Evanston	Cache Jct.	Idaho Falls
Ogden	Kemmerer	Lima
Brigham	Montpelier	Ashton

A clearance received by any train at Evanston or by eastward train on Second Subdivision at Ogden will confer the same authority as when received at its initial station.

Clearance received at Montpelier or Lima by the only section of a regular train, or at Ogden by the only section of a westward regular train will confer the same authority as when received at its initial station.

Union Pacific trains must receive Union Pacific clearance Form 2643 in addition to Northern Pacific clearance before leaving Butte. When Union Pacific train orders are issued to train at Butte, numbers of such orders must be shown on Union Pacific clearance Form 2643. Union Pacific train order numbers will not be included on Northern Pacific clearance.

At Silver Bow, eastward trains must receive clearance Form 2643 issued by operator at Silver Bow.

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. 31.0)	B.R.R.	U.P.	Cabin Interlocking. Rule 616.
North Salt Lake. (M.P. 31.3)	D.& R.G.W.	D.& R.G.W.	D.& R.G.W. trains do not stop. U.P. trains protect by flagmen in both directions before crossing.
Becks. (M.P. 32.9)	D.& R.G.W.	D.& R.G.W.	D.& R.G.W. trains do not stop. U.P. trains protect by flagmen in both directions before crossing.
Salt Lake Gravel Pit Spur.	B.R.R.	B.R.R.	Electric locked derails hand operated. Rule 98(S).
Salt Lake City. (M.P. 36.4, Freight Line)	S.L.G.& W.	U.P.	All trains stop.
Salt Lake City. (M.P. 36.6, Freight Line)	D.& R.G.W. 2 tracks	U.P.	All trains stop.
Salt Lake City. (M.P. 781.2, Freight Line)	W.P.		Automatic Interlocking. Rule 615.
Salt Lake City. (First South and Tenth West Streets, Fisher Brewery track)	W.P.	W.P.	Rule 104(X).
Salt Lake City. (Between South Temple and First South Street on Fourth West Street)	D.& R.G.W. interchange track		All trains stop.

98 (R). Continued.

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Salt Lake City. (Between Eighth and Ninth South Streets on Fourth West Street, Utah Junk Spur)	D.& R.G.W. 2 tracks	D.& R.G.W.	D.& R.G.W. trains do not stop. U.P. engines stop and line derail. Rule 104(X).
Salt Lake City. (M.P. 37.8)	D.& R.G.W.		Interlocking. Rule 609.
Salt Lake City. (M.P. 38.0)	D.& R.G.W.		Interlocking. Rule 609.
Salt Lake City. (M.P. 38.4)	D.& R.G.W.	U.P.	Cabin Interlocking. Rule 616.
Near Burton (M.P. 39.7)	D.& R.G.W.	U.P.	All trains stop.
Near Cushing. (M.P. 47.7)	Gauntlet track D.& R.G.W.	U.P.	Automatic Interlocking. Rule 615.
Near Sandy. (M.P. 48.6)	D.& R.G.W.	U.P.	Semi-automatic crossing protection. Rule 616.
Syracuse Branch. (M.P. 0.3)	D.& R.G.W.	D.& R.G.W.	Semi-automatic crossing protection. Normal position of derails and signals against U.P. See instructions in signal case.

98 (S). Electric locked derails are located on the Salt Lake Gravel Pit spur crossing Bamberger Railroad.

Indicators are located on relay post on the east side of Bamberger main track and on the south side of U. P. tracks. Position of indicators must be observed before switch locks are removed or derails reversed. If either indicator displays Stop indication, it indicates movement on Bamberger tracks, and derails cannot be operated.

When indicator displays Proceed indication, switch locks may be removed and both derails must be reversed.

When indicator displays Stop indication, time release in relay box may be operated only after calling Bamberger dispatcher on telephone and ascertaining there is no approaching movement on Bamberger tracks.

Instructions for use of time release are posted inside relay box.

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 that there is no conflicting movement approaching before lining switch for movement to main track.

99 (R). Rule 99 is changed as follows:

Flagman, in placing torpedoes as required by Rule 99, must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from rear of train.

99 (S). Last paragraph of Rule 99 is changed to read:

"Night signals—A white light, not less than ten torpedoes and six fusees."

At night and during foggy or stormy weather, a lighted red fusee will be used for hand signals required by Rule 99.

This does not change the requirements of Rule 99(F).

Each caboose must be equipped with a red lantern for use as required by Rule 19(C).

The equipment of each engine must include a red lantern as required by Rule 869.

Last sentence of Rule 870 is cancelled.

99 (T). Rule 99 (F) is modified as follows:

Employe alone, who finds track or bridge unsafe for trains at normal speed, in placing torpedoes as required by Rule 99 (F), must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from red flag or red light.

99 (U). 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:

Park City Branch;	Mackay Branch between Aberdeen Jct. and Mackay;
Malad Branch;	East Belt Branch;
Cache Valley Branch;	West Belt Branch;
Cumberland Branch;	Goshen Branch;
Grace Branch;	Yellowstone Branch between Ashton and West Yellowstone.
Aberdeen Branch;	
Teton Valley Branch;	

99 (V). Trainmen and enginemen must expect to find cars on main track at all times M.P. 6, Kemmerer Branch.

103 (R). When Diesel yard engine is used, a yardman or trainman may ride on side steps or platform in direction engine is moving instead of on leading footboard.

103 (S). Where reference is made in Rule 103 (C) to rear of tender of engines, this requirement will also apply to rear end of Diesel engines.

103 (T). At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

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

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

103 (V). A yardman or trainman need not ride on leading footboard of engine, as follows:

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

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

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

Montpelier—main track movements;

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

103 (W). At Salt Lake City, a yardman must take a conspicuous position on rear car of movements between North Yard and Roper Yard, and by night a red light must be displayed on rear car.

103 (X). At Salt Lake City, movement must not be made over main cross-walk in front of passenger station unless proceed signal is received from station or yard employe or movements preceded by a flagman.

Switching movements over main cross-walk must not exceed four MPH.

103 (Y). On Bushnell Hospital Spur, trains and engines must stop before crossing U. S. Highway 91 and be preceded by a flagman, complying with Rule 103 (B).

On Ontario Branch, when cars are handled ahead of engine, a trainman need not precede the movement over public crossings, but movement must be made at restricted speed.

On Park City Branch, all trains and engines must stop, and a man must be sent ahead to act as crossing watchman, before passing over Keetley Highway, just west of Keetley Junction, or before passing over any crossing at Keetley. Train and engine crews will be held equally responsible for knowing that the crossing is properly protected.

103 (Z). At Evanston, employes' crossing near power house must not be blocked by trains between:

6:30 A.M. and 7:00 A.M. 12:45 P.M. and 1:00 P.M.
12:00 noon and 12:15 P.M. 6:00 P.M. and 6:15 P.M.

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

Green River —West switch of cross-over between old yard track 3 and passenger lead, for movement from passenger lead to old yard track 3;
—East switch of cross-over from west end of new yard to westward main track, for movement from new yard to chippy track;

Wahsatch —Derail 130 feet from end of tail track of wye, in non-derailing position except when car is spotted at loading dock;

Kemmerer Branch
M.P. 5.50 —Derail on main track, in derailing position;

104 (S). Following switches are electrically locked:

Wahsatch —Crotch switch at east end of center siding. (See Special Rule 104(T).)

Riverdale —Trailing point switch west end of cross-over between eastward and westward main tracks;
—West switch of cross-over from tail track to westward main track;

Ogden —Facing point switch east end drill track (M.P. 990.5) from drill track to westward main track;

Inkom —West switch of eastward siding. (Instructions inside of lock case).

104 (T). At Wahsatch, crotch switch at east end of center siding is equipped with an electric lock and switch indicator. When a train or engine is to move from east end of center siding to westward main track, or to east leg of wye, trainmen must be governed by indication displayed by switch indicator before attempting to operate crotch switch.

Crotch switch must be lined for movement to westward main track before any other switch leading to westward main track or east leg of wye is changed from its normal position.

To operate switch machine, foot pedal must be lifted to disengage the switch lock. After lock is removed, foot pedal must be depressed to release switch lever, which must be latched and locked in reverse position until movement is completed. After movement is completed, switch lever must be returned to normal position, foot pedal must be raised to engage switch lock in hasp. Switch lock must then be locked.

When semaphore arm of switch indicator is horizontal, if no westward train or engine is seen or heard approaching, crotch switch may be operated as follows:

Trainman must ascertain from dispatcher that no westward train is approaching. He may then operate time release located in east relay box north of westward main track by turning button on top of relay to the right as far as it will go and then releasing it. Trainman will then go to the crotch switch and when white light appears on top of relay box, he must depress foot pedal releasing switch lever. If foot pedal is not depressed while white light is burning switch will again electrically lock.

Westward trains desiring to enter center siding must occupy "unlock section" between Signal 9265 and east switch to center siding, which will automatically release electric lock.

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

Leaving passenger depot, remain clear of passenger lead. (Applies to yard engines only when a first-class train is due.)

Entering Salt Lake City, remain clear of Second South Street.

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

At Salt Lake City, trains and engines must not foul cross-over switches between North Temple Street and Second North Street without first receiving proceed signal from switchtender. (Applies to yard engines only when a first-class train is due.)

104 (V). At Salt Lake City, eastward trains on main track approaching Fifth North Street 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 westward train and road engine movements (including D.&R.G.W. switch movements) must stop to clear Fifth North Street unless proceed signal received from switchtender.

Unless otherwise directed, eastward trains and road engines (including D.&R.G.W. switch movements) moving to tracks in North Yard from the Freight Line, must head through cross-over near North Temple viaduct to Pedro 2, stopping to clear Fourth North Street unless proceed signal received from switchtender at Fifth North Street.

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

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

Roundhouse to passenger depot ..... o —
Roundhouse to Thirteenth North Street ..... o o o o
Roundhouse to east or west lead, Fifth North Street ..... —

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

All trains must approach cross-overs at Seventeenth North Street prepared to stop and must not proceed until proceed signal has been received from switchtender.

Eastward trains approaching Seventeenth North Street must use one long sound of whistle when they are to be routed via main track, and one long and one short when they are to be routed into yard.

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

104 (X). At Salt Lake City, Fourth West Street, on the Utah Junk Spur before crossing D.&R.G.W. passenger main tracks, understanding must be had with signalman at Ninth South Street that he will hold westward D.&R.G.W. trains. In addition, member of crew must be left at crossing to provide protection against eastward D.&R.G.W. trains. Signalman must be notified when work has been completed.

On the Fisher Brewery Spur, switch crews will be governed by Rule 98 (A), and in addition, during foggy and stormy weather flag protection must be provided in both directions on the W.P. main track.

Switching operations on the Utah Junk and Fisher Brewery Spurs will be confined to daylight hours only.

104 (Y). Spring switches are located as follows:

Ogden	—Junction of Shasta track with eastward main track;
S. P. Jct.	—West switch (equipped with facing point lock);
East Kemmerer	—End of double track;
Fossil	—End of double track;
Dingle	—End of double track;
Pescadero	—End of double track;
Blaser	—End of double track;
Montana Jct.	—Junction switch;
Lima	—Spring switch derail in main track at west end of yard; must be locked in derailing position when not being used. Yellow light displayed on "1000 feet to derail" sign and red light displayed on derail stop sign indicate location of derail and govern westward trains only.

104 (Z). At Pocatello, eastward freight trains must not pass cross-over at Sherman Street unless proceed signal is received from switchtender.

At Pocatello, switches for movements over cross-over between main tracks at east and west end of passenger yard will be handled by yardman. Trains entering and leaving passenger yard must stop to clear cross-overs unless proceed signal is received from yardman.

105 (R). At Cache Junction, the Cache Valley Branch ends at Signal 492. At Brigham, the Malad Branch ends at sign located at west end of yard.

105 (S). At Brigham, westward siding extends from extreme east switch near M.P. 20.3 to cross-over at depot, and eastward siding is located on north side of main track. Eastward train holding main track at Brigham with orders to meet or wait for westward train must remain west of Signal 210 until opposing train arrives or until waiting time expires. 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.

105 (T). At Wahsatch, center siding is used for movement of helper engines. Trains entering this siding will look out for helper engines, and when view is obscured will send flagman ahead a sufficient distance to insure full protection against helper engine movements.

105 (U). At Henefer, when conditions permit, westward trains in center siding must use switch at west end of center siding instead of cross-over to head out on westward main track.

105 (V). At Cokeville, westward trains taking siding must use inside siding next to main track. Inside switch at east end of siding must be left lined for eastward siding. Eastward trains taking siding must use outside siding. Inside switch at west end of siding must be lined for westward siding.

105 (W). At Pocatello, trains and engines using running tracks will be governed by Rules 93 and 105 (A).

Westward trains using westward running track must not pass yard office without receiving proceed signal or verbal instructions from yardmaster and must receive proceed signal from switchtender at east end of receiving yard before passing switch from running track to receiving yard.

107 (R). At Montpelier and Lima, when engine is being serviced on main track, movement must not be made on adjacent track past that point unless protected by an employe walking just ahead of engine or leading car.

D-151 (R). At Green River, Evanston, Montpelier and Pocatello, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured.

At Salt Lake City, except when view is obscured, trains and engines may move against the current of traffic between Fifth North Street and passenger station without being preceded by a flagman upon receipt of proper signal from switchtender.

Movements against the current of traffic between cross-over at Kraft Cheese Spur and Oil Spur at Pocatello must not be made without permission from train dispatcher.

152 (R). That part of last paragraph of Rule 93 reading: "(See Special Rule 152-R)" is changed to read: "(See speed restrictions in time-table)".

200 (R). Light will not be kept burning at night in train order signal at Coalville and trains will be governed by day indication.

251 (R). At Pocatello, between M.P. 214.3 and M.P. 216.9, trains and engines will run with reference to other trains in the same direction by block signals, the indications of which will supersede superiority of trains. In making such movements, care must be exercised to avoid delay to first-class trains.

402 (R). At Pocatello, when No. 105 is due or when any other westward passenger train is at passenger station, switchtender will not permit a westward freight train to occupy the main track without permission from train dispatcher.

509 (R). Between M.P. 255 and east end Humphrey siding, block signals are connected with rock slide protection fence.

Continued on Page 7.

509 (R). Continued.

Westward Signals 2547 and 2561 are equipped with a lower arm which is painted yellow and has a pointed end.

When lower arm is horizontal, or displays a yellow light at night, and upper arm indicates Proceed, trains may proceed without stopping, but must proceed at restricted speed, looking out for rocks on track.

509 (S). When an eastward train, except a light engine, is stopped by Signal 8182, west of Green River, and view of track ahead is restricted by a train on the westward track, a flagman must be sent ahead to the east side of Green River bridge. Train must wait five minutes after flagman has started, and may then proceed but must move at restricted speed.

509 (T). At Riverdale, dwarf signal west of tail track switch governs eastward movements from lead to eastward main track and to first eastward block signal.

Normal position of tail track switch is for tail track.

No attempt should be made to operate tail track switch and west switch of cross-over while a train is approaching on either main track.

509 (U). At Pocatello, westward trains finding Signal 2161 displaying Stop indication or eastward trains finding Signal 2162 or Signal 1350 displaying Stop indication must, after stopping, be governed by Rule 509 but movement must not be made until proceed signal with yellow flag or yellow light is received from switchtender.

509 (V). On Midvale Spur, Provo Subdivision, when Signal 01 or 02 displays Stop indication, train or engine must be preceded by a flagman between these two signals and must move at restricted speed.

513 (R). At Granger, dual control switch and remote control signals controlled by operator are in service at east switch to westward siding. Upper unit of westward signal governs westward movements on westward main track; lower unit governs movement from westward main track to westward siding.

Color light dwarf signal located just west of east switch between westward main track and westward siding governs movement from westward siding to westward main track and against the current of traffic to sign reading "END OF BLOCK EASTBOUND" near M.P. 844.8.

Color light dwarf signal located just west of east switch between eastward and westward main tracks governs movement eastward against current of traffic to sign reading "END OF BLOCK EASTBOUND."

When a train is stopped by one of these signals and cause is not known, conductor or engineer must communicate with operator and be governed by his instructions. If movement is authorized by operator, selector lever on dual control switch must be placed in HAND position, and it must be known that switches are properly lined for movement to be made. After engine or first car has passed over switches, stop must be made and selector lever restored to POWER position and operator notified. When communication fails, selector lever must be placed in HAND position and after waiting three minutes movement may be made, hand operating switch as necessary, and be governed by Rule 509. When movement is made against current of traffic, except on signal indication, movement must be preceded by flagman to sign reading "END OF BLOCK EASTBOUND."

When movement is authorized against current of traffic by signal indication, or when communication has failed, as indicated above, such authority applies only to sign reading "END OF BLOCK EASTBOUND."

When Signal 8447 displays Stop indication, trains or engines governed by this signal must send flagman ahead and must wait ten minutes before proceeding at restricted speed to next signal.

At Granger, dual control switch and remote control signals controlled by operator are in service at west switch of single track siding.

When a train is stopped by one of these signals and cause is not known,

513 (R). Continued.

conductor or engineer must communicate with operator and be governed by his instructions. If movement is authorized by operator, selector lever on dual control switch must be placed in HAND position and it must be known that switch is properly lined for movement to be made. After engine or first car has passed over switch, stop must be made and selector lever restored to POWER position and operator notified. When communication fails, selector lever must be placed in HAND position and after waiting three minutes movement may be made, hand operating switch as necessary, and be governed by Rule 509.

At Granger, color light dwarf Signal 05, located 500 feet west of depot, governs movement of westward trains on single track to Signal 15. Middle unit of 3-unit color-light interlocking signal, located just east of depot, governs movements from westward main track to dwarf Signal 05 on single track.

513 (S). At Pocatello, dual control switches and remote control signals controlled by train dispatcher are in service at east end new Departure Yard as follows:

Dual control switch from westward main track to westward freight running track; dual control switch from westward main track to eastward freight running track; cross-over with two dual control switches between eastward and westward main tracks.

Signal west of east switch of cross-over governs eastward movements on eastward main track.

Two-unit signal east of east switch of westward freight running track; upper unit governs westward movements on westward main track; lower unit governs westward movements from westward main track to westward freight running track, or to eastward freight running track. Westward freight trains arriving Pocatello receiving green over red, or yellow over red indication at this signal will proceed on main track to cross-over at M.P. 213.3 and enter yard at that location.

Dwarf signal adjacent to westward freight running track governs eastward movements to westward main track against current of traffic.

Two-unit dwarf signal adjacent to eastward freight running track; upper unit governs movements to westward main track and through cross-over to eastward main track; lower unit governs movements to westward main track against current of traffic.

Dwarf signal between main tracks east of east switch of cross-over governs westward movements from eastward main track through cross-over to westward main track, or against current of traffic on eastward main track.

Dwarf signal between main tracks west of west switch of cross-over governs eastward movements from westward main track through cross-over to eastward main track, or against current of traffic on westward main track.

When a train is stopped by one of these signals and cause is not known, conductor or engineer must communicate with train dispatcher and be governed by his instructions. If movement is authorized by train dispatcher, selector lever on dual control switch must be placed in HAND position and it must be known that switches are properly lined for movement to be made. After engine has passed over switches, stop must be made and selector lever restored to MOTOR position, and train dispatcher notified. When communication fails, selector lever must be placed in HAND position, and after waiting three minutes movement may be made, hand operating switches as necessary. When movement is made against current of traffic, except on signal indication, movement must be preceded by a flagman to sign reading "END OF BLOCK EASTBOUND" near M.P. 209.5 or sign reading "END OF BLOCK WESTBOUND" near M.P. 212.5.

When movement is authorized against current of traffic by signal indication, or when communication has failed, as indicated above, such authority applies only to sign reading "END OF BLOCK EASTBOUND" or "END OF BLOCK WESTBOUND."

When Signal 2095 or Signal 2124 displays Stop indication, trains or engines governed by these signals must send flagman ahead and must wait ten minutes before proceeding at restricted speed to next signal.

515 (R). Block signals listed below operate in connection with rock slide protection fences:

WESTWARD		EASTWARD	
Signal No.	Location of Rock Slide Protection Fence	Signal No.	Location of Rock Slide Protection Fence
8195	M.P. 820.01 to M.P. 820.24	9874	M.P. 986.54 to M.P. 986.49
8203	M.P. 820.24 to M.P. 820.47	9832	M.P. 983.23 to M.P. 982.89
9589	M.P. 959.33 to M.P. 959.40		M.P. 982.78 to M.P. 982.65
9603	M.P. 961.15 to M.P. 961.33		M.P. 982.58 to M.P. 982.51
9615	M.P. 961.56 to M.P. 961.66	9822	M.P. 982.21 to M.P. 982.14
	M.P. 961.88 to M.P. 961.99		M.P. 982.09 to M.P. 981.96
	M.P. 963.12 to M.P. 963.15	9816	M.P. 981.46 to M.P. 981.36
9803	M.P. 980.48 to M.P. 980.68		M.P. 980.68 to M.P. 980.48
	M.P. 980.76 to M.P. 980.91	9652 9634	M.P. 963.15 to M.P. 963.12
9819	M.P. 982.00 to M.P. 982.08	9634	M.P. 961.99 to M.P. 961.88
	M.P. 982.20 to M.P. 982.25	9616	M.P. 961.66 to M.P. 961.56
	M.P. 982.65 to M.P. 982.71		M.P. 961.33 to M.P. 961.15
9829	M.P. 982.90 to M.P. 983.00	9596	M.P. 959.40 to M.P. 959.33
		8208	M.P. 820.47 to M.P. 820.01

519 (R). Dwarf signals governing movements against current of traffic from double track to single track through spring switch are located as follows:
Signal 392—275 feet west of spring switch east end Kemmerer;
Signal 1084—286 feet west of spring switch Dingle;
Signal 1207—292 feet east of spring switch Pescadero;
Signal 1776—311 feet west of spring switch Blaser.
These signals are located between main tracks and indicate Stop.
Trains or engines moving against the current of traffic through spring switch to single track must stop before passing dwarf signal and be governed by Rules 99, 509 and 524. In addition, flag protection must be provided against movements on opposite main track.

520 (R). At Evanston, dwarf signals at east end of westward siding and just west of Signal 9165 govern movement of trains or engines between these signals. When either signal displays Stop indication, flagman must be sent ahead to protect movement.
Switch indicator located near east switch on westward siding will indicate if that portion of westward siding governed by dwarf signals is occupied. Rule 520 will govern.

520 (S). At Evanston, dwarf signal located at fouling point on Almy Spur, governs movement from Almy Spur against current of traffic on westward track to Signal 9183.
When dwarf signal displays Stop indication after switch has been lined for movement to westward track, in addition to complying with Rule 520, flag protection against opposing train must be provided.
When a westward train or engine is stopped by Signal 9183, flag protection against opposing train must be provided.

721 (R). On multiple unit Diesel engine, not more than four men may ride in cab of leading unit. On freight train when cab is occupied by four men, head brakeman will ride in cab of trailing unit.
When necessary for head brakeman to ride in cab of trailing unit on multiple unit Diesel freight engine, he must not occupy engineer's seat and must not tamper with or operate any of the switches or valves, nor place feet on dashboard or windshield.
Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel engine on freight or passenger train.

732 (R). On the tracks shown below, rotary snow plows with wings out will not clear the following bridges:

Bridge Number	TRACK	Bridge Number	TRACK
880.23	Both main tracks.	963.85	Both main tracks.
935.31	Westward track.	964.26	Both main tracks.
939.03	Westward track.	978.25	Both main tracks.
940.27	Eastward track.	978.42	Both main tracks.
940.41	Westward track.	979.04	Both main tracks.
941.46	Both main tracks.	979.28	Both main tracks.
954.16	Both main tracks.	979.58	Both main tracks.
960.41	Both main tracks.	981.01	Westward track.
963.13	Both main tracks.	984.05	Westward track.
963.56	Both main tracks.	984.20	Eastward track.

At Green River, in movement of wedge plow, stop must be made before passing any cross-over in yard, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.
Exhaust from such engines must not be located in close proximity to fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

733 (S). Dangerous gases, present in exhausts from Diesel locomotives, Clarkson Steam Generator, or engines of Waukesha air conditioning equipment may cause incapacitation or fatalities if in sufficient concentration as might result when a Diesel locomotive is stopped in a tunnel. These gases are not generally associated with the obnoxious odors given off by the exhausts of gasoline engines, and cannot be readily detected even in dangerous quantities.
When a Diesel locomotive is stopped in a tunnel under conditions preventing prompt movement, Diesel engines must be promptly shut down, Clarkson Steam Generator shut off, and passenger cars equipped with Waukesha air conditioning systems must have both the ice engine and engine generator shut off. Fresh air intakes on such cars must be closed, and circulating fans shut off.
When Diesel propulsion engines are shut off, air brakes must be fully applied and, in addition, a chain must be placed securely at front and rear of a traction wheel for blocking and sufficient hand brakes must be applied throughout the train to prevent movement should air brakes leak off.
During freezing weather, when Diesel engines are shut down, cooling water must be drained to winter level and if necessary to prevent damage to engine must be drained completely.
Local conditions must be carefully considered, as there may be situations where the exhaust gases are being carried away from the train by air currents, or where proximity to tunnel opening would make it unnecessary to shut down these engines. Safety of passengers and members of the crew must be the first consideration.

Continued on Page 9.

733 (S). Continued.
Train dispatcher should be notified immediately so that proper arrangements can be made for protection of persons and equipment.

734 (R). Power transmission wires carrying 2300 volts are located on top cross-arm of signal pole line.

735 (R). Adjustments must not be attempted nor made in high voltage cabinets of Diesel-electric locomotives until engine has first been isolated and stopped and units have come to a stop.

736 (R). When Diesel-electric switch locomotive is to be idle in excess of 30 minutes, main engine must be stopped.
When Diesel-electric road locomotive is to be idle for one hour at initial or intermediate stations, main engines must be stopped.
Exception: In such cases, engines must not be stopped when outside temperature is below 35 degrees.
When Diesel engines are stopped at terminals when a heavy rain is falling, enginemen will call on mechanical forces for covers to be placed over exhaust stacks.
When Diesel engines are stopped, hand brakes must be applied.

739 (R). At Kemmerer, passenger trains of over 10 cars handling sleeping car passengers, will make second stop to discharge passengers.

802 (R). All persons are prohibited from riding in cars while being switched, which are in the process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched until cars are vacated.

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

Placards on Cars

BE 589 (a) (1) A car requiring car certificates and "Explosives," "Dangerous" or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point and those not required must be removed.
BE 589 (a) (2) 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

BE 589 (b) (1) A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," or placarded "Poison Gas." No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.
BE 589 (b) (2) 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 (b) (3) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (c) (1) In switching operations where use of hand brakes is not 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 (c) (2) 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.

802 (S). Continued.

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

BE 589 (d) (1) Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Train

BE 589 (e) (1) At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train 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 Train of Cars Containing Explosives

BE 589 (f) (1) In a train either standing or during transportation thereof, a car placarded "Explosives" shall, when the length of the train permits, be not nearer than the sixteenth car from both the engine or occupied caboose; and shall when the length of the train will not permit them to be so placed be as near as possible the middle of the train. When moved in a train engaged in "pickup" and/or "setoff" service it shall be placed not closer than the second car from the engine or second car from occupied caboose, except as provided in section 589 (i) (1), to avoid unnecessary switching and handling of such car enroute. For the purpose of these regulations a train will be considered in "pickup" and/or "setoff" service when one or more cars are picked up and/or set off at more than three different stations enroute. Local trains engaged in loading and/or unloading of LCL merchandise in their trains will be considered engaged in "pickup" and "setoff" service.

BE 589 (f) (2) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Placarded loaded tank car.
4. Engine.
5. Car placarded "Poison Gas."
6. Wooden under-frame car.
7. Loaded flat car.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
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 permitted in Section 589 (i) (1)).

Position in Train of Loaded Placarded Tank Cars

BE 589 (g) (1) In a train either standing or during transportation thereof, a placarded loaded tank car shall not, when the length of train permits, be nearer than the sixth car from the engine or occupied caboose, but in no instance nearer than the second car from the engine or occupied cahoose unless the remainder of train consists of placarded loaded tank cars or the train is engaged in "pickup" and/or "setoff" service. For the purpose of these regulations a train will be considered in "pickup" and/or "setoff" service when a car or cars are picked up and/or set-off at more than three different stations enroute. Local trains engaged in loading and/or unloading of LCL merchandise in their trains will be considered engaged in "pickup" and "setoff" service.

BE 589 (g) (2) 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.

Continued on Page 10.

802 (S). Continued.

2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden under-frame car.
7. Loaded flat cars.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
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 Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (h) (1) In a train either at rest or during transportation, a car placarded "Poison Gas" or containing poison liquid Class A shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Accompanied by Cars Carrying Gas Handling Crews

BE 589(i) (1) A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

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

BE 589 (j) (1) 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 (j) (2) 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 sec. 589 (i) (1).

BE 589 (j) (3) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by these regulations.

BE 589 (k) (1) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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

802 (T). U. P. flat cars 55519, 56000, 56052 and 56228 are equipped with gas cylinders (high pressured flasks), to transport compressed gas, and are assigned between Wilmington and Pocatello-Council Bluffs.

This gas is highly inflammable and extreme care must be exercised switching in yards and handling in trains. In case of leakage, no open flame should be permitted in the vicinity of the cars, and cars must be handled in accordance with Bureau of Explosives regulations.

802 (U). Sanders or injectors must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales. Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with

802 (U). Continued.

cars on scale, speed must not exceed two MPH, and four MPH must not be exceeded over scales in any case. Cars on live rail must not be moved by other cars or engines standing on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

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

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

804 (R). Stock cars equipped with roller bearings will start with much less effort than those otherwise equipped. When such cars are set out, either in yards or on line, hand brakes must be set if there is any possibility of their moving.

804 (S). At Green River, three to five hand brakes must be set on all cuts of cars and trains west end of new yard. When cars are set on either end of new yard, sufficient hand brakes must be set to prevent cars rolling to center of yard. On highline, belt track, and east end of 17 track, sufficient hand brakes must be set to hold cars.

804 (T). At Salt Lake City, all yard engines moving into South yard or Third West Street from points south of Fourth South Street must have air brakes cut in and operative on all cars being handled.

At least four hand brakes must be set on all cuts of cars left in South yard. All brakes other than power type must be set with club.

In all yard movements from Utah Sand and Gravel Plant, air brakes must be cut in and operative on all cars.

Cars must not be cut off while in motion at any time in switching on Third West Street, and when cars are left standing on this street, sufficient hand brakes must be set to hold cars.

804 (U). At Brigham, a merchandise car will be on continuous spot at freight house, and this car will foul cross-over leading from freight house track to middle track.

804 (V). At Kemmerer, six hand brakes must be set on east end of trains and cars left in yard.

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

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

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

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

804 (X). At Pocatello, P. F. E. icehouse and cleaning yard tracks, storage yard tracks, stockyard tracks and main tracks west of Gould Street, are on descending grade westward, and in Montana yard eastward. At least ten hand brakes must be set on cars left on storage yard tracks. At least six hand brakes must be set on cars left on P. F. E. icehouse and cleaning yard tracks, main tracks west of Gould Street, and in Montana Yard.

805 (R). Rule 805 is cancelled.

805 (S). Rear of lounge cars operating in "City of Portland" must not be coupled into with passenger car equipped with diaphragm, account insufficient clearance.

807 (R). Referring to Rule 807 (C):
Stock cars containing horses may be handled next to Diesel-electric locomotive.

807 (S). Open top or flat cars loaded with pipe, rail, lumber, poles or other lading which has tendency to shift must not be entrained immediately behind Diesel-electric locomotive.

807 (T). Derricks, rotary snow plows and locomotive cranes must not be handled with less than one tender and one car between machine and locomotive over the following branches:

Malad	Goshen	Yellowstone
Cache Valley	Annis	Teton Valley
Grace	East Belt	
Gardner	West Belt	

808 (R). Engines heavier than shown below must not be operated over truss bridges named: (This does not modify Special Rule 896-R.)

Location	Bridge	Maximum Permitted Doublehead Nos.	Maximum Permitted Single Nos.	Of engines permitted over bridges, following are restricted account track and rail.
Grace Branch	5.33	*3100 to 3113 *1572 to 1587	2000 to 2034	4400, 4700 and 4900 class not permitted to operate.
Old Main Line at Idaho Falls	184.47-S	3500 to 3569	3500 to 3569	7000 class and heavier not permitted to operate.
Lima to Silver Bow	310.68 319.13 351.28	7001 7003 to 7039	3800 to 3839	800, 3900, 5090 and 9000 class not permitted to operate.
East Belt Branch	19.10 19.45 40.56	*1572 to 1587	3114 to 3138 6001 to 6085	Engines 3114 to 3138 and 4703 to 4739 not permitted to operate.
West Belt Branch	12.84 36.05			

*—Other engines are not permitted to operate doublehead, account track and rail conditions.

808 (S). Westward, Dubois to Monida; eastward, Lima to Humphrey; helper engines may be doubleheaded when tonnage of train does not exceed 65 percent of the combined tonnage rating of the road and helper engines, but not more than two engines may be used on head end of train.

Westward, Dillon to Silver Bow; eastward, Silver Bow to Dillon; helper engines may be doubleheaded when tonnage of train does not exceed 75 percent of the combined tonnage rating of the road and helper engines. Between Navy and Apex helper engine may be doubleheaded when tonnage of train does not exceed 65 percent of the combined tonnage rating of the road and helper engines. However, not more than two engines may be used on head end of train.

808 (T). 150-ton and 200-ton derricks, pile drivers 03113 and 0321, rotary snow plows 02011, 02012, 02013 and 098 and freight cars of 211,000 pounds or over gross weight, must be separated from the engine and each other by at least three ordinary weight cars when passing over the following bridges:
Lima to Silver Bow—Bridges 310.68, 319.13, 351.28.

808 (U). Diesel-electric helper engines will be placed behind steel underframe caboose at rear of train, except when train contains car or cars listed in Rule 807 helper engine will be placed on head end of train.

808 (V). At Silver Bow, when trains are doubleheaded, helper engine must be cut off while cars are being set out or picked up.

808 (W). Single helper engine may be used behind all-steel cabooses as well as cabooses listed below, Fossil to Kemmerer, unless car or cars listed in Rule 807 are in train:

2560	3156	3166	3344
2641	3157	3167	3348
2642	3158	3169	3353
2644	3159	3170	3359
2694	3160	3178	3387
3150	3161	3179	3402
3152	3162	3181	3409
3153	3164	3182	3416
3154	3165	3341	

811 (R). On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer and on passenger cars including streamline train equipment one inch or longer, are condemnable, and when discovered in train, conductor or engineer must immediately report to chief dispatcher and be governed by his instructions.

811 (S). In addition to making inspection of train as often as practicable as per Rule 811, freight trains handled with steam engines, or with Diesel-electric locomotives with dynamic brakes not in operation, must stop and be inspected at the following points:

Carter	—Westward and eastward;
Echo	—Westward and eastward;
Cache Jct.	—Westward and eastward;
Kemmerer	—Westward and eastward;
Bancroft	—Westward and eastward;
Idaho Falls	—Westward and eastward;
Dubois	—Westward and eastward;
Dillon	—Westward and eastward;
Ashton	—Westward and eastward;
Gerrit	—Eastward;
Reas Pass	—Eastward.

Gravel trains, in addition to regular designated inspection points, must stop for inspection and remain standing 10 minutes at:

Granger Castle Rock Gateway

Gravel trains must stop at Wahsatch and turn up retaining valves.

Note.—The term gravel trains, as referred to in this rule, applies to any train when more than 50% of the tonnage is gravel.

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

Engines will take water at Blaser only in emergency.

874 (R). Second paragraph of Rule 874 is changed to read:
"On Diesel-electric through passenger trains that make few or no stops, firemen will remain in control room at all times when train is in motion."

875 (R). On Diesel switch engines at least one engineman must remain on engine until expiration of shift or assignment, except at lunch periods.

875 (S). Adequate spot fire to provide near maximum steam pressure must be maintained on oil-burning engines when not working steam to avoid firebox leakage.

876 (R). Fireman must not handle yard engine in any switching terminal.

879 (R). Blow-off cocks or sludge removers must not be used immediately adjacent to or passing through tunnels.

883 (R). When Diesel power units are operating with less than full complement of motors or when it is necessary to cut out one or more motors enroute, train dispatcher must be immediately notified.

896 (R). Engines heavier than indicated below must not go on the tracks named:
(Exceptions: Tracks which may be used by 0-6-0 type or heavier engines may be used by Diesel switch engines except trestle tracks at Murray and Midvale smelters.
Single-unit Diesel-electric road switchers with 6-wheel trucks

Continued on Page 12.

may be operated on all branch main tracks and may be operated on any track not restricted for Consolidation engines.
Tracks where heaviest engine permitted is 2-10-2, may also be used by 3800 and 3900 class or Mallet type engines of 3500 and 3600 class.
Tracks where heaviest engine permitted is Consolidation type, must not be used by heavy Pacific type engines.
Between Granger and Pocatello, and between Pocatello and Butte, tracks which may be used by heavy MacArthur or heavier engines may be used by 3500, 3800 and 3900 class engines.)

Location	Track	Heaviest Engine Permitted
Green River	Spur track to sand plant and electric light plant	Heavy MacArthur
	Caboose track	Heavy MacArthur
	Independent Gas and Oil Co. spur at tail of wye	Heavy MacArthur
	Business car spur	Heavy MacArthur
	Rip track lead may be used only from east switch to dirt track switch	Heavy MacArthur
	Peters spur	Heavy MacArthur
	Heating plant spur	Heavy MacArthur
	M. of W. tracks 1 and 2	Heavy MacArthur
	B & B tracks 1 and 2	Heavy MacArthur
	Scale track	Heavy MacArthur
Peru	House track	Heavy MacArthur
Westvaco	Extension to spur	Heavy MacArthur
Granger	Material and icehouse tracks	Light MacArthur
	Old wye track at pumphouse	Heavy MacArthur
	Gravel pit tracks	Consolidation
Spring Valley	Old mine spur	Consolidation
Aspen	Old outfit spur	Consolidation
Evanston	Outfit spur	Consolidation
	River track	Light MacArthur
	Almy spur	Light MacArthur
	Asylum spur	Heavy MacArthur
	Scale track	Heavy MacArthur
	Track connecting legs of wye between east wye track switch and switch east of west wye track switch	Heavy MacArthur
	Becker spur	Heavy MacArthur
	West end of house track	Heavy MacArthur
	Power house track	Heavy MacArthur
	Beyond a point 300 feet from west switch of track 1	Heavy MacArthur
	River tracks	Heavy MacArthur
Echo	Track leading from Park City Branch to turntable	Heavy MacArthur
Devils Slide	Cement spur beyond cross-over switch	Heavy MacArthur
Morgan	Canning factory spur	Heavy MacArthur
Park City Branch	All tracks	Heavy MacArthur
Park City	Safety track at Park City Consolidated Mine, beyond 125 feet behind frog	None permitted

Location	Track	Heaviest Engine Permitted
Ontario Branch	All tracks	Heavy MacArthur
Atwood	U. S. Smelter spur	Consolidation
	Beet spur	Consolidation
Midvale	Tracks 1, 2 and 3	Consolidation
	All other tracks	0-6-0
Pallas	Tracks 1 and 2	Consolidation
	Siding	Consolidation
	Short 1	Consolidation
	Utah Ore Sampler, all tracks	Consolidation
	Old and new scale and run-around tracks	Consolidation
	All tracks inside Murray Smelter fence restricted to 0-6-0 type engines, except the slag track and tracks 5, 6 and 7 may be used by Consolidation class.	
Murray	Cannery spur	Consolidation
	House track	Consolidation
	Team track	Consolidation
	Diamond Coal & Feed spur	Consolidation
	Murray Elevator	Heavy MacArthur
	Phillips Coal spur	Heavy MacArthur from main track to beginning of trestle
	Brookfield Oil spur	Consolidation
	Morrison-Merrill spur	Consolidation
	Old stock track	Consolidation
Huslers	Huslers Mill spur	Consolidation
Burton	Shell Oil spur	Consolidation
	Coal yard spur	Consolidation
	Bennett spur	Heavy MacArthur
Fire Clay	Utah Fire Clay Co. tracks	Consolidation
	Woolen Mill spur	Consolidation
Walton	Walton Coal Co. spur	Consolidation
Officer	Egg House	0-6-0 or 0-8-0
	Allen Steel Co. spur	0-6-0 or 0-8-0
	S.L. & U. interchange tracks	Heavy MacArthur
	W. H. Prince Co. coal spur	Consolidation
	W. H. Prince Co. gravel spur	Consolidation
	Utah Fire Clay Co. tracks	Consolidation
	W. H. Prince Coal Co. trestle	None permitted
Salt Lake City	Business car tracks	Consolidation
	Salt Lake Hardware Co. spur	Consolidation
	Freight house tracks	Consolidation
	Morrison-Merrill Co. tracks	Consolidation
	All coach yard tracks	Heavy MacArthur
	Storehouse and foundry tracks	Consolidation
	Material yard tracks, east of scrap dock	Consolidation
	Scrap dock spur	Consolidation
	Tank car wash track	Consolidation
	Bamberger interchange tracks	Heavy MacArthur
	Utah Oil tracks	Heavy MacArthur
	Becks storage tracks	Heavy MacArthur

Continued on Page 13.

Location	Track	Heaviest Engine Permitted
Salt Lake City	South leg of wye	2-10-2 (MacArthur type engines with two point suspension engine trucks, 2-10-2 and 800 class engines must be accompanied by road officer)
	D. & R.G.W. interchange tracks Sixth West and South Temple Streets	Heavy MacArthur
	Garden tracks 2, 3 and 4	Consolidation
	Load shifter spur	2-10-2
	Pepper Junk spur	Heavy MacArthur from First Subdivision main line switch to Junk Yard gate, 0-6-0 class engines inside junk yard
	All industry tracks Third West Street between Ninth South and South Temple Streets	0-8-0
	Ford Motor Company spur	0-8-0
	Gantry Crane tracks	0-8-0
	Utah Light & Traction Co. spur	0-8-0
	All spur tracks off north leg of wye	0-8-0
	Depot heating plant spur	0-8-0
	Spur tracks at north end of freight platform	0-8-0
	Spur track on east side of Utah Ice Co. warehouse	0-8-0
	Patek Soap Company spur	0-8-0
	Cement plant tracks, Ninth South Street	0-8-0
	Bennett Oil Company spur	0-8-0
	Fisher Brewery tracks	0-8-0
	Mountain States Supply Co. spur	0-8-0
	Jordan Steam Plant tracks	0-8-0
	Barrett Roofing Co. spur	0-8-0
	Jones Coal Co. spur	0-8-0
	Lundin & May Foundry spur	0-8-0
	Depressed cinder pit track	0-8-0
	Scale shop spur	0-8-0
	Wheel shop track	0-8-0
	All gravel pit tracks	0-8-0
	Garbage track	0-8-0
	Utah Barrel & Cooperage Co. spur	0-8-0
	Peerless Coal Co. trestle	None permitted
	Service Coal Co. trestle	None permitted
	HiHeat Coal Co. trestle	None permitted
North Salt Lake	North Salt Lake trackage	Heavy MacArthur
Woods Cross	Oil tracks, all tracks inside gate	Heavy MacArthur
	Cannery tracks	Consolidation
Farmington	Team track	Consolidation
Kaysville	Mill spur	Consolidation
	Cannery spur	Consolidation
Layton	Old town lead, west of coal house	Consolidation
	Sugar factory	Heavy MacArthur

Location	Track	Heaviest Engine Permitted
Layton	Sugar factory pulp silo track	Consolidation
Clearfield	Syracuse Branch, west of Naval Depot connection near D. & R. G. W. crossing	Heavy MacArthur
	Syracuse Branch, between Clearfield and Naval Depot Classification yard via Navy connection near D. & R. G. W. crossing	2-10-2
	Naval Depot wye	2-10-2
	House track	Heavy MacArthur
	Cannery spur	Consolidation
	All spurs off Syracuse Branch except Naval Depot	Consolidation
Roy	East Cannery	Heavy MacArthur
Harrisville	Extension	Consolidation
	All brick plant tracks	Consolidation
Bushnell	Hospital spur	2-10-2
Brigham	South Cannery spur	Consolidation
	Wye track	2-10-2
	Gravel spur, Forest Street crossing and east	Heavy MacArthur
	Stock track, west of Bridge 21.94	Consolidation
	All sugar factory tracks	Consolidation
	Egg house track, Forest Street crossing and east	Consolidation
	Hoist tracks	Consolidation
Bakers	Spur	Consolidation
Wheelon	Spur	Heavy MacArthur
Cache Jct.	Depot spur	Consolidation
	All enginehouse and mechanical spurs leading off Cache Valley Branch main track, except enginehouse track 1	Consolidation
	Enginehouse track 1	2-10-2
	Old beet spur	Consolidation
	Mill spur	Consolidation
	Stock track	Consolidation
	Coal chute tracks	Consolidation
	Branch sidings 1 and 2	Heavy MacArthur
Hammond	Spur	Consolidation
Trenton	Stock track, east of depot	Heavy MacArthur
Cornish	Stock track	Heavy MacArthur
Thorensen	Spur	Heavy MacArthur
Clifton	Stock track	Consolidation
Coulam	Industry track	Heavy MacArthur
Oxford	Mill spur	Consolidation
Zenda	Spur	Heavy MacArthur
Marsh Valley	All tracks	Heavy MacArthur
Malad Branch	All tracks outside of Brigham yard limits	Consolidation

Continued on Page 14.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Malad	End of spur where concrete slab is installed on coal spur at Oneida County Grain Growers	None permitted
Benson Branch	All tracks	Consolidation
Sugar Factory Branch	All tracks	Consolidation
College Branch	All tracks	Consolidation
Cache Valley Branch	All tracks outside of Cache Jct. yard limits	Consolidation
Logan	M. & L. Coal Co. trestle	None permitted
Whitney	Over dump pit on highline at sugar factory	None permitted
Granger	Spur north side of yard tracks opposite depot	Heavy MacArthur
Kemmerer	Yard track 2 west of snake lead	Heavy MacArthur
	Repair tracks	Heavy MacArthur
	Frontier Supply Company's track	Heavy MacArthur
	Town track south of water softener	Heavy MacArthur
	North enginehouse lead and enginehouse tracks	Heavy MacArthur
	Engine storage tracks	Heavy MacArthur
	Spur to Frontier Supply Company power house	Heavy MacArthur
	Coal chute spur	Heavy MacArthur
	West cross-over of ladder track between eastward and westward main tracks at MP 40.25	2-10-2
Kemmerer Branch	All tracks	Consolidation
Cumberland Branch	All tracks	Light MacArthur
Glencoe Branch	All tracks	Consolidation
Elkol Branch	All tracks	Light MacArthur
Blazon Spur	All tracks	Light MacArthur
Moyer Jct.	Wye	Heavy MacArthur
Fossil	Wye	Heavy MacArthur
Montpelier	Depressed portion of cinder pit track	None permitted
	Town track	Consolidation
	Repair tracks	Heavy MacArthur
	Spur west of repair track storehouse	Heavy MacArthur
	Track in all stalls	Heavy MacArthur
	Coal chute tracks	Heavy MacArthur
	Spur to power house	Heavy MacArthur
	Both team tracks	Heavy MacArthur
	Wye	Heavy MacArthur
Cavanaugh	Team track west end	Heavy MacArthur
Manson	Team track west end	Heavy MacArthur
Conda Spur	All tracks	Light MacArthur
Conda	A. C. M. Company trestle	Consolidation

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Soda Springs	Team track	Heavy MacArthur
Alexander	Stock track from west switch to stockyard	Heavy MacArthur
Grace Branch	All tracks	Light MacArthur
Bancroft	Mill spur south of main track	Heavy MacArthur
	Wye tracks	Heavy MacArthur
Topaz	Team track	Heavy MacArthur
McCammon	Elevator track west end of yard	Heavy MacArthur
Inkom	Team track, east end	Heavy MacArthur
	Cement spur may be used to bridge	2-10-2
Pocatello	Over cross-over between paint shop and coach shop	None permitted
	Naval Ordnance Plant tracks	No engines permitted except 500 class and MacArthur type equipped with three-point suspension engine trucks.
	Material yard tracks	Heavy MacArthur
	Storehouse tracks	Heavy MacArthur
	Repair tracks	Heavy MacArthur
	Freight house tracks	Heavy MacArthur
	Power house tracks	Heavy MacArthur
	Bin tracks	Heavy MacArthur
	Academy track	Heavy MacArthur
	PFE repair tracks	Heavy MacArthur
	Timber Treating Plant track	Heavy MacArthur
	Texas Oil spur	Heavy MacArthur
	City Gas Plant spur	Heavy MacArthur
	Two spur tracks near brick plant north of Pocatello	Heavy MacArthur
	New industrial track between Harrison and Main Streets	Heavy MacArthur
	All tracks west end of Hold Yard	Heavy MacArthur
Pocatello to Silver Bow	Main track	800, 5090 to 5099, and 3900 class engines must not be operated.
Chubbuck	Siding	Trains handling naval guns not permitted.
Tyhee	Team track	
Fort Hall	Stock track	
Gibson	Team track	
Blackfoot	Zero track	
	Track 3	
	Track 2	
	Roundhouse tracks	
	Rip track	
	Farmers' spur	
	Keefers spur	
	Asylum track from Idaho Potato Growers Warehouse to west end of track	
	Dusty spur	

Continued on Page 15.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Blackfoot	Mackay boot track	Trains handling naval guns not permitted.
	Elevator spur	
	Anderson spur	
	Sugar factory passing track	
	All tracks to sugar factory	
Collins	Potato spur	
Aiken	Industry spur	
Moreland	Passing track	
Taber	Passing track	
Mackay Branch	All tracks west of Arco	
Proving Ground	Wye tracks	
Gibson	Team track	Light MacArthur
Blackfoot	Rip track	Consolidation
	Asylum track from Idaho Potato Growers warehouse west	Heavy MacArthur
	Storage tracks between wye switches	Heavy MacArthur
	Enginehouse tracks	Heavy MacArthur
	Wye tracks	Heavy MacArthur
Mackay Branch	All tracks outside of Blackfoot yard limits. (Engines 1573, 1575, 1577 to 1580 may be operated)	Consolidation
Gardner Branch	All tracks	Consolidation
Thomas Branch	All tracks	Consolidation
Aberdeen Branch	All tracks	Consolidation
Scoville	Power house spur at Navy Proving Grounds, and track leading to gun emplacements beyond point 300 feet north of south switch to this track	None permitted
Mackay	That part of lowline spur by smelter building	None permitted
Wapello	Spur track	Heavy MacArthur
Kimball	Industry track	Heavy MacArthur
Firth	Team track	2-10-2
	Industry track	2-10-2
Goshen Jct.	Wye tracks	Heavy MacArthur
Goshen Branch	All tracks	Light MacArthur
Monroe	Industry track	Heavy MacArthur
Shelley	North highline trestle at sugar factory	None permitted
	Jason spur	Light MacArthur
	All sugar factory tracks (track next to sugar house may be used by heavy MacArthur)	Consolidation
	Team track	2-10-2
	Elevator spur	Heavy MacArthur
	House track	Heavy MacArthur
	Seed house spur	Heavy MacArthur
Mitchell	Industry track	2-10-2
Cotton	Industry track	2-10-2
Bach	Treating plant spur	Heavy MacArthur

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Idaho Falls	Brewery spur	Consolidation
	Old Butte main line	Light MacArthur
	Team spurs 1, 2 and 3	Light MacArthur
	Scale pocket track	Light MacArthur
	House tracks 2 and 3	Light MacArthur
	Rogers Brothers spur	Light MacArthur
	Old rip track	Light MacArthur
	Honey spur	Light MacArthur
	Gas spur	Light MacArthur
	Coal storage tracks	Light MacArthur
	Depressed track	Light MacArthur
	Rip tracks	Light MacArthur
	Muir spur	Light MacArthur
	East Side Lumber Co. spur	Heavy MacArthur
	Coach track	Heavy MacArthur
	Bonded warehouse track	Heavy MacArthur
	Stock track	Heavy MacArthur
Yellowstone Branch	All tracks Idaho Falls to Ashton, except main track at Idaho Falls	Heavy MacArthur
East Belt Branch	Orvin to Lincoln Jct.	Light MacArthur
East Belt Branch	All tracks (Engines 1573, 1575, 1577 to 1580 may be operated)	Consolidation
West Belt Branch	All tracks (Engines 1573, 1575, 1577 to 1580 may be operated)	Consolidation
Annis Branch	All tracks	Consolidation
Hart	Pulp silo track past compressor	None permitted
	Sugar factory track 4	None permitted
Teton Valley Branch	All tracks (Engines 1573, 1575, 1577 to 1580 may be operated)	Consolidation
Yellowstone Branch	All tracks Ashton to West Yellowstone outside yard limits Ashton (Engines 1573, 1575, 1577 to 1580, 3115 to 3134 may be operated)	Consolidation
Dubois	Storage track	Light MacArthur
Lima	Repair track	Heavy MacArthur
	Steam derrick tracks	Heavy MacArthur
	Depressed track	Heavy MacArthur
	Machine shop spur	Heavy MacArthur
Dell	Team track	Heavy MacArthur
Barratts	Team track	Heavy MacArthur
Dillon	Stock track between wool warehouse and stockyard	Heavy MacArthur
	Set out track	Heavy MacArthur
Bond	Team track	Heavy MacArthur
Apex	Team track	Heavy MacArthur
Melrose	Team track	Heavy MacArthur
Divide	Coal trestle	None permitted
Silver Bow	N. P. outfit spur	Heavy MacArthur
Butte	Enginehouse track 4	Heavy MacArthur
	Cinder pit track	Heavy MacArthur

896 (S). Snow plows, Jordan spreaders and other roadway machines must not be moved on any track unless it is known there is proper clearance.

In operating snow-clearing equipment, it must be known there is proper guard rail clearance.

Continued on Page 16.

MacArthur type or heavier engines must not go on any beet trestle or industrial trestle.

Hart convertible cars must not be moved over trestle at coal chutes at Salt Lake City, Cache Jct., Idaho Falls, Dubois, Lima and Montpelier.

Snow plows, pile drivers and railroad mounted guns must not be moved on Syracuse Branch.

At Lincoln, cross-over between tracks 6 and 7, and at Hart, cross-over 6 at sugar factory, is for use of sugar companies only, and must not be used by other engines or cars.

At Midway, sugar company's trestles must not be used by engines or cars.

900 (R). Pennsylvania box cars, series 36987-37090 inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches. The handling of these cars must be closely watched when movements made over yard, warehouse and industrial tracks and tracks adjacent to umbrella and train sheds at passenger stations, to know there is sufficient clearance.

These cars, when loaded to axle capacity, will have gross weight of 169,000 pounds for car and lading, and must not be moved over Almy Spur.

900 (S). 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.
First Subdivision		
Granger	Westward interlocking home signal	Side on westward track.
Leroy	Standpipe	Side on both tracks.
Leroy	Signal 8907	Side on westward track.
Spring Valley	Signal 8975	Side on westward track.
Aspen	Signal 9016	Side on eastward track.
Aspen	Aspen tunnel	Side and top.
Evanston	Signal 9177	Side on westward track.
Wahsatch	Standpipe	Side on eastward track.
M.P. 930.13	Tunnel No. 4	Side and top on eastward track.
M.P. 931.27	Tunnel No. 5	Side and top on westward track.
M.P. 931.12	Tunnel No. 6	Side and top on eastward track.
M.P. 935.53	Tunnel No. 7	Side and top on eastward track.
Castle Rock	Standpipe	Side on eastward track.
Emory	Standpipe	Side on westward track.
M.P. 960.41	Bridge	Side and top on westward track.
M.P. 961.45	Signal 9615	Side on westward track.
M.P. 963.13	Bridge	Side and top on eastward track.
M.P. 963.21	Tunnel No. 8	Side and top on both tracks.
M.P. 964.01	Tunnel No. 9	Side and top on both tracks.
M.P. 976.48	Signal 9765	Side on westward track.
M.P. 982.09	Tunnel No. 10	Side and top on westward track.
Ogden	Union Station train sheds	Sides.
Park City Branch		
Atkinson	Stockyards	Side.
Coalville	Stockyards	Side.

Location	Structure or obstruction	Clearance of engine or car is close at—
Provo Subdivision		
Pallas	Water tank spout	Side and top.
Midvale spur	D.&R.G.W. overhead crossing	Side and top.
Between Salt Lake City and McCammon.		
Salt Lake City, M.P. 38.12	Overhead steam line	Top.
South Temple Street	Viaduct	Top.
Passenger station	Train shed and umbrella sheds	Top and side. (See note above.)
North Temple, Street	Viaduct	Top and side.
North Salt Lake, M.P. 30.96	Trolley wire on B. R. R. crossing	Top.
North Salt Lake, M.P. 31.01	Dwarf signal	Side.
North Salt Lake, M.P. 30.90	Dwarf signal	Side.
Farmington	Water column	Side.
M.P. 11.57	Overhead highway crossing	Top and side.
M.P. 8.73	Overhead highway crossing	Top.
M.P. 1.99	Overhead pipeline	Top and side.
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	Water column, east slip switch	Side.
Ogden, M.P. 0.14	24th St. viaduct	Top and side.
Hot Springs	Overhead highway crossing	Top.
Brigham	Water tank spout	Top and side.
Brigham	Water column	Side.
Dewey	Water tank spout	Top and side.
M.P. 45.20	Tunnel	Top and side.
M.P. 45.30	Rock cut	Side.
M.P. 46.02	Rock cut	Side.
M.P. 46.12	Rock cut	Side.
Cache Jct.	Coal chute	Top and side.
Cache Jct.	Water column	Side.
Clifton	Water column	Side.
Swan Lake	Water tank spout	Top and side.
Downey	Water tank spout	Top and side.
Downey	Water column	Side.
McCammon	Water column	Side.
Malad Branch.		
Garland	Water tank spout	Top and side.
Woodruff	Platform	Side.
Malad	Water tank spout	Top and side.
Bear River Branch.		
M.P. 1.52	Bridge	Side.
Cache Valley Branch.		
Wellsville	Water tank spout	Top and side.
Logan	Water column	Side.
Logan	Shed over passenger station platform	Side.
Richmond	Water tank spout	Top and side.
Preston	Water column	Side.
Preston	Stockyard platform	Side.
Preston	Oil Co. pumphouse	Side.
Preston	Beet loading trestles	Side.
Preston	Preston Milling Co.	Side.

Continued on Page 17.

Location	Structure or obstruction	Clearance of engine or car is close at—
Between Granger and Pocatello.		
M.P. 11.35	Bridge	Side.
M.P. 21.94	Bridge	Side.
M.P. 26.81	Bridge	Side.
M.P. 28.81	Bridge	Side.
Waterfall	Water tank spout	Side and top.
M.P. 37.78	Bridge	Side.
M.P. 37.94	Bridge	Side.
M.P. 38.95	Bridge	Side.
Kemmerer	Coal chute	Side and top.
Kemmerer	Standpipe—eastward main track	Side.
Fossil	Standpipe—eastward main track	Side.
Cokeville	Water tank spout	Side and top.
M.P. 84.04	Bridge	Side.
M.P. 84.24	Bridge	Side.
M.P. 91.03	Bridge	Side.
M.P. 95.94	Bridge	Side.
M.P. 96.97	Bridge	Side.
Pegram	Standpipe	Side.
M.P. 98.66	Bridge	Side.
M.P. 101.08	Bridge	Side.
M.P. 106.32	Bridge	Side.
M.P. 107.29	Bridge	Side.
M.P. 119.86	Bridge	Side.
M.P. 126.40	Bridge	Side.
Georgetown	Standpipe	Side.
M.P. 128.11	Bridge	Side.
M.P. 128.80	Bridge	Side.
M.P. 129.92	Bridge	Side.
M.P. 131.44	Bridge	Side.
M.P. 133.65	Bridge	Side.
M.P. 136.97	Bridge	Side.
M.P. 138.64	Bridge	Side.
M.P. 139.96	Bridge	Side.
Soda Springs	Water tank spout	Side and top.
Alexander	Standpipe	Side.
Bancroft	Standpipes	Side.
Bancroft	Sandhouse	Side.
Bancroft coal chute	Enginehouse	Side.
Bancroft	Coal chute	Side and top.
Blaser	Standpipe	Side.
M.P. 178.61	Bridge	Side.
M.P. 184.83	Bridge	Side.
M.P. 186.58	Bridge	Side.
McCammon	Standpipes	Side.
M.P. 198.65	Bridge	Side.
Inkom	Standpipes	Side.
M.P. 202.34	Bridge	Side.
M.P. 203.02	Bridge	Side.
Kemmerer Branch.		
North Kemmerer Mine No. 1	Coal company car house	Side.
All coal mines	Coal tipples	Side and top.
Elkol Branch.		
All coal mines	Coal tipples	Side and top.
Elkol	Warehouse platform	Side.
Cumberland Branch.		
All coal mines	Coal tipples	Side and top.

Location	Structure or obstruction	Clearance of engine or car is close at—
Glencoe and Blazon Branches.		
All coal mines	Coal tipples	Side and top.
Grace Branch.		
M.P. 5.33	Bridge	Side and top.
Conda Spur.		
M.P. 7.41	Mine trestle	Side.
Between Pocatello and Silver Bow.		
Fort Hall	Standpipe	Side.
Blackfoot	Standpipe	Side.
Firth	Water tank spout	Side and top.
M.P. 170.67	Mail crane	Side.
Idaho Falls	Coal chute	Side and top.
Idaho Falls	Standpipe	Side.
M.P. 192.35	Bridge	Side.
Roberts	Water tank spout	Side and top.
M.P. 202.73	Bridge	Side.
Dubois	Coal chute	Side and top.
Dubois	Water tank spout	Side and top.
Dubois	Standpipe	Side.
Spencer	Water tank spout	Side and top.
Humphrey	Water tank spout	Side and top.
Snowline	Water tank spout	Side and top.
Lima	Standpipe	Side.
Red Rock	Water tank spout	Side and top.
M.P. 308.75	Bridge	Side.
M.P. 310.68	Bridge	Side and top.
M.P. 319.13	Bridge	Side and top.
M.P. 324.51	Bridge	Side.
Dillon	Coal chute	Side and top.
Dillon	Standpipe	Side.
Dillon	Ore loading docks	Side.
M.P. 351.28	Bridge	Side and top.
Melrose	Coal chute	Side and top.
Melrose	Standpipe	Side.
Melrose	Water tank spout	Side and top.
M.P. 383.71	Bridge	Side.
M.P. 384.61	Bridge	Side.
Silver Bow	Water tank spout	Side and top.
Silver Bow	B.A.& P. and C.M.St.P.& P. overhead trolley wires carry live current. Do not touch. Look out for broken wires	Side and top.
Northern Pacific M.P. 1.3, between Silver Bow and Butte	C.M.St.P.& P. overhead trestle	Top.
Mackay Branch.		
M.P. 1.6	Bridge	Side and top.
Taber	Water tank spout	Side and top.
Arco	Water tank spout	Side and top.
Mackay	Water tank spout	Side and top.
Mackay (Smelter Yards)	Overhead tramway	Side and top.
Yellowstone Branch.		
Ucon	Standpipe	Side.
Lorenzo	Water tank spout	Side and top.
M.P. 18.44	Bridge	Side and top.

Continued on Page 18.

900 (S). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Yellowstone Branch Continued.		
M.P. 19.55	Bridge	Side.
Hart	No. 1 highline sugar factory track	Side and top.
Hart	Sugar factory track 4	Top.
St. Anthony	Water tank spout	Side and top.
M.P. 44.40	Bridge	Side.
Ashton	Standpipe	Side.
M.P. 62.76	Tunnel	Side and top.
Big Springs	Water tank spout	Side and top.
West Yellowstone	Standpipe	Side.
East Belt Branch.		
Ririe	Water tank spout	Side and top.
M.P. 19.10	Bridge	Side and top.
M.P. 19.44	Bridge	Side and top.
M.P. 40.56	Bridge	Side and top.
West Belt Branch.		
M.P. 12.84	Bridge	Side and top.
Plano	Water tank spout	Side and top.
M.P. 36.05	Bridge	Side and top.
Teton Valley Branch.		
Drummond	Water tank spout	Side and top.
Tetonia	Water tank spout	Side and top.
Victor	Water tank spout	Side and top.

900 (T). In moving cars on tracks under overhead trolley wires, employes are warned that overhead clearances to such wires and side clearances to supporting trolley poles are close. Trolley wires must not be touched and careful lookout must be kept for low and broken wires.

Connections with electrically operated railways at Salt Lake City:

South Temple Street	Salt Lake City Gravel Pit
B.R.R. interchange	13th South Street

900 (U). Due to the length of 4000 class engines, the overhang at the front of boiler and rear of cab is greater on curves than obtains with any other class of engine, which reduces the clearance between these engines and cars, trains, or engines on adjacent parallel tracks.

More clearance will be required on yard turn-outs and enginemen must know that cars on adjacent tracks near turn-outs are sufficiently back of clearance point to properly clear these engines.

Yardmen must see that engines and cars are kept at least three car lengths from fouling point at each end of yard tracks to insure proper clearance for these engines heading into yard tracks.

Enginemen, in taking these engines to or from roundhouse tracks, must know positively that proper clearance obtains.

These engines must not enter or leave center sidings while trains handling loads 12 or more feet wide are passing on either main track.

Due to length of this class engine restricting left view of engineer for a considerable distance ahead, it is imperative that firemen comply literally with requirements of Rule 893, particularly in movements about yards.

900 (V). Framed copies of Chief Engineer's Drawings Nos. 53663, 53664, 54313 and 54398 are posted in yard offices and engineers' rooms.

C. E. Drawing 53663 provides information with respect to the maximum widths and heights of loads that can be handled between Los Angeles and Council Bluffs or Kansas City, either via Denver or North Platte, and through Aspen Tunnel.

The permissible maximum load line as shown on the drawing above a point 3 ft. 3 in. above top of rail is the limit for loads that can be moved between above points and taken through Aspen Tunnel. The permissible maximum load line shown on the print below a point 3 ft. 3 in. above top of rail is due to signals, switch stands, platforms and other structures along the balance of the route. In other words, the permissible maximum load line below 3 ft. 3 in.

900 (V). Continued.

above top of rail does not refer to Aspen Tunnel.

Attention is called to the table appearing at the right of the diagram showing various heights above top of rail and opposite each height the maximum width of the load that can be handled at that height, when loaded on a car the length of which does not exceed 43 ft. from center to center of trucks.

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 minimum track centers of 13 feet. 12 ft. 6 in. is the maximum width of load that can be moved, with special handling, between the limiting heights as given in the table at the right hand side of the drawing. Advance approval of the 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.

In all cases the measurements are based on symmetrical loads being exactly centered on the car, 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 top of rail.

See C. E. Drawing 53664 for dimensions of loads that can be handled between Los Angeles and Council Bluffs through Bear River Tunnel via McCammon and Granger.

See C. E. Drawing 54313 for dimensions of loads that can be handled between Los Angeles and Kansas City through Bear River Tunnel via McCammon, Granger and North Platte.

See C. E. Drawing 54398 for dimensions of loads that can be handled between Los Angeles and Kansas City, through Bear River Tunnel via McCammon, Granger and Denver.

900 (W). AT&SF 6450 to 6459 inclusive, specially constructed high, wide cars are in service.

These cars must not under any circumstances be handled between Granger and Ogden via Evanston but may be handled to Granger via McCammon and Bear River Tunnel.

Union Pacific 961000 and 561000 series, over-size wing cars, must not be handled between Ogden and Granger via Evanston, but may be handled to Granger via McCammon and Bear River Tunnel.

Union Pacific 661000 and 761000 series, over-size wing cars, may be handled to Granger via Evanston and Aspen Tunnel.

The above over-size wing cars must not be handled on tracks equipped with umbrella sheds.

1006 (R). Standard brake pipe pressure for main line passenger trains is 110 pounds.

Standard brake pipe pressure for freight and mixed trains is 90 pounds.

Train and enginemen must know required brake pipe pressure is being maintained.

1018 (R). Air Brake Rule 1018 is changed to read: "Speed governor control with high speed control brake equipment must be in operation on passenger train cars so equipped, when handled in passenger trains and must be made inoperative when such cars are handled in freight and mixed trains. Toggle switch located adjacent to air brake control relay cabinet controls operation of speed governor control and must be placed in 'On' position for operation and in 'Off' position to discontinue operation. Safety valve on D-22 control valve must be adjusted to 75 pounds air pressure when speed governor control is in operation and this safety valve must be adjusted to 60 pounds air pressure when speed governor control is not in operation."

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 used by rail car.

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

Wahsatch	—Westward, approaching east yard limit sign;
M.P. 43.7, west of Moyer Jct.	—Westward;
Humphrey	—Eastward;

Continued on Page 19.

1035 (R). Continued.

Monida	—Westward;
Apex	—Westward;
Feely	—Westward;
Gerrit	—Westward and eastward;
Reas Pass	—Eastward.

1035 (S). On freight trains, air test as required by Air Brake Rule 1035 must be made at:

One mile east of Echo	—Westward;
One mile west of Humphrey	—Eastward.

1040 (R). Upon arrival at Evanston, after spot is made at the water crane and after the train line is charged to standard pressure, the engineer will give one short sound of the engine whistle and make service reduction as required by Air Brake Rule 1040 (C) and leave brakes applied until trainman arrives at the engine advising that all brakes are working, after which release will be made and trainmen will determine if brakes are released as the train pulls by.

Engine must not be detached to set out or pick up cars until trainman has arrived from the rear and has advised condition of brakes.

Incoming engineer must apply the brakes and advise the outgoing engineer accordingly.

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

Kemmerer or Moyer Jct.	—Westward;
Gerrit	—Eastward;
Reas Pass	—Eastward.

1041 (S). Where helper engine is cut out of rear of train, brake pipe test as required by Air Brake Rule 1041 must be made before leaving station where helper engine was cut out.

1041 (T). Between Wahsatch and Uintah, both inclusive, when necessary to make air brake test as prescribed by Air Brake Rule 1040 (D), westward freight trains must also make brake pipe test as prescribed by Rule 1041.

1042 (R). Retaining valves must be used on freight and mixed trains as per Air Brake Rule 1042 (B) as follows:

Wahsatch to Echo; Gateway to Uintah;

On Park City and Ontario Branches—Descending heavy grades;

Kemmerer to Fossil;	Apex to Glen;
Humphrey to Highbridge;	Feely to Buxton;
Monida to Lima;	Gerrit to Warm River;
	Reas Pass to Big Springs.

On passenger trains, all retaining valves must be used as follows:

Gerrit to Warm River; Reas Pass to Big Springs.

Exceptions: Freight and mixed trains, when handled by engines equipped with two air compressors which are operative may be handled without use of retaining valves as follows:

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

Wahsatch to Echo; Apex to Glen; Feely to Buxton.
Gateway to Unitah; Monida to Lima;

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

Kemmerer to Fossil; Humphrey to Highbridge.

On westward trains, after sounding station whistle for Apex and Feely, if air gauge in caboose indicates maximum pressure, trainman will give a proceed signal which must be answered as per Rule 14(b). If this signal is not received, train must be stopped and air brakes tested as per Air Brake Rule 1041 (A), and not proceed until brake pipe pressure is fully restored.

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

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

1043 (R). At Woods Cross, when making movements on north or south cannery tracks, air brakes must be cut in and operative on all cars.

1093 (R). Following has been added to Air Brake Rule 1093(I):

If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.

1244 (R). When Fairbanks-Morse Diesel units 700, 700-B and 701 are used together, the low braking range on dynamic brake must not under any circumstances be used at a speed in excess of 36 MPH.

Dynamic brake must not be used on Diesel freight locomotives at a speed in excess of 45 MPH.

SIDINGS AND SPURS NOT ON TIME-TABLE

Location	Mile Post	Car Capacity	Switch Connections
Between Salt Lake City and McCammon.			
Becks	32.9		
Woods Cross Onion Spur	28.0	6	East
Centerville	26.0		
Layton Sugar Factory Spur	13.8	50	East
Browning	2.7		
Bushnell	19.3		
Madsen	32.5		
Cottle	55.7		
Anderson	63.7		
Thorensen	68.5		
Beers	72.3		
Marsh Valley	102.5		
Malad Branch:			
Plymouth	27.5	5	East
Halbert	30.5	6	East
Washakie	34.5	7	East
Woodruff	40.5	8	East
Cache Valley Branch:			
Mill Spur	44.4	5	West

SET OUT TRACKS

Location	Mile Post	Car Capacity	Switch Connections
Between Salt Lake City and McCammon.			
Woods Cross	28.2	40	West
Farmington	21.3	13	Both
Layton	14.6	37	Both
Hot Springs	8.8	17	Both
Willard	13.9	19	Both
Perry	17.0	25	Both
Bakers	25.3	5	East
Honeyville	30.2	29	Both
Dewey	35.9	32	Both
Collinston	40.1	25	Both
Wheelon	44.6	17	West
Hammond	52.9	7	East
Trenton	56.9	25	Both
Morton	58.2	14	Both
Cornish	60.6	34	Both
Utida	62.4	26	Both
Weston	65.1	18	Both
Dayton	71.0	33	Both
Clifton	75.2	26	Both
Coulam	78.3	31	Both
Oxford	81.3	16	Both
Swan Lake	84.7	22	Both
Zenda	89.9	6	West
Downey	95.0	30	Both
Virginia	100.0	12	East
Arimo	104.7	35	Both