

UNION PACIFIC RAILROAD COMPANY

Eastern District

Wyoming Division Special Rules No. 13

Effective Thursday,
July 1, 1954

Superseding Special Rules No. 12

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

E. H. BAILEY,
General Manager

G. A. CUNNINGHAM,
General Superintendent

C. J. COLOMBO,
Superintendent

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

Note.—Referring to note on page 17 of Operating Rules:
The term "conductor" as used in Operating Rules, Special Rules, 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 employes 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.

Engine Whistle Signals

14 (U). 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.

14 (V). Within city limits of Denver, 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:

Coalmont Branch;	Boulder Branch;
Superior Branch;	Fort Collins Branch,
South Pass Branch;	between Fort Collins
Lionkol Branch;	and Buckeye;
Reliance Branch;	Greeley Branch;
Winton Branch;	Pleasant Valley Branch;
Stansbury Branch;	Ontario Branch;
	Encampment Branch.

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.

Train Register

83 (R). Trains which do not originate at 36th Street need not receive information required by Operating Rules S-83 or D-83 at that station and conductors of such trains may register by registering ticket.

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 M.P. 509.2 and Tower A;
Laramie	} —Between extreme east and west switches;
Rawlins	
Rock	
Springs	
Green	
River	} —When running around caboos.
Evanston	
Wahsatch	

93 (S). 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 MP 844.8 reading, "End of Block East-bound" without being preceded by a flagman.

93 (T). 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.

Continued opposite side.

93 (T). Continued.

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.

At Cheyenne, trains and engines using No. 4 main track between Tower A and passenger station must move expecting to find the track occupied, and a speed of 20 MPH must not be exceeded under any circumstances.

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.

93 (U). At Laramie, trains and engines leaving west yard through cross-over just west of Fremont Street must stop clear of cross-over unless proceed signal is received from switchtender.

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 (V). At Laramie, trains must not head in new long leads 1, 2 and 3, west of ice house, unless authorized by dispatcher or yardmaster. All eastward freight trains will call yardmaster on telephone at long lead, for track, except eastward trains which do not have cars requiring icing or heater service may call yardmaster on telephone at stockyards cross-over.

93 (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.

93 (X). At west end Green River yard, all trains and engines must stop before leaving or entering yard or main tracks unless proceed signal with yellow flag or yellow light is received from switch tender.

Clearances

96 (R). At Gill, clearance must be received when operator on duty.

96 (S). At Rawlins and Evanston, clearance must be received by all trains.

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

At Pullman;
 At Sand Creek Jct.;
 At Ara;
 At Galeton, when no operator on duty;
 At Dent, when no operator on duty.

96 (U).

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.
Boulder	Eastward trains	Boulder Branch	Ara.
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	Eastward trains	Dent Branch	Dent
Rawlins	Any train	Third Subdivision	Initial Station
Evanston	Any train	Fourth 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
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. Special Rule 98(V).
Eaton (M. P. 59.3)	G. W.	U. P.	Semi-automatic Interlocking. Operating Rule 613.
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.	U. P.	Gate.
Ara (M. P. 26.0)	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.
Cheyenne (M.P. 508.4)	Westward freight trains cross eastward track.		When there is not an eastward first-class train due, westward freight trains will cross over at east switch Cheyenne yard under block signal protection. If an eastward first-class train is due, they must not cross over without permission from the train dispatcher and, if an eastward train is seen approaching on eastward track, switch must not be opened nor cross-over occupied until approaching train has stopped.
Laramie (M.P. 564.4)	Eastward and westward main tracks cross.		When stopped by signal governing cross-over, movement may be made only under flag protection.
Lionkol Junction (M.P. 3.26)	South Pass Branch		Stop sign.
Reliance Junction (M.P. 5.54)	South Pass Branch		Stop sign.
Hay Junction (M.P. 2.4)	Winton Branch		Stop sign.

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). Eastward trains using Greeley Branch main track between Greeley Junction and cross-over located at M.P. 53.1 (near rendering plant), must stop clear of cross-over unless it is known switches are properly lined and track is clear.

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

98 (V). All first-class trains must stop clear of cross-over at 36th Street unless proceed signal is received from switchtender and it is known that the switches are properly lined.

All Wyoming Division first-class trains and trains moving to or from Kansas Division 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 (R). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E, only as follows:

Third Subdivision Branches;
Greeley Branch;
Pleasant Valley Branch;
Fort Collins Branch, between Fort Collins and Buckeye;
Boulder Branch, between Erie and Ara;
Park City Branch.

99 (S). On Greeley, Pleasant Valley and Encampment 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(1) 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:

Brighton Sugar Factory	—Lincoln Highway at Division Street;
Fort Collins	—North College Avenue;
Laramie	—West end of University Avenue, at Spiegelberg Mill;
Hanna	—Lincoln Highway on 4-A mine spur;
Rock Springs	—Lincoln Highway on South Pass Branch at Bridger Avenue intersection;
Rock Springs	—Grant Street, just north of old repair track;
Park City Branch	—Keetley Highway, just west of Keetley Junction;
Keetley	—All crossings.

Train and engine crews will be held equally responsible for knowing that the crossing is properly protected.

103 (S). At Sand Creek Jct., eastward Dent Branch trains stopped must stand 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.

Trainmen and enginemen will be held equally responsible for knowing that crossings are properly protected.

103 (U). 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.

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 engines on eastward trains are being serviced at coal chute, such trains will stop clear of insulated joints 500 feet west of crossing which are painted yellow. The head brakeman must accompany engine from train to coal chute and return.

At Wamsutter, westward freight trains must cut crossing east of depot while taking water between 8 A.M. and 9 A.M., 11:30 A.M. and 1 P.M., 3:30 P.M. and 4:15 P.M. Between 5:00 P.M. and Midnight this crossing must not be blocked longer than 30 minutes.

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.

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

Switches

104 (R). No. 14 turnouts are installed at all 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.

No. 14 turnouts are installed at all remote control switches at Granger.

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

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

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

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 (T). 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.

104 (U). 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 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.

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

At Rock Springs, westward siding is used as a switching lead by yard engines, 5:30 A.M. to 9:30 P.M. daily, and must not be used by other trains and engines between those times.

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

Train Order Signals

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

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 Signals 5083 or 5089, a flagman must be sent ahead to next signal or to "End of Block" sign.

240 (S). 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.

240 (T). 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 (U) 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 (V). Between M.P. 900 and M.P. 905, when a train moving in either direction on westward track is stopped by a block signal, single track block signal rules will apply.

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 (W). At Altamont, when a train is stopped by Signal 9036, it may proceed being governed by Operating Rule 240 (B) to west portal of Aspen tunnel and if vision is then obscured by smoke or steam in tunnel, stop must be made and flagman must be sent ahead through tunnel to a point east of east portal of tunnel. Train must wait 15 minutes after flagman has started and then proceed at restricted speed.

After flagman has reached a point east of east portal of tunnel and track is seen to be clear and other conditions permit, he may be picked up and train may proceed at restricted speed to next signal.

240 (X). 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 (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.

240 (Y). 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.

Centralized Traffic Control System

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

- Laramie —Eastward signal located 800 feet east of passenger station governing movement on No. 2 track;
 —Eastward signal located 1600 feet east of passenger station governing movement on No. 1 track.

When a train or engine is stopped by one of these signals, if movement is verbally authorized by dispatcher, flagman must be sent ahead to next signal and movement must be made at restricted speed.

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
Sand Creek Junction, both crossovers between main tracks and switch to Continental Oil Refinery spur.	Operator, 36th Street
Green River, MP 815.1, switch on eastward main track from outbound lead and switch from No. 1 and 2 with both leads.	Train dispatcher.
Green River, MP 815.5, both crossovers 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.

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.....	—o—
First Subdivision main track.....	—o
New yard south lead.....	—o—o
Eastward main track.....	o—o
Westward main track.....	o—o—

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 streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals, when passing depot at the following stations:

Bosler	Devils Slide	Valmont
Sinclair		Milliken

713 (T). Referring to Operating Rules 713, 713(A) and 713 (B). The following additional requirements must be observed 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. 518.8 and M.P. 519.9 reverse curves
- M.P. 544.4 and M.P. 545.1 reverse curves
- M.P. 587.7 and M.P. 588.4 reverse curves
- M.P. 616.0 and M.P. 617.5 reverse curve
- M.P. 657.2 and M.P. 657.8 reverse curves
- M.P. 690.5 and M.P. 691.4 reverse curve
- M.P. 780.0 and M.P. 782.0 reverse curve
- 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 engine crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted by either trainmen or enginemen 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 Greeley, Pleasant Valley and Coalmont Branches.

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	Eastward track.	960.41	Both main tracks.
567.86	Both main tracks.	963.13	Both main tracks.
573.35	Both main tracks.	963.56	Both main tracks.
806.42	Both main tracks.	963.85	Both main tracks.
814.28	Both main tracks.	964.26	Both main tracks.
814.83	Both main tracks.	978.25	Both main tracks.
880.23	Both main tracks.	978.42	Both main tracks.
935.31	Westward track.	979.04	Both main tracks.
936.12	Westward track.	979.28	Both main tracks.
939.03	Westward track.	979.58	Both main tracks.
940.27	Eastward track.	981.01	Westward track.
940.41	Westward track.	984.05	Westward track.
941.46	Both main tracks.	984.20	Eastward track.
954.16	Both main tracks.		

Continued on page 6.

732 (R). Continued.

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.
Percy.	East switch of westward siding.	East.
Wamsutter.	All cross-overs in yard.	West.
Green River.	All cross-overs in yard.	East or West.

Spreaders and snow plows will not clear brick platforms at Greeley, Cheyenne, Laramie, Sinclair, Rawlins, Rock Springs and Morgan passenger depots.

732 (S). Wedge snow plows 01 to 08 inclusive, and 020 to 023 inclusive, must not be operated on Encampment and Coalmont Branches.

Use of these plows is restricted on the following tracks:

- Denver —All D. U. T. Co. 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;
- 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;
- 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 these 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.

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

Switching Cars Containing Explosives or Poison Gas

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives", or placarded "Poison Gas". No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

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

Continued on Opposite Side.

802 (R). Continued.

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

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

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

Position in Freight Train or Mixed Train of Cars Containing Explosives

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

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

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

(3) When transported in a freight train or a mixed train performing pickup and/or 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, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous" or "Dangerous-Class D Poison".
4. Engine.
5. Any car placarded "Poison Gas".
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Continued on page 7.

Position in Train of Loaded Placarded Tank Car

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

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

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

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

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

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives".
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas".
6. Wooden under-frame car (except on narrow gauge railroads.)
7. Loaded flat cars. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

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

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

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

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

BE 589 (l). (1) A car or cars placarded "Explosives" shall be next to and ahead of a car occupied by guards accompanying such car, except that when the car occupied by guards is equipped with a heater it shall be the fourth car behind the car or cars placarded "Explosives".

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

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

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

Continued on Opposite Side.

Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employee 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-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

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

Explosives and Tank Cars in Mixed Trains

802 (S). *The cars designated below must not be handled in mixed trains except Nos. 211, 212, 225, 226 and 334:*

Tank cars, empty or loaded, except when containing wine or coconut oil;

Cars containing highly flammable commodities:

Shipments of explosives, including cars placarded "Explosives".

Riding Footboards of Engines

802 (T). A yardman or a trainman need not ride on leading foot-board 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.

Switching Cars With Air Brakes Cut In

804 (R). 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 (S). 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.

At Rawlins, when train stops on main track or yard track, and engine is detached, ten percent 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.

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

On Winton, Superior, South Pass, Lionkol, Reliance, Stansbury, Dines and Ontario Branches;

At Park City, from lower yard to depot and high line;

Between St. Vrain and Parkdale Junction.

807 (S). Cars must not be handled behind caboose as follows:

- Between Cheyenne and Speer —Eastward;
- Between Carr and Borie —Westward.

Inspection of Trains

811 (R). In addition to making inspection of train as often as practicable as per Operating Rule 811, every freight train must stop and must be inspected at the following points:

- Carr —Eastward freight and mixed trains;
- La Salle —Eastward and westward;
- La Salle —Eastward mixed trains;
- Borie —Eastward trains using retaining valves—remain standing 10 minutes;
- Otto —Eastward trains using retaining valves—remain standing 10 minutes;
- Granite —Eastward—remain standing 10 minutes;
- Buford —Eastward, when necessary to turn up retaining valves;
- Hanna or Rock River —Eastward and westward;
- Bitter Creek or Wamsutter —Eastward and westward;
- Evanston —Eastward and westward;
- Carter —Eastward and westward;
- Echo —Eastward and westward.

When visibility does not permit close observation of train, freight trains must be inspected at Hanna and Bitter Creek.

Coal trains originating at Rock Springs and Thayer Junction, in addition to regular designated inspection points, must stop and walking inspection must be made at Bitter Creek and Wamsutter.

Coal trains originating at Hanna, in addition to regular designated inspection points, must stop and walking inspection must be made at Medicine Bow and Bosler.

Eastward solid express trains must stop at Buford, Granite and Borie to inspect train and cool wheels.

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

- | | | | |
|---------|--------------|----------------|-------------|
| Borie | Rock River | Wamsutter | Castle Rock |
| Otto | Medicine Bow | Point of Rocks | Gateway |
| Ozone | Walcott | Rock Springs | |
| Hermosa | Riner | Granger | |

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

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

811 (S). In addition to inspection of train as often as practicable as per Operating Rule 811, trains handling military equipment in either passenger, freight or mixed service, must stop and be inspected at the following points:

- La Salle —Eastward and westward;
- Sherman —Westward;
- Buford —Eastward;
- Hanna —Eastward and westward;
- Bitter Creek —Eastward and westward;
- Carter —Eastward and westward;
- Echo —Eastward and westward.

Main trains and WMB trains consisting entirely of passenger equipment must also stop for inspection at these points when visibility is such that train cannot be inspected while running.

If in judgment of trainmen or enginemen additional inspection for any reason is necessary, it must be made.

811 (T). When visibility does not permit close observation of train, all passenger trains except streamline trains, and conventional trains consisting entirely of roller bearing equipment, must stop once between terminals for complete inspection and conductor will make additional inspections when in his opinion weather conditions warrant.

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.

Emploees 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.

Engine Supplies

869 (R). Westward passenger train handled by coal-burning engine will take full box of sand at Hanna, and if not sufficient sand to make Evanston, will take sand at Rock Springs.

Westward passenger train handled by oil-burning engine will take full box of sand at Rawlins coal chute except when weather conditions are favorable and they have sufficient sand left to make Evanston.

Eastward passenger train handled by oil-burning engine will take full box of sand at Rawlins.

869 (S). Eastward trains will take only enough water at Colores to make Buford.

At Riner and Wamsutter, trains will take only enough water to insure going to Rawlins and Bitter Creek.

At Riner, avoid all possible waste account switches nearby filling with water.

At Rock Springs, trains will not take coal unless absolutely necessary.

At Evanston, eastward freight trains handled by 3800 and 3900 class oil-burning engines, must take fuel when less than 3500 gallons in tank of engine.

869 (T). Eastward passenger trains handled by 800 or 3900 class oil-burning engines will stop at west end of platform Laramie and take fuel when less than 2000 gallons in tank of engines going to Cheyenne, or less than 3000 gallons in tank of engines going to Denver.

Incoming engineers at Laramie must know that they have sufficient oil to go through before proceeding to station.

869 (U). At Echo, when necessary to take water on helper engine at rear of an eastward freight train, entire movement must be stopped five to ten car lengths east of coal chute, where helper engine will be cut off train in accordance with Air Brake Rule 1048 (C) and then return to coal chute.

Member of train crew must stay with head portion of train and be in position to open angle cock should movement start.

Patrolling Diesel Engine Rooms

874 (R). Referring to Operating Rule 874 (A):

On the following trains, when handled by diesel locomotive, fire man must remain in control cab at all times while the train is in motion, and his patrol of engine rooms must be made at initial stations and at other stops when time will permit:

Nos.	Between
111-112	La Salle and Denver

Leaving Locomotives Unattended

875 (R). Where engine crews with 3800 and 3900 class locomotives eat at intermediate stations, one member of crew must stay with engine at all times.

Use of Blow-Off Cocks and Sludge Removers

879 (R). To avoid high concentration which builds up between Green River and Rawlins, engineers on eastward freight trains between Rawlins and Laramie must purify boilers all possible in order to get engines to Laramie with concentration materially reduced, and must blow boilers frequently, and all possible between Rawlins and Rock River.

800 Class Locomotives

889 (R). 800 class locomotives must not be worked with less than 33% cut-off to avoid hot main pins.

Use of Sand

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

Track Restrictions

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

(Exception: Tracks which may be used by 0-6-0 or heavier engines may be used by Diesel-electric switch locomotives.)

(Note: 3900, 4000 and 9000 class engines picking up or setting out cars will hold onto sufficient cars so that engine will not pass beyond main track frog leading to industries on house tracks or pass beyond siding frog leading to back tracks off of sidings.)

At Greeley, 3900 class engines may use west house and house track at speed not exceeding 5 MPH.)

Location	Track	Heaviest Engine Permitted
Denver	East end of wrecker track	Heavy MacArthur
	Stock car cleaning tracks	Heavy MacArthur
	Outside creamery track	Heavy MacArthur
	East end of repair tracks at 23rd Street viaduct	Heavy MacArthur
	Cross-over inbound to outbound switches Nos. 36 and 36-A, Tower B	Heavy MacArthur
	All industry tracks including Blake and Market Street Leads	Heavy MacArthur
	Coach yard tracks	Heavy MacArthur
	Freight house tracks and leads and cross-overs leading thereto	Heavy MacArthur
	Stake and train yards	Heavy MacArthur
	All Pullman shop tracks except engine tracks leading to and from turntable and transfer table	Heavy MacArthur
All coal storage tracks	Heavy MacArthur	
	Summit track	Heavy MacArthur
Brighton	Wye track	2-10-2
	Sugar factory tracks	Heavy MacArthur
	Tracks serving Kuner-Empson Company	Heavy MacArthur
Lupton	Sugar company trestles	None permitted.
La Salle	Turntable	Heavy MacArthur
	Depressed track of cinder pit	None permitted
Greeley	Wye track	2-10-2
	Sugar company trestles	None permitted
	Post Coal Spur	Heavy MacArthur
	No. 4 storage track	Heavy MacArthur
	C. & S. connection	2-10-2
Greeley Jct.	Wye track	2-10-2
Eaton	Sugar company trestles	None permitted
	East end mill tracks	Heavy MacArthur
Pierce	Wye track	2-10-2
Cheyenne	Government yard tracks	Light MacArthur
	Old west No. 1	Light MacArthur
	Power house No. 1 and No. 2	Light MacArthur
	Outfit track, old Hay spur	Light MacArthur
	Track between Omaha lead and yard lead east of roundhouse	Light MacArthur
	Old tank shop track, north of machine shop	Light MacArthur
	Machine shop track, south of blacksmith shop	Light MacArthur
	Sand track, south of sand bins	Light MacArthur
	Cinder loading track at coal chute	Light MacArthur
	All MacArthur tracks	Light MacArthur
	West end of C. & S. receiving track	Light MacArthur
	East end of C. & S. delivery track	Light MacArthur
	Connecting wye track to C. & S. at Reed Street	Light MacArthur

Continued on Opposite Side.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Cheyenne—Cont.	House track	Light MacArthur
	Cross-over track between east lead track to south yard and drill track at east end of south yard	Light MacArthur Light MacArthur
	Old rip tracks 1, 2, 3, 4, 5 and 6 <i>Diesel servicing tracks which are first two tracks south of scale track</i>	<i>Must not be used by other than diesel and turbine locomotives.</i>
	Cross-overs between store yard tracks 1, 2, and 3	None permitted
Granite	Under tipples in ballast pit	None permitted
Buford	No. 1 Buckling track	3500 class
Dale	House track	Must not be used by 800 class
Laramie	Horn track back of enginehouse	Light MacArthur
	Old sand spur beyond a point 200 feet from switch	2-10-2
Cooper Lake	Business track	2-10-2
Hanna	4A Mine safety spur	None permitted
	By tipples on Elk Mountain Coal Co. loading tracks and tipple tracks	None permitted
	Public Coal Company spur past unloading ramp	None permitted
	Nugget Coal Co. safety spur	None permitted
	Enginehouse tracks	Heavy MacArthur
	No. 4A Mine tracks	Heavy MacArthur
	House tracks	Heavy MacArthur
Elk Mountain Coal Company loading tracks	Heavy MacArthur	
Ft. Steele	Tie yard	2-10-2
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	None permitted
	Tracks leading to refinery and beyond highway	Must not be used by 800 class
Rawlins	Old wye track	Light MacArthur
	No. 2 stock yard track	2-10-2
	Sheep track off stock yard track	2-10-2
	Coal storage tracks 1, 3, 4 and 5	2-10-2
	Team tracks 1 and 2	2-10-2
	Sand track on south side of sand bin	Must not be used by 800 class
Hadsell	Wool loading track	2-10-2
Creston	Wye track	3900 class
Wamsutter	East turnout of water track	2-10-2
	Pump house track	2-10-2
	East switch of middle storage track	2-10-2
	Switch from storage track to west siding	2-10-2
	East switch north storage track located west of coal chute	2-10-2
	House track	2-10-2
	Freight house platform spur	2-10-2
Cross-overs at east and west ends	Diesel-electric "A" units in tandem must not go through these cross-overs.	

Continued on page 10.

Location	Track	Heaviest Engine Permitted
Tipton.....	House track.....	Must not be used by 800 class
Superior.....	Premier Mine loading track beyond 600 feet from switch.....	None permitted
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.....	Light MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur
Green River.....	Spur track to sand plant and electric light plant..... Caboose tracks..... Independent Gas and Oil Co. spur at tail of wye..... Business car spur..... Rip track lead from east switch to dirt track switch..... Peters spur..... Heating plant spur..... B. & B. tracks Nos. 1 and 2..... M. of W. tracks Nos. 1 and 2..... Scale track..... Diesel servicing track which is first track south and east of coal chute.....	2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 2-10-2 Must not be used by other than diesel locomotives and turbines.
Peru.....	House track.....	Heavy MacArthur
Granger.....	Material and ice house tracks..... Spur north side of yard tracks opposite depot..... Old wye track at pump house..... Gravel pit track.....	Light MacArthur Heavy MacArthur Heavy MacArthur Light MacArthur
Aspen.....	Old outfit spur..... Circle track to Altamont tunnel.....	Light MacArthur Heavy MacArthur
Evanston.....	Outfit spur..... Almy spur..... River tracks..... Asylum spur..... Scale track..... Track connecting legs of wye between east wye track switch and switch east of west wye track switch..... Becker spur..... West end of house track..... Power house track..... Beyond a point 300 feet from west switch of track No. 1..... All ballast pit tracks.....	Consolidation Consolidation Consolidation Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Heavy MacArthur Must not be used by 800 class
Echo.....	Track leading from Park City Branch to turntable.....	Heavy MacArthur
Devil's Slide....	Cement spur beyond cross-over switch.....	Heavy MacArthur
Morgan.....	Canning factory spur.....	Heavy MacArthur
Frederick.....	Sterling mine tipple tracks..... Baum Mine tipple tracks..... Industry track east of elevator track.....	Heavy MacArthur Heavy MacArthur Heavy MacArthur
Dent.....	Wye track.....	2-10-2

Continued opposite side.

Location	Track	Heaviest Engine 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.....	3900 class Light MacArthur 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
Winton.....	Safety track, from 10 feet behind frog.....	None permitted
Dines.....	Safety track, from 5 feet behind frog.....	None permitted
Dines Branch....	Bridges 1.57-S-1, 1.57-S-2 and 1.57-S-3 located between scales on upper end of tipple tracks.....	Consolidation
Sweetwater No. 1	Safety track, from 15 feet behind frog.....	None permitted
Stansbury.....	Safety track, from 15 feet behind frog..... Material track.....	None permitted Heavy MacArthur
South Pass Branch.....	All tracks.....	3500 class
Park City.....	Safety track at Park City Consolidated Mine from 125 feet behind frog.....	None permitted
Park City Branch	All tracks.....	Light MacArthur
Ontario Branch..	All tracks.....	Light MacArthur
Valmont.....	Sharp curve at west end of Public Service Co. power plant.....	None permitted

896 (S). Pennsylvania box cars, series 36987-37090 inclusive, when loaded to axle capacity, will have gross weight of 169,000 pounds for car and lading, and must not be moved over Encampment Branch.

Close Clearances

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

(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.
First Subdivision.		
Denver.....	Signal 22..... Signal 24.....	Side. Side.
M. P. 15.58....	Bridge.....	Side.
M. P. 16.36....	Bridge.....	Side.
Brighton.....	Signal 192..... Standpipe east of depot..... Train order signal..... Standpipe west of depot.....	Side. Side. Side. Side.
Pierce.....	Standpipe.....	Side.
Speer.....	Standpipe.....	Side.

Continued on page 11.

Location	Structure or obstruction	Clearance of engine or car is close at—
Fort Collins Branch.		
Fort Collins.....	Standpipe.....	Side.
M. P. 26.79.....	Bridge.....	Side.
M. P. 31.84.....	Bridge.....	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.
Third Subdivision.		
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.
Fourth Subdivision		
Granger.....	Westward interlocking signal.	Side on westward track.
Leroy.....	Standpipe.....	Side on both tracks.
Leroy.....	Signal 8907.....	Side on westward track.
Spring Valley....	Signal 8975.....	Side on westward track.
Aspen.....	Aspen tunnel.....	Side and top.
Altamont.....	Altamont tunnel.....	Side and top.
Evanston.....	Signal 9177.....	Side on westward track.
Wahsatch.....	Standpipe.....	Side on eastward track.
M. P. 930.13....	Tunnel No. 4.....	Side and top on eastward track.
M. P. 931.27....	Tunnel No. 5.....	Side and top on westward track.
M. P. 931.12....	Tunnel No. 6.....	Side and top on eastward track.
M. P. 935.53....	Tunnel No. 7.....	Side and top on eastward track.
Castle Rock.....	Standpipe.....	Side on eastward track.
Echo.....	Coal chute.....	Side on westward track.
M. P. 960.41....	Bridge.....	Side and top on westward track.
M. P. 961.45....	Signal 9615.....	Side on westward track.
M. P. 963.13....	Bridge.....	Side and top on eastward track.
M. P. 963.21....	Tunnel No. 8.....	Side and top on both tracks.
M. P. 964.01....	Tunnel No. 9.....	Side and top on both tracks.
M. P. 976.48....	Signal 9765.....	Side on westward track.
M. P. 982.09....	Tunnel No. 10.....	Side and top on eastward track.
Ogden.....	Union depot sheds.....	Side. (See note above.)
Ogden.....	Water column, east slip switch.	Side.
Ogden M.P.O. 14.	24th St. viaduct.....	Side and top.
Coalmont Branch		
Fox Park.....	Coal chute and lumber loading dock.....	Side.
Park City Branch		
Atkinson.....	Stockyards.....	Side.
Coalville.....	Stockyards.....	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). At Cheyenne passenger station, the following freight equipment must not be moved through umbrella sheds, account insufficient clearance:

Automobile cars: UP 261100 to 261199 inclusive, UP 361000 to 361199 incl., UP 561000 to 561199 incl., UP 761100 to 761199 incl. Caboose: UP 3700 to 3899 incl.

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

900 (V). 3900 and 4000 class engines must not be moved through umbrella sheds at Denver, Cheyenne or Ogden.

3700 and 3800 class cabooses equipped with smoke stack extension, must not be moved through Aspen tunnel nor under umbrella sheds on tracks 1 to 9 Denver Union Station, tracks 1 to 6 Cheyenne passenger station and on tracks in passenger yard Ogden.

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

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

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

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

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

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

Due to length of this class engine restricting left view of engineer for a considerable distance ahead, it is imperative that firemen comply literally with requirements of Operating Rule 7 (A), particularly in movements about yards.

At Laramie, account close clearance, 4000 class engines must not pass another engine or pass wide loads at the switches on No. 12½ track where east switch to westbound pull-out track and west switch leading to roundhouse are opposite each other on east side of University Viaduct.

There is close clearance between No. 6 repair track and engine house track at west end of repair track for a distance of 300 feet, and 4000 class engines must not pass another engine or wide load at that location.

There is close clearance at cross-over track between west switching lead and stock track, and 4000 class engines must not move over cross-overs to or from stock track while switching lead is occupied by another engine or wide load.

At these locations the movement of 4000 class engines must be preceded by herder or brakeman.

High and Wide Cars

900 (X). 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.

900 (Y). 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.

Terminal Test of Air Brakes

1000 (R). Changes have been made in Rules and Instructions Governing Operation of Air Brakes, Forms 7170 and 7172:

Definition —Initial Terminals are terminals at which a train is made up; a terminal at which the locomotive or consist of train is changed, or a terminal at which a train is received from a foreign line.

If the locomotive is equipped with pressure maintaining feature, it is mandatory by AAR-ICC rules that this feature is in operation while terminal test of train brakes is made.

Air brake tests may be made on freight trains when the air brake system is charged to within 10 pounds of standard pressure for that train, as indicated by an accurate gauge connected to brake pipe at rear end of train. All other requirements of Rules 1021, 1025 and 1230 (K) remain unchanged, except as follows:

Rules 1025 and 1230 (K): Procedure for making Initial Terminal Tests of Air Brakes with pressure maintaining cut in, if locomotive is so equipped, will be as follows:

Upon receipt of proper request or signal to apply brakes for test, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and sound locomotive whistle to indicate brakes are applied for test.

During time inspection of train brakes is being made, equalizing reservoir gauge must be carefully observed to detect any increase in this pressure. If any increase is noted, it must be promptly reduced by momentarily placing handle of brake valve in service position to reduce this pressure to the level of the reduction made. It may be necessary to repeat this movement of brake valve handle a few times to hold the equalizing reservoir pressure constant. During terminal test this is important as any slight increase in equalizing reservoir pressure may cause one or more brakes to release.

When signal is given by inspector to release brakes, "First Service" cutout cock must be placed in "Out" position and brake pipe leakage checked for one minute. If leakage does not exceed 5 pounds, "First Service" cutout cock must be placed in "In" position, then give two long sounds of locomotive whistle and release brakes.

Rule 1026 (A): When a freight train has been tested from a yard charging plant, and after locomotive equipped for pressure maintaining has been attached and air brake systems recharged, procedure for testing brakes will be as follows:

With pressure maintaining cut in, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and give one long sound of locomotive whistle. Inspectors must see that brakes are applied on each car, and if so, release signal must be given for engineman to release brakes, then each brake must be inspected to see that all have released.

Rules 1230 (D) and 1230 (F): Streamline trains at Cheyenne, Green River, Ogden, Pocatello, Ellis and Las Vegas, test of train air brakes must be made as prescribed by currently effective Rule 1230 (D). At all other terminals, except initial terminals where engine crew or train crew only is changed, test of train air brakes must be made as prescribed by revised Rule 1230 (F) as follows:

After train has stopped, incoming engineman must make a 20-pound brake application as indicated by brake cylinder gauge if electro-pneumatic brakes are being used, or a 20-pound brake pipe reduction if automatic brakes are being used. Inspection of brakes must then be made starting from rear end of train to determine if brakes are applied on each car, and if so, upon reaching head end of train, inspector must inform outbound engineman who will then release brakes. Upon proceeding, roll-by inspection must be made by inspector to determine that all brakes have released. All other requirements of present Rule 1230 (F) not conflicting with the above remain unchanged. Standing inspection must be expedited all possible while crews are being changed to avoid unnecessary delay.

Air Brake Rules

1006 (R). Standard brake pipe pressures in freight and mixed train service are as follows:

Westward	Eastward
Cheyenne to Sherman 70 lbs.	Third and Fourth
Cheyenne to Dale	Subdivisions 90 lbs.
on No. 3 track 70 lbs.	Laramie to Sherman 70 lbs.
Sherman to Laramie 90 lbs.	Sherman to Cheyenne 90 lbs.
Third and Fourth	Dale to Cheyenne
Subdivisions 90 lbs.	on No. 3 track 90 lbs.
Denver to Sherman 70 lbs.	Sherman to Denver 90 lbs.
On Third and Fourth	On Third and Fourth
Subdivision branches on	Subdivision branches on
descending grades 90 lbs.	descending grades 90 lbs.
Speer to Cheyenne 90 lbs.	Cheyenne to Denver 90 lbs.

Exception: With trains consisting of all empties or not to exceed ten per cent loads, 70 pounds brake pipe pressure may be maintained as follows:

Laramie to Green River —Westward;
Green River to Sherman —Eastward.

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

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.

1035 (R). On 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;
Wahsatch —Westward, near east yard limit sign.

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

One mile east of Echo —Westward.

1036 (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 1036, 1036-A, 1036-B and 1036-C.

"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 100 pounds as indicated by equalizing reservoir gauge."

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

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

Incoming engineer must apply brakes and advise outgoing engineer.

1040 (S). Eastward freight trains between Speer and Carr must make test required by Air Brake Rule 1040 (C) when angle cock has been turned or hose separated.

1041 (R). In addition to literal observance of Air Brake Rules 1040 (A), 1040 (C) and 1040 (D), when making test as prescribed by Rule 1040 (D), an additional test as prescribed by Air Brake Rule 1041 must be made as follows:

Buford —Eastward freight trains must stop and may then proceed if maximum air pressure is indicated on caboose gauge.

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

1042 (R). Retaining valves must be used as follows:
 Borie to Carr —on 50% of cars in all eastward freight trains of 2500 tons or more.
 Buford, until train has passed Corlett Junction —on all eastward freight trains;
 Buford, to head-in switch at Cheyenne —on all eastward gravel trains;
 Hermosa to M.P. 554.8 —on all westward gravel trains;
 On all branches —on all freight and mixed trains descending heavy grades.

Wahsatch to Echo;
 Gateway to Uintah.

Exception.—Trains averaging not to exceed sixty gross tons per car may be handled without the use of retaining valves when handled by engines equipped with two air compressors which are operative. Gravel trains must stop at Corlett, and if in the judgment of engineer and conductor the train is holding properly, retaining valves will be turned down. The engineer must be consulted in each case.

1238 (R). On streamline trains, running test as required by Air Brake Rule 1238 must be made at the following points:
 Speer—Eastward;
 Speer—Westward, except via Borie.

1044 (R). Air Brake Rule 1044 is changed as follows:
 When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars or when necessary to use engine whistle to signal some other movement to stop, a succession of short sounds must be used.

1254 (R). PC switch on C&NW diesel units operating in City of Denver assignment has been disconnected from throttle control circuits.

In event of safety control, overspeed or emergency application of brakes, engineman must manually reduce throttle at once to extent necessary and place in "Idle" position before speed has been reduced to 25 MPH to avoid damage to main generators and traction motors

Line	Station	Time	Distance	Speed	Notes
C&N	W.L. 12	30	1000	33.3	
	W.L. 13	35	1500	42.9	
M&O	W.L. 14	40	2000	50.0	
	W.L. 15	45	2500	55.6	
M&O	W.L. 16	50	3000	60.0	
	W.L. 17	55	3500	63.6	
M&O	W.L. 18	60	4000	66.7	
	W.L. 19	65	4500	69.2	
M&O	W.L. 20	70	5000	71.4	
	W.L. 21	75	5500	73.3	
M&O	W.L. 22	80	6000	75.0	
	W.L. 23	85	6500	76.5	
M&O	W.L. 24	90	7000	77.8	
	W.L. 25	95	7500	78.9	
M&O	W.L. 26	100	8000	80.0	
	W.L. 27	105	8500	81.0	
M&O	W.L. 28	110	9000	81.8	
	W.L. 29	115	9500	82.6	
M&O	W.L. 30	120	10000	83.3	
	W.L. 31	125	10500	84.0	
M&O	W.L. 32	130	11000	84.6	
	W.L. 33	135	11500	85.2	
M&O	W.L. 34	140	12000	85.7	
	W.L. 35	145	12500	86.2	
M&O	W.L. 36	150	13000	86.7	
	W.L. 37	155	13500	87.1	
M&O	W.L. 38	160	14000	87.5	
	W.L. 39	165	14500	87.9	
M&O	W.L. 40	170	15000	88.2	
	W.L. 41	175	15500	88.6	
M&O	W.L. 42	180	16000	88.9	
	W.L. 43	185	16500	89.2	
M&O	W.L. 44	190	17000	89.5	
	W.L. 45	195	17500	89.7	
M&O	W.L. 46	200	18000	90.0	
	W.L. 47	205	18500	90.2	
M&O	W.L. 48	210	19000	90.5	
	W.L. 49	215	19500	90.7	
M&O	W.L. 50	220	20000	91.0	
	W.L. 51	225	20500	91.2	
M&O	W.L. 52	230	21000	91.4	
	W.L. 53	235	21500	91.6	
M&O	W.L. 54	240	22000	91.7	
	W.L. 55	245	22500	91.8	
M&O	W.L. 56	250	23000	91.9	
	W.L. 57	255	23500	92.0	
M&O	W.L. 58	260	24000	92.1	
	W.L. 59	265	24500	92.2	
M&O	W.L. 60	270	25000	92.3	
	W.L. 61	275	25500	92.4	
M&O	W.L. 62	280	26000	92.5	
	W.L. 63	285	26500	92.6	
M&O	W.L. 64	290	27000	92.7	
	W.L. 65	295	27500	92.8	
M&O	W.L. 66	300	28000	92.9	
	W.L. 67	305	28500	93.0	
M&O	W.L. 68	310	29000	93.1	
	W.L. 69	315	29500	93.2	
M&O	W.L. 70	320	30000	93.3	
	W.L. 71	325	30500	93.4	
M&O	W.L. 72	330	31000	93.5	
	W.L. 73	335	31500	93.6	
M&O	W.L. 74	340	32000	93.7	
	W.L. 75	345	32500	93.8	
M&O	W.L. 76	350	33000	93.9	
	W.L. 77	355	33500	94.0	
M&O	W.L. 78	360	34000	94.1	
	W.L. 79	365	34500	94.2	
M&O	W.L. 80	370	35000	94.3	
	W.L. 81	375	35500	94.4	
M&O	W.L. 82	380	36000	94.5	
	W.L. 83	385	36500	94.6	
M&O	W.L. 84	390	37000	94.7	
	W.L. 85	395	37500	94.8	
M&O	W.L. 86	400	38000	94.9	
	W.L. 87	405	38500	95.0	
M&O	W.L. 88	410	39000	95.1	
	W.L. 89	415	39500	95.2	
M&O	W.L. 90	420	40000	95.3	
	W.L. 91	425	40500	95.4	
M&O	W.L. 92	430	41000	95.5	
	W.L. 93	435	41500	95.6	
M&O	W.L. 94	440	42000	95.7	
	W.L. 95	445	42500	95.8	
M&O	W.L. 96	450	43000	95.9	
	W.L. 97	455	43500	96.0	
M&O	W.L. 98	460	44000	96.1	
	W.L. 99	465	44500	96.2	
M&O	W.L. 100	470	45000	96.3	
	W.L. 101	475	45500	96.4	
M&O	W.L. 102	480	46000	96.5	
	W.L. 103	485	46500	96.6	
M&O	W.L. 104	490	47000	96.7	
	W.L. 105	495	47500	96.8	
M&O	W.L. 106	500	48000	96.9	
	W.L. 107	505	48500	97.0	
M&O	W.L. 108	510	49000	97.1	
	W.L. 109	515	49500	97.2	
M&O	W.L. 110	520	50000	97.3	
	W.L. 111	525	50500	97.4	
M&O	W.L. 112	530	51000	97.5	
	W.L. 113	535	51500	97.6	
M&O	W.L. 114	540	52000	97.7	
	W.L. 115	545	52500	97.8	
M&O	W.L. 116	550	53000	97.9	
	W.L. 117	555	53500	98.0	
M&O	W.L. 118	560	54000	98.1	
	W.L. 119	565	54500	98.2	
M&O	W.L. 120	570	55000	98.3	
	W.L. 121	575	55500	98.4	
M&O	W.L. 122	580	56000	98.5	
	W.L. 123	585	56500	98.6	
M&O	W.L. 124	590	57000	98.7	
	W.L. 125	595	57500	98.8	
M&O	W.L. 126	600	58000	98.9	
	W.L. 127	605	58500	99.0	
M&O	W.L. 128	610	59000	99.1	
	W.L. 129	615	59500	99.2	
M&O	W.L. 130	620	60000	99.3	
	W.L. 131	625	60500	99.4	
M&O	W.L. 132	630	61000	99.5	
	W.L. 133	635	61500	99.6	
M&O	W.L. 134	640	62000	99.7	
	W.L. 135	645	62500	99.8	
M&O	W.L. 136	650	63000	99.9	
	W.L. 137	655	63500	100.0	

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

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

Type of Locomotive	Numbers (Inclusive)	Denver to La Salle	La Salle to Carr	Carr to Borie	Speer to Cheyenne	Cheyenne to Speer	Borie to La Salle	La Salle to Denver	Fort Collins to Dent	Dent to Fort Collins		
C 57	22 30	190	201 to 358	3000	1450	1000	3000	1100	3000	2500	1800	1800
C 57	21 30	162 171	400 to 499	2500	1250	750	2500	1000	2000	2000	1600	1600
MacA 57	23 3/4 30	206 210	1900 to 1949	3000	1600	1200	3500	1200	3000	3000	2000	2200
MacA 63	26 28	212 228	2200 to 2320	4000	1900	1200	3500	1300	4000	3100	2400	2500
MacA 63	26 30	222	2480 to 2499	4000	2300	1400	3500	1400	4000	3400	2900	2900
SA-C 59	23-23 30	475	3500 to 3569	5000	3900	2900	4500	2800	5000	4900		
CSA 69	22-22 32	400 394 407	3800 to 3839	5000	3700	2700	4300	2600	4800	4700		
4-6-6-4 3 69 4 5	21-21 32	406 404 407	3930 to 3949 3950 to 3969 3975 to 3999	5000	3900	2900	4500	2750	5000	4900		
4-8-8-4 1 68 2	23 3/4-23 3/4 32	540 545	4000 to 4019 4020 to 4024	5000	4000	3200	5000	3500	8000	8000		
TTT 63	29 1/2 30	286 311	5000 to 5089	5000	2900	1700	3500	1700	5000	3900		
UP 67	27 31-32	368 372	9000 to 9087	5000	3900	2900	4500	2400	5000	4900		
FEF 77	24 1/2 32	266	800 to 819									
FEF 80	25 32	266	820 to 844		2130	1780		1720		5480	2950	2950
P 77	25 26	163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227		1460	1220		1190		3720	2010	2010
MT 73	29 28	256 261	7000 to 7038 7850 to 7869		1870	1590		1550		4770	2580	2580

EXPLANATION

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

EXAMPLE: Consolidation locomotive having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 21 162
 30

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

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

Type	Numbers (Inclusive)	H.P.	No. of Units	Cheyenne to Buford	Cheyenne to Hermosa via Harriman	Buford to Green River	Green River to Wabsatch	Wabsatch to Ogden	Ogden to Wabsatch	Wabsatch to Rock Springs	Rock Springs to Wamsutter	Wamsutter to Laramie	Hermosa to Speer via Buford or Harriman	Buford to Cheyenne
G. T.	51-75		1	2760	4750	5010	4890	Car Limit	3570	5010	7320	4890	Car Limit	4750
EMD-GP7	100-129	1500	1	1180	2100	2100	2080	Car Limit##	1600	2100	3050	2080	Car Limit##	2080
EMD-GP9	130-244	1750	1											
EMD-F7	1400-1496	1500	1	1166	2100	2100	2067	Car Limit##	1600	2100	2660	2013	Car Limit##	1960
ALCO	1600-1643	1500	1											

Type	Numbers (Inclusive)	H.P.	No. of Units	Denver to Sand Creek Jct.	Sand Creek Jct. to LaSalle via Lupton	Sand Creek Jct. to St. Vrain	St. Vrain to La Salle	La Salle to Carr	Carr to Speer	Speer to Borie	Speer to Cheyenne	Dent to Fort Collins
EMD-GP7	100-129	1500	1	Car Limit	Car Limit	2400	3790	1760	1500	1500	Car Limit##	2400
EMD-GP9	120-244	1750	1	Car Limit	Car Limit	2400	3790	1760	1460	1460	Car Limit##	2400
EMD-F7	1400-1496	1500	1									
ALCO	1600-1643	1500	1	Car Limit	Car Limit	2400	3790	1760	1460	1460	Car Limit##	2400

Type	Numbers (Inclusive)	H.P.	No. of Units	Cheyenne to Speer	Borie to Speer	Speer to La Salle	La Salle to Denver via Lupton	La Salle to Dent	Dent to Sand Creek Jct.	Sand Creek Jct. to Denver	Fort Collins to Dent
EMD-GP7	100-129	1500	1	1760	Car Limit	Car Limit	2920	2700	2400	4320##	2400
EMD-GP9	130-244	1750	1		Car Limit	Car Limit	2920	2700	2400		
EMD-F7	1400-1496	1500	1	1760	Car Limit	Car Limit	2920	2700	2400	4320##	2400
ALCO	1600-1643	1500	1		Car Limit	Car Limit	2920	2700	2400		

Tonnage rating limited to maximum of 45 cars for single unit with one air compressor.