

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**

---

**Wyoming Division**

**Special Rules  
No. 16**

**Effective Sunday,  
August 20, 1961**

Superseding Special Rules No. 15

---

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

---

**C. H. BURNETT,**  
General Manager

**O. A. DURRANT,**  
General Superintendent

**C. J. COLOMBO,**  
Superintendent

---

*Note.—Changes in this issue are printed in type same as this.*

## SPECIAL RULES — ALL SUBDIVISIONS

*Note.—Referring to note on page 17 of Operating Rules: The term "conductor" as used in Operating Rules, Special Rules, superintendents' bulletins or notices will also apply to yard pilots. The term "brakeman" also applies to engine herders.*

### Railroad Watches

2 (R). In addition to employees listed in Operating Rule 2, switchmen who have attained one or more years seniority must, while on duty, have a reliable railroad grade watch.

### Signals

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

### Markers and Rear End Lights

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

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

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

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

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

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

### Inspection and Repair Protection

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

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

99 (R). *First sentence of Rule 99 (F) is revised to read:*

*"99 (F). When an employe alone finds track or bridge unsafe for trains at normal speed, he must immediately place a red flag by day or a red light by night on or near the track in both directions one-eighth mile (660 feet) from the point of obstruction."*

*There is no change in remainder of this rule.*

### Switches

104 (R). Unless otherwise specified No. 14 turnouts are installed at all dual controlled switches in CTC territory.

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

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

### Rule 251 Operation

251 (R). In Rule 251 territory, when a train has entered siding account indication displayed by a siding indicator (Operating Rule 240-L), a member of crew must immediately communicate with train dispatcher by telephone for instructions.

### Remote Control and Dual Control Switches

529 (R). Referring to Rule 529:

When a train has moved on signal indication beyond the  
Continued on opposite side.

529 (R). Continued.

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

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

### General Regulations

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

### Exchanging Signals and Inspection of Train

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

713 (S). A trainman must be stationed on rear of train in position to give or receive signals when passing depots and towers. On freight trains this trainman must be on rear platform of caboose.

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

### Handling of Explosives or Other Dangerous Articles

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

#### Placards on Cars

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

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

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

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

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

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

#### Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand  
Continued on page 3.

802 (R). Continued.

brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

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

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

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

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

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

#### Position in Freight Train or Mixed Train of Cars Containing Explosives

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

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

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

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

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

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

1. Occupied passenger car; except as provided in paragraph (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material".
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulation in this chapter may be coupled to each

Continued on opposite side.

802 (R). Continued.

other.

(Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph).

8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

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

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

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

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

#### Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

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

1. Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
2. Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
3. Any car placarded "Explosives".
4. Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads.)
7. Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)

8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns, except when occupied by gas handlers or authorized personnel accompanying shipment.
11. Car loaded with live animals or fowl, occupied by an attendant.

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

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

Continued on page 4.

"Dangerous."

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

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

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

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

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

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

Position in Train of Cars Containing Class D Poison

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

Empty Tank Cars

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

#### Handling Cabooses

802 (S). Referring to Operating Rule 802 (G). In switching operations, caboose must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike a caboose.

#### Running Switches

802 (T). Running switches must not be made with loaded automobile transports on flat cars.

#### Securing Cars

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

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

#### Position of Cars in Train

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

Eliminate "Outfit Cars".

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

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

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars.

#### Units Dead in Train

807 (U). Foreign line, government, export or commercial diesel

Continued on opposite side.

units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, Baldwin or Fairbanks-Morse type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless modified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher type units dead in train.

#### Inspection of Trains

811 (R). Referring to Operating Rule 811 (E):

On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to train dispatcher and be governed by his instructions.

811 (S). In addition to making inspection of train as often as practicable as per Operating Rule 811, when visibility does not permit close observation of train, or when, for any reason, in judgment of conductor or engineer additional inspection of train is necessary, such inspection must be made.

811 (T). As soon as hot box is detected, train must be stopped and no attempt made to run to next siding to set out car without making an inspection before proceeding.

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

#### Exhaust Gases

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

#### Position of Brakemen on Trains

823 (R). On all deadhead equipment or express refrigerator trains of fifteen cars or more, head brakeman must ride on engine unless there is a rider car within three cars of the head end.

#### Engine Service

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

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

874 (S). On No. 112 between Denver and LaSalle, fireman (helper) must remain in cab of engine at all times while train is in motion.

Firemen (helpers) who violate this rule shall be subject to discipline.

876 (R). Operating Rule 876 is amended to read as follows: Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight service under the close supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive in yard service or in road passenger service, except in case of emergency.

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

#### Track Restrictions

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

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

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

#### High and Wide Cars

900 (S). Chief Engineer's drawings 80180, 80181 and 80300 are posted in yard offices and engineer's rooms.

Drawing 80180 provides information with respect to maximum heights and widths of eastbound loads that can be handled between Los Angeles and Council Bluffs or Kansas City, either via Denver or North Platte, direct through Aspen Tunnel and between Council Bluffs and Los Angeles direct through Altamont Tunnel westbound.

Drawing 80181 provides information with respect to maximum heights and widths of westbound loads that can be handled from Kansas City to Los Angeles via North Platte and via Ellis, direct through Altamont Tunnel.

Drawing 80300 provides information with respect to maximum heights and widths of eastbound loads that will not clear Aspen Tunnel but can be handled with advance notice to General Superintendent Transportation for routing via McCammon and Granger.

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

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

#### Air Brake Rules

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

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

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

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

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 MPH.

1005 (R). Air Brake Rule 1005, standard brake pipe pressures, is amended to read as follows:

Class of Service	Pounds
Freight, mixed trains and branch line passenger trains.	80
Main line passenger trains.....	110

1024 (R). Air brake companies have modified brake pipe cut-off valve on 26-L type brake equipment. Both types of valves are in service.

With old type valve, when necessary to change from "freight" position to "cut-out" position, as must be done when making brake pipe leakage test, it is necessary to move through "passenger" position. This is also true when changing from "cut-out" position to "freight" position.

With the modified valve, change from "freight" position to "cut-out" position, or the reverse, is made without going through "passenger" position.

Engineers on locomotives equipped with 26-L type brake equipment must determine which type valve is on that particular unit, and be certain that brake pipe cut-off valve is in "freight" position before moving train, unless operating in passenger service.

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 use of calcium chloride solution by rail car.

1037 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1037, 1037-A, 1037-B and 1037-E.

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

1043 (R). In making air brake test required by Air Brake Rule 1043 (D) and Special Rule 1043 (S) on various subdivisions, following procedure will be followed:

1. Arriving engineer will, after stop has been made, immediately release the train brakes.
2. Upon receipt of proper signal, outgoing engineer will make a 20-pound service brake pipe reduction and check brake pipe leakage.
3. Upon receipt of proper signal, automatic air brakes will be released.
4. If train is to be handled with electric brake, upon receipt of proper signal, train brakes will be applied electro-pneumatically with a 30-pound brake application.
5. Upon receipt of proper signal, electric brakes will be released.

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

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

**SPECIAL RULES — FIRST SUBDIVISION**  
**Dent, Fort Collins, Boulder, Puritan, Greeley and Pleasant Valley Branches**

**Use of Engine Whistle**

14 (R). Within city limits of Denver and Greeley, particularly during night and early morning hours, engine whistle should be sounded only when required by rules or by law and the sound should be modulated as much as possible.

**Switch Lights**

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

Boulder Branch; Greeley Branch;  
 Fort Collins Branch between Pleasant Valley Branch and Fort Collins and Buckeye;

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

**Use of Engine Bell**

30 (R). The bell must be kept ringing while an engine (with or without cars) is moving within the city limits of Fort Collins.

**Clearances**

96 (R). A clearance must be received as follows:

At Gill, clearance must be received when operator on duty.

96 (S). Trains are not required to receive clearance as per Operating Rule 96 as follows:

At Pullman; At Dent;  
 At Sand Creek Jct.; At Boulder.  
 At Carr;

96 (T).

Clearance Received at	By	Will Confer The Same Authority On	As When Received At
Denver or 36th Street	Trains going to Dent Branch	Dent Branch	Sand Creek Jct.
La Salle	Trains going to Denver via Dent Branch	First Subdivision	Sand Creek Jct.
La Salle	Trains going to Fort Collins Branch	Fort Collins Branch	Dent
Fort Collins or Milliken	Eastward trains	Dent Branch	Dent
Denver or 36th Street	Trains going to Borie Subdivision	Borie Subdivision	Carr
Laramie or Cheyenne	Trains going to First Subdivision	First Subdivision	Carr

**Railroad Crossings and Junctions**

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Pullman (M. P. 2.2)	Outbound Main track	Wyoming Division	Block Signals. Special Rule 98(V).
36th Street (M. P. 1.8)	Outbound main track	Westward	Block Signals.
Sand Creek Jct. (M. P. 5.0)	C. B. & Q.		Interlocking.
Eaton (M. P. 59.3)	G. W.	U. P.	Semi-automatic Interlocking. Special Rule 98(T).

Continued on opposite side.

98 (R). Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
St. Vrains (M. P. 22.2)	Boulder Branch	Dent Branch	Semi-automatic Interlocking. Operating Rule 613.
Erie (M. P. 15.1)	C. B. & Q.	U. P.	Stop signs Special Rule 98(S).
Valmont Spur (M. P. 1.0)	C. & S.	C. & S.	Gate.
C. & S. Crossing (M. P. 26.0) Boulder Branch	C. & S.	C. & S.	Gate.
Milliken (M. P. 2.0)	G. W.	U. P.	Gate.
Kelim (M. P. 9.0)	G. W.	G. W.	Stop signs.
Fort Collins (M. P. 25.2)	C. & S.	C. & S.	Derails. Special Rule 98(U).
Fort Collins (M. P. 25.3)	C. & S.	C. & S.	Gate.

98 (S). At Erie, C. B. & Q. Crossing, after stopping at Stop sign westward trains must send member of crew to crossing to give proceed signal from crossing if no conflicting movement is evident. When visibility is reduced by weather conditions, eastward trains must also send member of crew to crossing to give proceed signal from crossing if no conflicting movement is evident.

98 (T). At Eaton, when a train or engine is stopped by signal governing movement over Great Western Railroad crossing (MP 59.3) and no conflicting movement is evident, member of crew must communicate with dispatcher and be governed by his instructions, but need not receive Clearance Form C. If authorized to proceed, movement over crossing must be made as prescribed by Operating Rule 613.

98 (U). At Fort Collins, C. & S. Crossing, M.P. 25.2, westward U.P. trains must line derail, and it must not be relied until the entire train is clear of the crossing. Eastward U.P. trains must stop clear of the crossing and not proceed until the derail is lined.

98 (V). All trains and engines must stop clear of cross-over at Pullman, unless proceed signal is received from switchtender and it is known that the switches are properly lined.

**Flag Protection**

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

Dent Branch, between Dent and Sand Creek Jct.;  
 Greeley Branch;  
 Pleasant Valley Branch;  
 Fort Collins Branch, between Fort Collins and Buckeye;  
 Boulder Branch, between Erie and Boulder.

99 (T). On Greeley and Pleasant Valley Branches between 7:30 A.M. and 5:01 P.M. daily except Saturday and Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (I) must be sounded frequently.

99 (U). In CTC territory, when a work train has been authorized in accordance with Rule 266, the work train may

Continued on page 7.

99 (U). Continued.

occupy the main track and move in either direction within the designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in the working authority.

**Public Crossings**

103 (R). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Brighton Sugar Factory —Lincoln Highway at Division Street;  
 Fort Collins —North College Avenue.

103 (S). Eastward trains on Dent Branch which are stopped at Sand Creek Junction must remain west of Brighton paved road until movement can be made.

103 (T). At Greeley, trains, engines or cars moving over any street or avenue on track other than main track, must not exceed a speed of 10 MPH when engine in forward motion and no cars being shoved ahead of engine, and a speed of 5 MPH when in backward motion or when cars are shoved ahead of engine. When engine in backward motion or when cars are shoved ahead of engine, trainman must precede movement and act as crossing watchman except when such crossings are protected by crossing watchman on duty.

Above requirements will also apply over streets or avenues on C&S trackage.

At 13th Street crossing, trainman must precede all movements to and from Sixth Avenue, also to and from Roger's Spur, and act as crossing watchman, regardless of whether engine is moving forward or backward.

At 8th Street crossing, trainman must precede all movements to and from west house, also to and from house track, and act as crossing watchman, regardless of whether engine is moving backward or forward.

103 (U). At Brighton, trains which have stopped east or west of Bridge Street crossing must not exceed 10 MPH on First Subdivision and 5 MPH on Boulder Branch when again moving toward this crossing. Engines or cars should not be permitted to unnecessarily occupy circuit causing automatic crossing gates to be down. When Bridge Street crossing is used in making switching movements, train, engine and yard crews must know that gates are down in proper position before making moves over the crossing. When gates are not in proper position, movements over this crossing must be preceded by a member of crew.

**Train Order Signals**

221 (R). At St. Vrains, trains on Dent and Boulder Branches must observe and be governed by the indication of the train order signal at all times.

**Centralized Traffic Control System**

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

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

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

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

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

When stopped by a Stop indication and communication has failed,

Continued on opposite side.

267 (R). Continued.

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

**Passengers on Freight Trains**

719 (R). Passengers with tickets may be carried on freight trains on Greeley and Pleasant Valley branches.

**Spreaders and Snow Plows**

732 (R). Spreaders and Snow Plows will not clear brick platform at Greeley.

Wedge snow plows must not be operated on following tracks:

Denver —All D. U. T. Co. tracks.

In operation of wedge plows on all yard or back tracks, employe in charge must make certain that clearances are sufficient to permit use of plows by buildings and structures without damaging property or derailing equipment.

**Riding Footboards of Engines**

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

Between Denver and Sand Creek Junction, continuous main track movement;

At Denver, on stockyards lead, over Wynkoop Street and Brighton Boulevard.

**Position of Cars in Trains**

807 (V). Cars may be handled ahead of engine between stations when necessary as follows:

Between St. Vrains and State Mine Jct.

**Track Restrictions**

899 (R). Unless specifically authorized, Gas Turbine Electric locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Denver	East end of wrecker track	D.E. Road & Switch
	Stock car cleaning tracks	
	Outside creamery track	
	East end of repair tracks at 23rd Street viaduct	
	Cross-over inbound to outbound switches Nos. 36 and 36-A, Tower B	
	All industry tracks including Blake and Market Street Leads	
	Coach yard tracks	
	Freight house tracks and leads and cross-overs leading thereto	
	Stake and train yards	
	All Pullman shop tracks except engine tracks leading to and from turntable and transfer table	
All coal storage tracks		
Summit track		
Brighton	Wye track	D.E. Road & Switch
	Sugar factory tracks Tracks serving Kuner-Empson Company.	
La Salle	Turntable	D.E. Road & Switch None permitted
	Depressed track of cinder pit	

Continued on page 8.

Location	Track	Engines Permitted
Greeley	Wye track	D.E. Road & Switch
	Post Coal Spur	
	No. 4 storage track	
	C. & S. connection	
	Sugar company trestles	None permitted
Greeley Jct.	Wye track	D.E. Road & Switch
Eaton	Sugar company trestles	None permitted
	East end mill tracks	D.E. Road & Switch
Pierce	Wye track	D.E. Road & Switch
Frederick	Sterling mine tippel tracks	D.E. Road & Switch
	Industry track east of elevator track	
Dent	Wye track	D.E. Road & Switch
Boettcher	Cement plant east of cement truck crossing on track No. 7	None permitted
	Cement Plant from point four car lengths west of highline switch to end of track	None permitted
Valmont	Sharp curve at west end of Public Service Co. power plant	None permitted

**Close Clearances**

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

(Snow plows must not exceed 5 M.P.H. on main track or siding by these locations).

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
<b>FIRST SUBDIVISION.</b>		
Denver	Signal 24	Side.
M. P. 15.58	Bridge	Side.
M. P. 16.36	Bridge	Side.
Brighton	Signal 192	Side.
Speer	Standpipe	Side.
<b>FORT COLLINS BRANCH.</b>		
M. P. 26.79	Bridge	Side.
M. P. 31.84	Bridge	Side.

900 (T). Following are maximum clearances through all tracks except Track 10 at Denver Union Station:

From car floor to 14 feet above top of rail, maximum width must not exceed 12 feet.

From 14 feet above top of rail to 14½ feet above top of rail, maximum width must not exceed 10 feet.

From 14½ feet above top of rail to 15 feet above top of rail, maximum width must not exceed 8 feet.

15 feet above top of rail is maximum height for any car or load to clear umbrella train sheds.

Cars or loads exceeding the above dimensions must be handled through Denver Union Station on Track 10.

900 (U). The following specially equipped excessive height cars are assigned to service of Boeing Airplane Company between Wichita, Kansas, and Seattle, Washington.

UP 562109	UP 563071	UP 564024
" 562140	" 563090	" 564047
" 562148	" 563152	" 564100
" 562149	" 563162	" 564129
" 562173	" 563182	" 564143

None of the above cars may be handled on tracks equipped with umbrella sheds.

In addition, movement of excessively high or wide foreign freight equipment or high and wide loads through these sheds is prohibited.

**Air Brake Rules**

1043 (S). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made as follows:

Denver —All eastward and westward trains.

1045 (R). Retaining valves must be used as follows:

All branch lines —On all freight and mixed trains descending heavy grades.

**EXCEPTION:** Trains handled with engine equipped with pressure maintaining feature and dynamic brake in operation may be handled without use of retaining valves.

**SPECIAL RULES — SECOND SUBDIVISION  
Borie Subdivision**

**Engine Whistle Signals**

14 (S). In multiple track territory on Second Subdivision, the following whistle signals must be used for recalling flagman:

The standard whistle signal as provided by Rule 14 (d) and 14 (e) followed by one short sound of the whistle for No. 1 track two for No. 2, three for No. 3 and four for No. 4 track.

**Movements in Yards**

93 (R). At points shown below, 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:

Cheyenne—Between east cross-over and Tower A;

Laramie —Between extreme east and west switches.

93 (S). At Cheyenne, between west wye switch and Tower A, all trains and engines must approach cross-over switches in main tracks carefully, expecting to find tracks in vicinity of passenger station occupied by trains or cars, and switches lined for other than main track movement.

Eastward trains and engines approaching west end Cheyenne passenger station must be prepared to stop clear of cross-over unless proceed signal is received from yardman in charge of switches.

Westward trains and engines approaching east end Cheyenne passenger station must be prepared to stop clear of cross-overs at east end of passenger yard tracks unless proceed signal is received from yardman in charge of switches.

Trains leaving Cheyenne passenger station must not foul lead or cross-overs until proceed signal is received from yardman in charge of switches.

All eastward trains must approach west end of Cheyenne yard prepared to stop unless it can be seen that the lead is clear and switch is properly lined for their head-in track. When view is obscured or lead occupied, trainman must precede movement and know that switches are properly lined and lead clear before giving proceed signal.

At Cheyenne, after stopping for Stop sign at west end of North 11 track, movement must be preceded by a member of crew before fouling northwest lead.

**Clearances**

96 (S). Trains are not required to receive clearance as per Operating Rule 96 as follows:

At Carr; At Speer; At Borie.

Clearance Received At	By	Will Confer The Same Authority On	As When Received At
Denver or 36th Street	Trains going to Second Subdivision	Second Subdivision	Speer or Borie
Laramie or Cheyenne	Trains going to Borie Subdivision	Borie Subdivision	Borie or Speer

**Flag Protection**

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

**Public Crossings**

103 (R). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Continued on opposite side.

103 (R). Continued.

Laramie —West end of University Avenue, at Speigelberg Mill.

103 (V). At Laramie, highway crossing just east of the Monolith Cement Works must not be blocked to exceed ten minutes. Train following another train closely into Laramie must wait east of this crossing until it is seen that their train can enter yard without blocking this crossing.

**Switches**

104 (U). No. 20 turnouts are located as follows:

Dale —Both switches of the three crossovers; Switch at junction of No. 2 and No. 3 tracks;

Speer —Turnout from DP main track to No. 4 track at center Speer.

No. 14 turnouts are installed at all other dual control switches in CTC territory except:

Speer—crotch switch at east end of center siding;

Buford—crotch switches at both ends of center siding;

Hermosa—crotch switches at both ends of center siding.

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

Harriman —Switch from No. 1 siding to No. 2 siding at west end, for No. 1 siding.

104 (W). At Laramie, at east end, all switches on eastward pullout track from No. 12½ switch eastward, must be left lined for eastward pullout track after having been used.

**Use of Sidings**

105 (R). At Forelle, trains entering siding on signal indication must stop at sign reading "Stop for Eastbound Trains" opposite M.P. 562.12 and must remain standing until signal clears for their movement to main track.

**Block Signals**

240 (R). At Cheyenne, when a train or engine is stopped by dwarf signal located between eastward and westward main tracks 525 feet west of M.P. 509, or dwarf signals at the fouling point on C. B. & Q. transfer track, old ice house track and old shop track or Signal 5069, a flagman must be sent ahead to next signal or to "End of Block" sign.

240 (S). At east end Laramie, yard track indicator located near entrance to freight yard lead, will display an illuminated numeral to indicate freight yard track to be used by train moving from main track to freight yard track.

If a train receives a CTC signal authorizing movement into freight yard, and the yard track indicator does not display an illuminated numeral, train must stop before entering freight yard lead and a member of train crew must call yardmaster for instructions.

Telephones through which Laramie yardmaster or Cheyenne dispatcher can be contacted, are located in carmen's shanty at roll-by inspection point.

**Centralized Traffic Control System**

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

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

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

When instructed by dispatcher to use emergency button

Continued on page 10.

267 (R). Continued.

and a Clear indication is received, train or engine may proceed in accordance with signal indications.

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

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

Starting signals are located as follows:

- Laramie —Eastward signal on No. 1 track just east of passenger station platform.
- Laramie —Eastward signal on No. 2 track just east of passenger station platform.

**Remote Control Switches**

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

Location	Under control of
Cheyenne, east end.	Operator, Cheyenne yard office. See Special Rule 526(S).
Laramie, west end.	Operator, yard office.

526 (S). At east end Cheyenne, Yard Track Indicator is located north of westward main track and 190 feet west of cross-over. This Yard Track Indicator will illuminate AFTER a westward train has passed the entering signal and will display a letter to indicate the yard to be used and a numeral to indicate the track to be used by that train. Letters on Yard Track Indicator will indicate the following:

- "P" —Passenger Yard
- "S" —South Freight train yard
- "N" —North Freight train yard

If, after passing entering signal, Yard Track Indicator does not display indication, westward freight trains must stop and be governed by instructions from operator.

If a westward passenger train receives indication to head into freight yard, train must stop and be governed by instructions from operator.

Telephone is located in signal instrument house 150 feet west of westward Stop signal on westward track.

**Interlocking**

605 (R). To indicate route to be used, the following whistle signals will be used:

At Tower A:

For movement from any track to—

- Stock Yard..... —0—
- No. 3 Main Track..... —0
- New Yard South Lead..... —00
- New Yard North Lead..... —0000
- No. 2 Main Track..... 0—0
- No. 1 Main Track..... 0—0—

**Exchanging Signals and Inspection of Trains**

713 (T). In addition to complying with Operating Rules 713, 713 (A) and 713 (B), the following is required in the operation of all passenger trains including Streamline trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves, as follows:

Continued on opposite side.

713 (T). Continued.

M.P. 518.8 and M.P. 519.9 reverse curves

M.P. 544.4 and M.P. 545.1 reverse curves

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

**Spreaders and Snow Plows**

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
560.09	No. 1 track.	567.86	Both main tracks.

Spreaders and snow plows will not clear brick platforms at Cheyenne and Laramie depots.

732 (S). Wedge snow plows must not be operated on the following tracks:

- Cheyenne —Stockyards tracks;
- Cheyenne —Tracks adjacent ice house platform and salt shed;
- Granite —Under tipples over quarry tracks;
- Granite —Tracks at chip loading conveyor;
- Laramie —Stockyards tracks.

In operation of wedge plows on all yard or back tracks, employe in charge must make certain that clearances are sufficient to permit use of plows by buildings and structures without damaging property or derauling equipment.

**Switching Cars with Air Brakes Cut In**

804 (S). Air brakes must be cut in and operative on all cars being handled at the following points:

- Cheyenne —Between Union Pacific yard and C. & S. and C. B. & Q. transfers.

**Use of Hand Brakes**

804 (T). At Cheyenne, at least five hand brakes must be set on extreme east end of all cuts of cars and trains left standing in yard west of Central Avenue viaduct.

At Granite gravel pit, hand brakes must be set on all loads, one hand brake set for each three empties, and hand brake must be set on rear end, in middle and in head end of all empties spotted for loading.

**Position of Cars in Train**

807 (W). Cars must not be handled behind cabooses on ascending grades between Cheyenne and Laramie.

**Inspection of Trains**

811 (U). Freight trains designated below must stop and must be inspected at following points:

- Buford —Eastward trains, when necessary to turn up retaining valves.
- Granite —Eastward trains using retaining valves. (Remain standing 10 minutes).
- Borie —Eastward trains using retaining valves. (Remain standing 10 minutes).
- Hermosa —Westward trains, when necessary to turn up retaining valves.

811 (V). To afford carmen opportunity to make roll-by inspection, speed shown must not be exceeded by freight trains passing inspection points, as follows:

- Cheyenne—Eastward trains —750 feet west of Crow Creek underpass, 6 MPH.
- Laramie —Westward trains —West of "A" signal, east end of yard, 10 MPH.

**Track Restrictions**

899 (R). Unless specifically authorized, Gas Turbine Electric locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below only engines of types shown may be used:

Location	Track	Engines Permitted
Cheyenne.....	Old tank shop track, north of machine shop } Sand track, south of sand bins..... } Cinder loading track at coal chute..... }	D.E. Switch
Granite.....	Under tipples in ballast pit.....	None permitted

**Close Clearances**

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

(Snow plows must not exceed 5 M.P.H. on main track or siding by these locations).

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations....	Mail cranes.....	Side.
SECOND SUBDIVISION		
Cheyenne.....	Passenger depot train sheds..	Sides.
Granite.....	Standpipe.....	Side on eastward track.
Dale.....	Water tank spout.....	Side and top on westward track.
Harriman.....	Coal chute.....	Side on hopper track.
Hermosa.....	Hermosa Tunnel.....	Side and top on westward track.
Hermosa.....	Hermosa Tunnel.....	Side and top on eastward track.
Red Buttes.....	Water tank spout.....	Side and top on westward track.
M. P. 560.09.....	Bridge.....	Side on eastward track.
BORIE SUBDIVISION		
Speer.....	Standpipe.....	Side.

At Granite, box cars, cabooses, or high or wide loads must not be moved under tipples in ballast pit.

900 (U). The following specially equipped excessive height cars are assigned to service of Boeing Airplane Company between Wichita, Kansas, and Seattle, Washington.

UP 562109	UP 563071	UP 564024
" 562140	" 563090	" 564047
" 562148	" 563152	" 564100
" 562149	" 563162	" 564129
" 562173	" 563182	" 564143

None of the above cars may be handled on tracks equipped with umbrella sheds.

In addition, movement of excessively high or wide foreign freight equipment or high and wide loads through these sheds is prohibited.

**Air Brake Rules**

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

- Buford —Eastward;
- Sherman —Westward;
- Speer —Eastward;
- Speer —Westward, except via Borie.

1043 (S). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made as follows:

- Cheyenne —All eastward and westward trains.

1045 (R). Retaining valves must be used as follows:

- Borie to Carr —On 50% of cars in eastward freight trains of 2500 tons or more.
- Buford to M.P. 514.00 —Eastward freight trains of 2500 tons or more.

- Buford to head-in switch Cheyenne —Eastward freight trains when more than 50% of tonnage is gravel or ballast.

- Hermosa to M.P. 554.8 —Westward freight trains when more than 50% of tonnage is gravel or ballast.

- All branch lines —On all freight and mixed trains descending heavy grades.

EXCEPTION: Trains handled with engine equipped with pressure maintaining feature and dynamic brake in operation may be handled without use of retaining valves.

**SPECIAL RULES — THIRD SUBDIVISION**  
**Coalmont, Encampment, Superior, South Pass, Lionkol, Reliance, and Stansbury Branches**

**Switch Lights**

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

- |                    |                    |
|--------------------|--------------------|
| Coalmont Branch;   | Reliance Branch;   |
| Superior Branch;   | Stansbury Branch;  |
| South Pass Branch; | Encampment Branch. |
| Lionkol Branch;    |                    |

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

**Movements in Yards**

93 (R). At points shown below, 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:

- |              |   |
|--------------|---|
| Laramie      | } — Between extreme east and west switches. |
| Rawlins      |   |
| Rock Springs |   |
| Green River  |   |
|              |   |

93 (T). At Laramie, trains or engines moving east on westward main track from passenger station, will be governed by dwarf signal C-5654 through east end of Laramie Yard to eastward main track.

93 (U). At Laramie, eastward freight trains will stop at yard office to change crews.

**EXCEPTION:** When instructed by chief dispatcher or yardmaster to enter west yard, train must stop clear of stockyards crossing and call yardmaster for track.

93 (V). All trains and engines must approach west end of Green River Yard prepared to stop clear of cross-overs and other tracks and must not proceed until proceed signal is received from switchtender, and, when block signal governing movement displays Stop indication, must stop before acting on proceed signal from switchtender.

**Clearances**

96 (R). A clearance must be received as follows:  
 At Rawlins —By all trains.

96 (S). Trains are not required to receive clearance as per Operating Rule 96 as follows:

- Lionkol Junction
- Reliance Junction
- Stansbury Junction

96 (T).

Clearance Received At	By	Will Confer The Same Authority On	As When Received At
Rawlins	Any train	Third Subdivision	Initial Station

**Railroad Crossings and Junctions**

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Lionkol Junction (M. P. 3.26)	South Pass Branch		Stop sign.
Reliance Junction (M. P. 5.54)	South Pass Branch		Stop sign.

**Flag Protection**

99 (S). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order  
 Continued on opposite side.

99 (S). Continued.

Form E, only as follows:  
 Third Subdivision Branches.

99 (T). On Encampment Branch between 7:30 A.M. and 5:01 P.M. daily except Saturday and Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear and whistle signal 14 (I) must be sounded frequently.

**Public Crossings**

103 (R). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

- Laramie —West end of University Avenue, at Speigelberg Mill;
- Rock Springs —Lincoln Highway on South Pass Branch at Bridger Avenue intersection;
- Rock Springs —Grant Street, just north of old repair track.

103 (W). At Hanna, automatic crossing gates just east of depot will operate when train is on eastward main track 500 feet west of crossing and will not operate when train is on eastward siding until engine reaches crossing. To avoid keeping gates closed while work is being done, eastward trains doing work at Hanna will stop clear of insulated joints 500 feet west of crossing.

103 (X). At Wamsutter and Bitter Creek, between 8 A.M. and 5 P.M., crossing east of depot must not be blocked longer than 10 minutes. Between 5 P.M. and Midnight these crossings must not be blocked longer than 30 minutes.

103 (Y). When cars are handled ahead of engine on South Pass, Lionkol, Reliance, Stansbury or Superior Branch, a trainman need not precede the movement over public crossings, but movement must be made at restricted speed.

**Switches**

104 (W). At Laramie, at east end, all switches on eastward pullout track from No. 12½ switch eastward, must be left lined for eastward pullout track after having been used.

104 (X). At Superior, switch to safety track at lower end of load storage track at D. O. Clark Mine must be left lined for safety track when not being used.

On Stansbury Spur, switch to safety track must be kept lined for safety track when not being used.

**Block Signals**

240 (T). Siding indicator connected with Signal 6850 at Rawlins, affects movement of eastward freight trains only. All freight trains must approach Signal 6842 at speed not exceeding 10 MPH.

At Kanda, siding indicator in service on Signal 8075 is located approximately 4000 feet east of east switch. When signal is displayed for trains to take siding, siding indicator will display illuminated "S" and Signals 8075 and 8061 will show Approach indication.

240 (U). At Green River, when a westward train or engine is stopped by Signal 8175, a flagman must be sent ahead immediately to a point where track can be seen to be clear to next signal and that signal is in plain view. Train or engine must wait five minutes after flagman has started and may then proceed at restricted speed to next signal.

At Green River, when Block Signal 8175 displays Stop-and-Proceed indication, switchtender must not give a proceed signal to a westward train on main track or in freight yard until this signal has changed to Clear, Approach or Advance Approach indication.

**Remote Control Switches**

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

Location	Under control of
Laramie, west end.	Operator, yard office.
Rawlins, cross-over switches east end of yard; cross-overs between main tracks; cross-over from eastward main track to yard lead; east switch to westward siding.	Operator, Rawlins.
Green River, M.P. 815.1, switch on eastward main track from outbound lead and switch from No. 1 and 2 with both leads.	Train dispatcher.
Green River, M.P. 815.5, both cross-overs between main tracks and both switches from eastward main track to yard tracks.	Train dispatcher.

**Exchanging Signals and Inspection of Trains**

713 (T). In addition to complying with Operating Rules 713, 713 (A) and 713 (B), the following is required in the operation of all passenger trains including Streamline trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves, as follows:

- M.P. 587.7 and M.P. 588.4 reverse curves
- M.P. 616.0 and M.P. 617.5 reverse curves
- M.P. 657.2 and M.P. 657.8 reverse curves
- M.P. 765.2 and M.P. 768.8 reverse curves
- M.P. 780.0 and M.P. 782.0 reverse curves
- M.P. 797.3 and M.P. 798.4 reverse curves

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

**Passengers on Freight Trains**

719 (R). Passengers with tickets may be carried on freight trains on:

- Encampment Branch;
- Coalmont Branch.

**Spreaders and Snow Plows**

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
567.86	Both main tracks.	814.28	Both main tracks.
573.35	Both main tracks.	814.83	Both main tracks.
806.42	Both main tracks.		

732 (S). Spreaders and snow plows will not clear brick platforms at Laramie, Rawlins and Rock Springs passenger depots.

Wedge snow plows must not be operated on.

- Coalmont Branch;
- Encampment Branch;
- Laramie —Stockyards tracks;
- Medicine Bow —Tracks at truck loading platform on tail of wye;
- Sinclair —Beyond Lincoln Highway on lead to Sinclair Refining plant;
- Green River —Stockyards tracks.

Continued on opposite side.

732 (S). Continued.

In operation of wedge plows on all yard or back tracks, employe in charge must make certain that clearances are sufficient to permit use of plows by buildings and structures without damaging property or derauling equipment.

732 (T). In movement of wedge plow, stop must be made before passing cross-overs shown below, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail:

Station	Location of Cross-Over	Direction Plow Headed
Wyoming	East switch of siding.	East
Cooper Lake	West switch of siding.	West
Wilcox	East switch of siding.	West
Hanna	All cross-overs in yard.	East
Wamsutter	Cross-over, east end.	West
Green River	All cross-overs in yard.	East or West

**Use of Hand Brakes**

804 (U). At Rawlins, when train stops on main track or yard track, and engine is detached, ten per cent of the cars in train must have hand brakes set on down grade end.

At Rock Springs, in new yard, sufficient hand brakes must be set on cars in west end of all tracks.

At Rock Springs, in opposite yard, sufficient hand brakes must be set on cars on west end of all tracks. In addition, hand brakes must be set on one car at east end of cut on each track.

At Green River, three to five hand brakes, must be set on all cuts of cars and trains west end of new tracks 1 to 8 inclusive, except on westward manifest trains. When cars are set on either end of these tracks, sufficient hand brakes must be set to prevent cars rolling to center of yard. On high line and east end of Nos. 23, 24 and 25 tracks, sufficient hand brakes must be set to hold cars.

**Position of Cars in Trains**

807 (V). Cars may be handled ahead of engine between stations when necessary as follows:

On Superior, South Pass, Lionkol, Reliance and Stansbury Branches.

**Inspection of Trains**

811 (V). To afford carmen opportunity to make roll-by inspection, freight trains must not exceed speed shown passing inspection points as follows:

- Laramie —Eastward trains. —East side of stockyard crossing on main track or yard tracks, 10 MPH.
- Rawlins —Eastward trains. —120 feet west of No. 11 track switch, west yard, 10 MPH.
- Westward trains using main track. —Car shanty north of stockyards, 10 MPH.
- Westward trains entering yard. —100 feet west of No. 11 track switch, east yard, 10 MPH.
- Green River—Eastward trains. —Coal Chute, 6 MPH.
- Westward trains. —Main track cross-over east end of yard, 6 MPH.

**Train Washer — Green River**

834 (R). At Green River, when trains with passenger equipment are moving through train washer, a speed of 5 MPH must not be exceeded.

Employes must not ride on side of train while passing through train washer in operating position.

Engine and train crews, including Pullman employes, must know that windows and vestibule doors are closed on both sides of engine and train before passing through washer. Rear vision mirrors on passenger diesel units must be turned back to avoid striking brushes and damaging mirrors.

**Track Restrictions**

899 (R). Unless specifically authorized, Gas Turbine Electric lo-  
 Continued on page 14.

899 (R). Continued.

comotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Hanna	4A Mine safety spur By tipples on Elk Mountain Coal Co. loading tracks and tipple tracks. Public Coal Company spur past unloading ramp. Nugget Coal Co. safety spur. No. 4A Mine tracks. House tracks. Elk Mountain Coal Co., loading tracks.	None permitted          D.E. Road & Switch
Sinclair	Spur track to new chemical storage warehouse of Sinclair Co. When necessary to switch on this track not less than 8 cars must be handled ahead of engine. Tracks leading to refinery and beyond highway.	None permitted    D.E. Road & Switch
Rawlins	No. 2 stock yard track. Sheep track off stock yard track. Coal storage tracks 1, 3, 4 and 5. Team tracks 1 and 2. Sand track on south side of sand bin.	D.E. Road & Switch
Tipton	House track.	D.E. Road & Switch
Rock Springs	Sweetwater track. All belt line tracks from South Pass Branch to main line. Long Lizzy Spur. Stable track on South Pass Branch. Wool warehouse track.	D.E. Switch   D.E. Road & Switch
North Gate	Wye track.	D.E. Switch
Camp	Wye track.	D.E. Switch
Superior	Premier Mine loading track beyond 600 feet from switch.	None permitted
Superior Branch	All tracks. "B" Mine Spur. Beyond Bridge 9.26-S on Premier Mine tracks M.P. 6.43 safety track, from 15 feet behind frog. M.P. 7.66 safety track, from 10 feet behind frog. M.P. 9.00 safety track, from 100 feet behind frog. South lead to D.O. Clark Mine, safety track from 5 feet behind frog. Beyond frog of switch leading to No. 1 tipple track on empty lead to "D" mine.	D.E. Road & Switch  None permitted  None permitted  None permitted  None permitted  None permitted
Lionkol	Safety track, from 40 feet behind frog.	None permitted
Reliance	Safety track, from 150 feet behind frog.	None permitted
Sweetwater No. 1	Safety track, from 15 feet behind frog.	None permitted
Stanbury	Safety track, from 15 feet behind frog. Material track.	None permitted D.E. Road & Switch
South Pass Branch	All tracks.	D.E. Road & Switch

NOTE: GTE locomotives may use wye tracks at Creston and Wamsutter at speed not to exceed 5 MPH.

**Close Clearances**

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

(Snow plows must not exceed 5 MPH on main track or siding by these locations).

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
<b>THIRD SUBDIVISION</b>		
M.P. 567.86	Bridge	Side on both tracks.
Rock River	Coal Chute	Side on both tracks.
Bitter Creek	Coal Chute	Side on eastward track.
Bitter Creek	Coal chute	Top on both tracks.
M.P. 814.28	Bridge	Side on eastward track.
M.P. 814.83	Bridge	Side on westward track.

**Air Brake Rules**

1043 (S). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958), must be made as follows:

Green River —All eastward and westward trains.

1045 (R). Retaining valves must be used as follows:

All branch lines —On all freight and mixed trains descending heavy grades.

EXCEPTION: Trains handled with engine equipped with pressure maintaining feature and dynamic brake in operation may be handled without use of retaining valves.

**SPECIAL RULES — FOURTH SUBDIVISION**

Park City, Ontario and Hill Field Branches

**Switch Lights**

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

Ontario Branch, Park City Branch, Hill Field Branch.

Trains and engines must approach facing point switches on this branch prepared to stop if switch is not in normal position.

**Movements in Yards**

93 (R). At points shown below, 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:

Green River } —Between extreme east and west switches;  
Evanston }  
Wahsatch } —When running around caboos.

93 (V). All trains and engines must approach west end of Green River Yard prepared to stop clear of cross-overs and other tracks and must not proceed until proceed signal is received from switchtender, and, when block signal governing movement displays Stop indication, must stop before acting on proceed signal from switchtender.

93 (W). At Granger, when eastward movement is authorized against current of traffic on westward main track by signal indication, such movement may be made to sign near M.P. 844.8 reading, "End of Block Eastbound" without being preceded by a flagman.

**Clearances**

96 (R). A clearance must be received as follows:

Evanston —By all trains.

96 (S). Trains are not required to receive clearance as per Operating Rule 96 as follows:  
Keetley Jct.

96 (T).

Clearance Received At	By	Will Confer The Same Authority On	As When Received At
Evanston	Any train	Fourth Subdivision	Initial Station

**Flag Protection**

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

Park City Branch.

**Public Crossings**

103 (R). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Keetley —All crossings.

103 (Y). When cars are handled ahead of engine on Ontario Branch, a trainman need not precede the movement over public crossings, but movement must be made at restricted speed.

**Switches**

104 (U). No. 14 turnouts are installed at all remote control switches at Granger.

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

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

Riverdale —Tail track switch, for tail track.

104 (Y). At Wahsatch, crotch switch at east end of center siding is equipped with electric lock. When a train or engine is to move from east end of center siding to westward main track, or to east leg of wye, trainman must be governed by

Continued on opposite side.

104 (Y). Continued.

indication displayed by track occupancy 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.

When Occupied indication is displayed by track occupancy indicator, if no westward train or engine is seen or heard approaching, crotch switch may be operated as follows: Trainman must ascertain from train dispatcher that no westward train is approaching. He may then operate time release located in east relay box north of westward main track. 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 automatically lock.

When cross-over movement can be made promptly, trainman on road crew will handle all switches for cross-over movement. If westward trains prevent helper engine from crossing over promptly, engine will be left on siding and engine crew will make cross-over movement when conditions will permit.

Enginemen will not handle any switches at this location when trainman is available to handle them.

Westward trains desiring to enter center siding must occupy "unlock section" between Signal 9263 and east switch to center siding, which will automatically release electric lock.

**Use of Sidings**

105 (S). Cars must not be set out on short No. 11 track at Evanston.

**Block Signals**

240 (U). At Green River, when a westward train or engine is stopped by Signal 8175, a flagman must be sent ahead immediately to a point where track can be seen to be clear to next signal and that signal is in plain view. Train or engine must wait five minutes after flagman has started and may then proceed at restricted speed to next signal.

At Green River, when Block Signal 8175 displays Stop-and-Proceed indication, switchtender must not give a proceed signal to a westward train on main track or in freight yard until this signal has changed to Clear, Approach or Advance Approach indication.

240 (V). When an eastward train, except a light engine, is stopped by Signal 8188, 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.

240 (W). At Granger, when Signal 8449 displays Stop indication, westward trains or engines must send flagman ahead and must wait ten minutes before proceeding at restricted speed to next signal.

240 (X). When westward main track between M.P. 900 and M.P. 905 is under single track operation, to insure proper signal operation, trains, engines and M. of W. self-propelled equipment on eastward track between those locations must remain west of Signal 9002 at east end, and clear of main track between Signal 9050 and Signal 9036 at west end.

240 (Y). At Evanston, dwarf signals at east end of westward siding govern movements between these signals. When either signal displays Stop indication, flagman must be sent ahead to protect movement.

At Evanston, when a westward train or engine is stopped by Signal 9177 and view of track ahead is restricted by a train on the eastward track, a flagman must be sent ahead to Almy Spur switch. Train or engine must wait five minutes after flagman has started and may then proceed at restricted speed to next signal.



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

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.

**Track Occupancy Indicators**

515 (R). At Evanston, when a train or engine is to move from Almy Spur to westward main track, trainmen must be governed by track occupancy indicator before opening main track switch and if Occupied indication is displayed main track switch must not be opened unless a flagman has been sent ahead to Signal 9177 to protect against opposing trains on westward track. Train or engine must wait five minutes after flagman has started and may then proceed at restricted speed to Signal 9177.

**Remote Control Switches**

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

Location	Under control of
Green River, M.P. 815.1, switch on eastward main track from outbound lead and switch from No. 1 and 2 with both leads.	Train dispatcher.
Green River, M.P. 815.5, both cross-overs between main tracks and both switches from eastward main track to yard tracks.	Train dispatcher.
Granger, east switch of westward siding; main track switch to Idaho Division; cross-over from westward main track to westward siding; cross-over between eastward and westward main tracks.	Operator, Granger.

**Exchanging Signals and Inspection of Train**

713 (T). In addition to complying with Operating Rules 713, 713 (A) and 713 (B), the following is required in the operation of all passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations; must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves as follows:

- M.P. 836.0 and M.P. 837.0 reverse curves
- M.P. 868.0 and M.P. 869.2 reverse curves
- M.P. 931.1 and M.P. 931.7 reverse curves
- M.P. 950.8 and M.P. 951.4 reverse curves
- M.P. 964.2 and M.P. 965.2 reverse curves
- M.P. 980.5 and M.P. 981.0 reverse curves

On curves indicated above, at train order stations, and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted must be promptly investigated and condition known to be safe before permitting train to proceed.

**Passengers on Freight Trains**

719 (R). Passengers with tickets may be carried on freight trains on Park City Branch.

**Spreaders and Snow Plows**

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
814.28	Both main tracks.	963.85	Both main tracks.
814.83	Both main tracks.	964.26	Both main tracks.
880.23	Both main tracks.	978.25	Both main tracks.

Continued on opposite side.

**732 (R). Continued.**

Bridge Number	Track	Bridge Number	Track
93E.03	Westward track.	978.42	Both main tracks.
940.27	Eastward track.	979.04	Both main tracks.
940.41	Westward track.	979.28	Both main tracks.
941.46	Both main tracks.	979.58	Both main tracks.
945.16	Both main tracks.	981.01	Westward track.
960.41	Both main tracks.	984.05	Westward track.
963.13	Both main tracks.	984.20	Eastward track.
963.56	Both main tracks.		

732 (S). Spreaders and snow plows will not clear brick platforms at Morgan passenger depot.

Wedge snow plows must not be operated on:

- Green River —Stock yards tracks;
- Evanston —Tracks adjacent freight house platform;
- Park City —Track at U. P. ore loading dock over side track at Park City Lumber Company.

In operation of wedge plows on all yard or back tracks, employe in charge must make certain that clearances are sufficient to permit use of plows by buildings and structures without damaging property or derailing equipment.

732 (T). In movement of wedge plow, stop must be made before passing cross-overs shown below, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail:

Station	Location of Cross-Over	Direction Plow Headed
Green River	All cross-overs in yard.	East or West

**Use of Hand Brakes**

804 (U). At Green River, three to five hand brakes must be set on all cuts of cars and trains west end of new tracks 1 to 8 inclusive, except on westward manifest trains. When cars are set on either end of these tracks, sufficient hand brakes must be set to prevent cars rolling to center of yard. On high line and east end of Nos. 23, 24 and 25 tracks, sufficient hand brakes must be set to hold cars.

At Evanston, sufficient hand brakes must be set on down-grade end of cut, on all cars set out.

**Position of Cars in Trains**

807 (V). Cars may be handled ahead of engine between stations when necessary as follows:

- Ontario Branch;
- At Park City, from lower yard to depot and high line.

**Inspection of Trains**

811 (V). To afford carmen opportunity to make roll-by inspection, freight trains must not exceed speed shown passing inspection points as follows:

- Green River—Eastward trains —Coal chute, 6 MPH.
- Westward trains —Main track cross-over east end of yard, 6 MPH.

**Train Washer — Green River**

834 (R). At Green River, when trains with passenger equipment are moving through train washer, a speed of 5 MPH must not be exceeded.

Employes must not ride on side of train while passing through train washer in operating position.

Engine and train crews, including Pullman employes, must know that windows and vestibule doors are closed on both sides of engine and train before passing through washer. Rear vision mirrors on passenger diesel units must be turned back to avoid striking brushes and damaging mirrors.

**Use of Sand**

889 (R). Sufficient sand must be used passing Westvaco in both directions to avoid possibility of engine slipping.

**Track Restrictions**

899 (R). Unless specifically authorized, Gas Turbine Electric locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Peru	House track	D.E. Road & Switch
Granger	Material and ice house tracks Spur north side of yard tracks opposite depot Old wye track at pump house Gravel pit track	D.E. Road & Switch
Aspen	Circle track to Altamont tunnel	D.E. Road & Switch
Echo	Track leading from Park City Branch to turntable	D.E. Road & Switch
Devil's Slide	Cement spur beyond cross-over switch	D.E. Road & Switch
Morgan	Canning factory spur	D.E. Road & Switch
Park City	Safety track at Park City Consolidated Mine from 125 feet behind frog	None permitted
Park City Branch	All tracks	D.E. Road & Switch
Ontario Branch	All tracks	D.E. Road & Switch

NOTE: GTE locomotives may use wye track at Wahsatch at speed not to exceed 5 M.P.H.

**Close Clearances**

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

Continued on opposite side.

**900 (R). Continued.**

(Snow plows must not exceed 5 MPH on main track or siding by these locations).

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
<b>FOURTH SUBDIVISION</b>		
Granger	Westward interlocking signal.	Side on westward track.
Leroy	Signal 8907	Side on westward track.
Spring Valley	Signal 8975	Side on westward track.
Aspen	Aspen tunnel	Side and top.
Altamont	Altamont tunnel	Side and top.
Evanston	Signal 9177	Side on westward 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.
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 eastward track.
Ogden	Union depot sheds	Side.
Ogden	Water column, east slip switch	Side.
Ogden M. P. 0.14	24th St. viaduct	Side and top.
<b>PARK CITY BRANCH</b>		
Atkinson	Stockyards	Side.
Coalville	Stockyards	Side.

900 (W). The following specially equipped excessive height cars assigned to service of Boeing Airplane Company between Wichita, Kansas and Seattle, Washington, may be handled westbound through Altamont Tunnel but must not, under any circumstances, be handled through Aspen Tunnel:

UP 562109	UP 563071	UP 564024
" 562140	" 563090	" 564047
" 562148	" 563152	" 564100
" 562149	" 563162	" 564129
" 562173	" 563182	" 564143

None of the above cars may be handled on tracks equipped with umbrella sheds.

**Air Brake Rules**

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

- Wahsatch —Westward, near east yard limit sign.

1043 (S). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made as follows:

- Green River —All eastward and westward trains.

1045 (R). Retaining valves must be used as follows:

- Wahsatch to Echo —Westward freight trains of 2,500 tons or more.
- Gateway to Unitah —Westward freight trains of 2,500 tons or more.
- All branch lines —On all freight and mixed trains descending heavy grades.

EXCEPTION: Trains handled with engine equipped with pressure maintaining feature and dynamic brake in operation may be handled without use of retaining valves.

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

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

TYPE UNIT	Numbers (Inclusive)	H.P.	Denver to LaSalle	LaSalle to Carr	Carr to Speer	Speer to Borie	Cheyenne to Buford	Cheyenne to Dale via Harriman	Buford to Green River	Green River to Wabatch	Wabatch to Ogden
GTE	51-75	4500					2760	4750	5010	4890	Car Limit
GTE	1-29	8500					4040	6740	7240	7240	Car Limit
EMD GP-7	100-129	1500	Car Limit	1700	1500	1500	1180	2100	2100	2080	Car Limit #
EMD GP-9	130-349	1750									
EMD F-7	1400-1496	1500									
EMD F-9	500-542	1750									
ALCO	1600-1643	1500									
EMD GP-20	700-729	2000	Car Limit	1690	1440	1440	1130	2000	2000	2000	Car Limit #
EMD SD-24	400-444	2400					1840	3240	3240	3240	Car Limit #

TYPE UNIT	Numbers (Inclusive)	H.P.	Ogden to Wabatch	Wabatch to Rock Springs	Rock Springs to Wamsutter	Wamsutter to Laramie	Laramie to Buford	Buford to Cheyenne	Dale to Cheyenne via Harriman	Borie to Speer	Speer to LaSalle	LaSalle to Denver
GTE	51-75	4500	3570	5010	7320	4890	4750	Car Limit	Car Limit	Car Limit		
GTE	1-30	8500	5180	7240	Car Limit	7240	7240	Car Limit	Car Limit	Car Limit		
EMD GP-7	100-129	1500	1600	2100	3050	2080	2080	Car Limit #	Car Limit #	Car Limit #	Car Limit	2920
EMD GP-9	130-349	1750										
EMD F-7	1400-1496	1500										
EMD F-9	500-542	1750	1600	2100	2660	2013	1960	Car Limit #	Car Limit #	Car Limit #	Car Limit	2920
ALCO	1600-1643	1500										
EMD GP-20	700-729	2000	1500	2000	2910	2000	2000	Car Limit #	Car Limit #	Car Limit #	Car Limit	2800
EMD SD-24	400-444	2400	2440	3240	4760	3240	3240	Car Limit #	Car Limit #	Car Limit #	Car Limit	4600

# Tonnage rating limited to 45 cars for single unit with one air compressor. Rating is for single unit. If more than one unit, combined rating will apply.