

UNION PACIFIC RAILROAD COMPANY

Eastern District

Wyoming Division Special Rules No. 17

Effective Sunday, May 1, 1966

Superseding Special Rules No. 16

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

O. A. DURRANT,
General Manager

K. I. JONES
General Superintendent

S. D. GATCHELL
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.

Standard Time

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

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

Wrist watches approved under this revision are:

Ball "Official Railroad Standard" Model 1604B, 21 jewel, size 13 ligne;

Bulova "Accutron-Railroad Approved" model;

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

Hamilton electric Model 505 "Railroad Special";

Longines Model "T-905" Railroad Watch.

2 (S). 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.

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

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

Communicating Signals

16 (R). Rule 16 (e) is cancelled. Rule 16 (l) is changed to read:

"One sound of communicating signal—

When standing—apply or release air brakes;

When running—brakes sticking; look back for hand signals; approaching meeting or waiting points (See Rule S-90).

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 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.

Indicators

24 (R). Rules 24 and 24 (A) are cancelled. Unit number will be permanently displayed in indicators on units so equipped. When an engine consists of more than one unit, the number of one unit only will be illuminated and will be the identifying unit. The number of other units must not be illuminated. When practicable the number of leading unit will be used.

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

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26 (R). Continued.

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.

Flag Protection

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

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

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

99 (S). Rule 99 (D) is cancelled.

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

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

There is no change in remainder of this rule.

99 (U). 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.

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.

Siding Indicators

240 (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 for instructions.

Centralized Traffic Control System

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

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

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

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

When stopped by a Stop indication and communication has failed, proper push-button may be used, 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 office.

Remote Control and Dual Control Switches

529 (R). Referring to Rule 529:

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

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

Use of Radio

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

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

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

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

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

General Regulations

702 (R). Operating Rule 702 (A) is changed to read as follows: 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, he may be on platform of rear passenger carrying car, and top half of vestibule door must be open.

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

Safety Precautions

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

Fire Prevention

727 (R). Caboose, 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," "Dangerous—Empty Poison Gas" or "Caution—Residual Phosphorous" placards under the provisions of this part shall not be trans-

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802 (R). Continued.

ported 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 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

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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 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, with automatic refrigeration or heating apparatus in operation; car, with open-flame apparatus in service or with internal combustion engine in operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (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)

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5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads.)
7. Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car, trailers or truck bodies on flat car with automatic refrigeration or heating apparatus in operation; car, trailers or truck bodies on flat car with open-flame apparatus in service or with internal combustion engines in operation.
10. Car, trailers or truck bodies on flat car containing lighted heaters, stoves or lanterns except when car is occupied by gas handlers or authorized personnel accompanying shipment.
11. Car loaded with live animals or fowl, occupied by an attendant.

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

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

BE 589 (k). (1) In a freight train or mixed train either standing or during transportation thereof, a loaded tank car placarded "POISON GAS," or "FLAMMABLE POISON GAS," must not be handled next to:

- (i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
- (ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
- (iii) Any car placarded "EXPLOSIVES."
- (iv) Engine or occupied caboose.
- (v) Any car placarded "DANGEROUS."
- (vi) Wooden under-frame car (except on narrow gauge railroads).
- (vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See Subparagraph (k) (1) (viii).)

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

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

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

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

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

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling

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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 and Outfit Cars

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.

802 (T). Those portions of Operating Rules 802 (J) and 804 (B) which refer to outfit cars are cancelled. The following will govern:

Before outfit cars are coupled to, occupants must be notified.

Extreme care must be used in coupling to outfit cars and when switching with them. They must not be switched with unnecessarily.

Outfit cars must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off and allowed to strike outfit cars, or cars coupled to outfit cars.

Running Switches

802 (U). 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

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types of lading next to engine or caboose do not apply to trailers on flat cars.

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

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

SN 5501 to 5510, inclusive.

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

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

Units Dead in Train

807 (X). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, 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.

811 (U). Operating Rule 811 (A) is changed to read:

"When leaving initial station and intermediate stops, freight trains must not exceed 6 MPH for the first train length, unless proceed signal is received from trainmen, or it is known that all members of the crew are aboard the train."

Exhaust Gases

812 (R). When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha-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 Employes on Trains

823 (R). On trains of express refrigerator cars or deadhead passenger equipment, head brakeman must ride on engine.

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.

875 (R). Referring to Operating Rule 875 and Air Brake Rule 1003. When a locomotive equipped with operative safety control feature is left unattended, hand brakes need not be set on units unless engines are shut down.

This will apply only at Cheyenne, Laramie, Rawlins, Green River, Denver, and LaSalle.

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.

Long Cars

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

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

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

899 (T). Any car 65 feet or more in length must not be handled in train coupled to cars 39 feet or less in length.

Station Service

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

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

Air 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.

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1001 (R). Continued.

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 (A) is modified as follows:

Standard brake pipe pressures, Eastern District,

Freight, mixed trains, branch line passenger trains 90 pounds

Main line passenger trains..... 110 pounds

1030 (R). In making air brake test required by Air Brake Rule 1030 (C) and Special Rule 1030 (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.

1033 (R). Where Sperry rail-detector car is working, trains and engines must use sand where necessary to overcome slippery condition caused by use of calcium chloride solution by rail car.

Maintenance of Way Rules

Flag Protection

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

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

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

Operation of Track Cars

1509 (R). Rule 1509 is cancelled. The following will govern:

In CTC territory, interlocking, and at dual control switch locations, movement of power-operated switches or derails without warning must be expected at any time.

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

Laying Rail

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

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

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

SPECIAL RULES — 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.

Markers

19 (T). In CTC territory between Denver and Cheyenne, battery-operating flashing markers may be used. Such markers must display flashing red light to the rear when on the main track at night. The requirement that markers display green lights to the front and sides will not apply.

Switch Lights

27 (R). Switch lights will not be used on:
 Boulder Branch; Greeley Branch;
 Fort Collins Branch between Pleasant Valley Branch.
 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.

Movement in Yards

93 (R). At Denver, trains and engines may move against the current of traffic between 20th Street and Commerce City, without being preceded by a flagman, except when first-class train is due, or when view is obscured.

Clearances

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

At Pullman; At Dent;
 At Commerce City 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	Commerce City
La Salle	Trains going to Denver via Dent Branch	First Subdivision	Commerce City
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:

Continued on opposite side.

98 (R). Continued.

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.
Commerce City (M. P. 4.9)	C. B. & Q.		C. T. C. Signals
Eaton (M. P. 59.3)	G. W.	U. P.	Semi-automatic Interlocking. Special Rule 98(T).
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.
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 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 derail is lined.

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

Flag Protection

99 (V). 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 Commerce City;

Continued on page 8.

99 (V). Continued.

Greeley Branch;
Pleasant Valley Branch;
Fort Collins Branch, between Fort Collins and Buckeye;
Boulder Branch, between Erie and Boulder.

99 (W). 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.

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 —Main Street;
- Fort Collins —North College Avenue.

103 (S). Eastward trains on Dent Branch which are stopped at Commerce City 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.

Cars must not be left closer than 200 feet on either side of 16th Street crossing on South Pass.

Trains or engines must not exceed 5 MPH on Great Western Sugar factory spur on 16th Street.

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.

103 (V). At Boulder, cars must not be spotted on Town Spur Lead between 24th and 28th Streets.

Switches

104 (T). No. 20 turnouts are located as follows:
LaSalle—switch from DP main track to Julesburg main track.

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 or Greeley must receive Clearance Form B at start of tour of duty. This clearance is authority for movement in CTC territory during

Continued on opposite side.

266 (R). Continued.

continuous tour of duty without receipt of additional Clearance Form B, being governed by instructions from dispatcher and signal indication.

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 (S). 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 past buildings and structures without damaging property or derailing equipment.

Riding Footboards of Engines

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

Between Denver and Commerce City, continuous main track movement;

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

Use of Hand Brakes

804 (S). At LaSalle, at least 3 hand brakes must be set on west end of all cuts of cars left standing on yard tracks 1, 2 or 3, or on DP controlled siding.

Position of Cars in Trains

807 (Y). 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 or 5000 HP DE locomotives must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted to operate on following tracks:

- Greeley —Monfort Packing Plant inside building.
- Greeley —Sugar company trestles.
- Eaton —Sugar company trestles.
- Boettcher —Cement plant east of cement truck crossing on track No. 7.
- Cement plant from point four car lengths west of highline switch to end of track.

Greeley Branch and Pleasant Valley Branch tracks may be used only by yard switch units of 1100-1200 series and GP-9 units 165B-280 inclusive.

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.
FIRST SUBDIVISION.		
Denver.....	Signal 24.....	Side.
M. P. 15.58.....	Bridge.....	Side.
M. P. 16.36.....	Bridge.....	Side.
FORT COLLINS BRANCH.		
M. P. 26.79.....	Bridge.....	Side.
M. P. 31.84.....	Bridge.....	Side.

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.

Trains and engines entering or leaving Cheyenne passenger yard must approach all cross-overs and lead switches prepared to stop unless switches are properly lined and track is clear or a proceed signal given with yellow flag or yellow light is received from employe 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.

96 (T).

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

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.

103 (W). 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 (T). 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.
Laramie, east end —Switch from No. 2 track to yard lead.
 —Two crossovers between No. 1 and No. 2 tracks.

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

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

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 (S). At Cheyenne, dwarf signals located 525 feet west of M.P. 509 govern eastward movement on westward main track to "End of Block" sign at remote control switches east end Cheyenne yard. If these signals continue to display Stop indication after switches and derrails are lined, movement against the current of traffic must be preceded by a member of the crew.

240 (T). At Cheyenne, when a train or engine is stopped by a Stop indication on automatic block signal 5089, a member of the crew must precede the movement to "End of Block" sign.

240 (U). Yard track indicators, showing by number the track to be used, are located near entering signals, east end Cheyenne and Laramie yards. In addition, indicator at Cheyenne shows yard to be used as follows:

"P" —Passenger yard
"S" —South freight train yard
"N" —North freight train yard

If indicator fails to display indication, freight trains must stop and be governed by instructions from operator or yardmaster.

At Cheyenne, if a westward passenger train receives indication for freight yard, train must stop and be governed by instructions from operator.

Centralized Traffic Control System

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.

Automatic Cab Signals

457 (R). At Dale, ACS is inoperative for movements through three crossovers (No. 20 turnouts) between No. 1 and No. 2 tracks between M.P. 544.5 and M.P. 545.1. Trains will be governed by the indication of block signals for movements through these cross-overs. A speed of 40 MPH must not be exceeded through cross-overs and to next governing signal.

Rule 516

516 (R). Referring to Operating Rule 516: At Cheyenne and

Continued on page 11.

Laramie, yard engines may enter main track without waiting three minutes providing train to be switched has stopped and switch to be used is within block occupied by standing train.

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.
Laramie, west end.	Operator, yard office.

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.....	—0—
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:

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

On curves indicated above, at train order stations, and after passing through yard limits, a trainman 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;
- 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 past buildings and structures without damaging property or derailing equipment.

Switching Cars with Air Brakes Cut In

804 (T). 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 (U). 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 (Z). Cars must not be handled behind caboose on ascending grades between Cheyenne and Laramie.

Inspection of Trains

811 (V). 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 (W). 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.

Track Restrictions

899 (R). Unless specifically authorized, gas turbine electric locomotives or 5000 HP DE locomotives must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted to operate on following tracks:

- Granite —Under tipples in ballast pit.

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.
Hermosa.....	Hermosa Tunnel.....	Side and top on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side and top on No. 2 track.
M. P. 560.09.....	Bridge.....	Side on No. 1 track.

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

900 (V). At Cheyenne, freight cars of excess height, loads of excess height or width or gas turbine locomotives must not be moved under umbrella sheds.

Air Brake Rules

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

- Sherman —Eastward;
- Sherman —Westward;
- Speer —Eastward;

1030 (S). Inspection required by Air Brake Rule 1030 (C) must be made as follows:

- Cheyenne —All eastward and westward trains.

1042 (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 and South Pass Branches

Switch Lights

27 (R). Switch lights will not be used on:
 Coalmont Branch; Encampment Branch.
 South Pass 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, 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 (U). 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.

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.

Clearances

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

96 (T).

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

Flag Protection

99 (V). 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.

99 (W). 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 (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:

Laramie —West end of University Avenue, at Speigelberg Mill;
 Rock Springs —Lincoln Highway on South Pass Branch at Bridger Avenue intersection;

Continued on opposite side.

103 (R). Continued.

Rock Springs —Grant Street, just north of old repair track.

103 (X). 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 (Y). 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.

Siding Indicators

240 (V). Siding indicator connected with Signal 6844 at Rawlins, affects movement of eastward freight trains only.

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.

Rule 516

516 (R). Referring to Operating Rule 516: At Laramie, Rawlins or Green River, yard engines may enter main track without waiting three minutes providing train to be switched has stopped and switch to be used is within block occupied by standing train.

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:

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 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
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.

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 past 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
Cooper Lake	West 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 (V). 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 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.

Track Restrictions

899 (R). Unless specifically authorized, gas turbine electric locomotives or 5000 HP DE locomotives must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted to operate on following tracks:

- Hanna —4A Mine safety spur Public Coal Company spur past unloading ramp.
- Nugget Coal Company safety spur.

- Sinclair —Spur track to new chemical storage warehouse. When necessary to switch this track not less than 8 cars must be handled ahead of engine.

- Rock Springs —Sweetwater No. 1 safety track.

Gas Turbine locomotives and 5000 HP Diesel Electric units may use wye tracks at Creston and Wamsutter but must not 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 passing these locations).

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations.....	Mail cranes.....	Side.
THIRD SUBDIVISION		
M.P. 567.86....	Bridge.....	Side on both tracks.
M.P. 814.28....	Bridge.....	Side on eastward track.
M.P. 814.83....	Bridge.....	Side on westward track.

Air Brake Rules

1030 (S). Inspection required by Air Brake Rule 1030 (C) must be made as follows:

- Green River —All eastward and westward trains.

1042 (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 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:

Green River } —Between extreme east and west switches;
 Evanston }

93 (U). 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.

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.

93 (V). 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 (V). 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, Ontario 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.

Switches

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

Aspen —MP 900.1 Cross-over between eastward and westward main tracks.
 Altamont —MP 904.9 Cross-over between eastward and westward main tracks.

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

104 (W). 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.

Block Signals

240 (W). 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.

Automatic Cab Signals

457 (S). ACS is inoperative for movements through cross-overs (No. 20 turnouts) between eastward and westward main tracks at Aspen and Altamont. Trains will be governed by the indication of block signals for movement through these cross-overs. A speed of 40 MPH must not be exceeded through cross-overs and to next governing signal. Lower speeds required by "Reduce Speed" signs and time-table speed restrictions must be complied with.

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.

Rule 516

516 (R). Referring to Operating Rule 516: At Green River, yard engines may enter main track without waiting three minutes providing train to be switched has stopped and switch to be used is within block occupied by standing train.

Remote Control Switches

526 (R). Remote control switches are located as follows: (See Operating Rules 526 to 531).

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.
Aspen MP 900.1, cross-over between eastward and westward main tracks..... See Special Rule 526 (T)	Train Dispatcher.
Altamont MP 905.0 cross-over between eastward and westward main tracks..... See Special Rule 526 (T)	Train Dispatcher.
Riverdale, M. P. 989.8, both cross-overs between eastward and westward main tracks and north drill track. See Special Rule 526 (S)	Operator, Riverdale.

526 (S). Between remote controlled signals at Riverdale and Signal 9920 just east of Ogden Union Station Rule 261 is in effect on east-

Continued on page 16.

ward track only. Cab signals will not indicate conditions ahead when moving west on eastward track.

When a westward train or engine on eastward track is stopped by Signal 9909 or 9915, or an eastward train or engine is stopped by Signal 9920, 9916 or 9910, a member of crew must communicate with operator at Riverdale and be governed by his instructions.

526 (T). Between remote control signals at Aspen (MP 900.1) and remote control signals at Altamont (MP 905.0) ON WESTWARD TRACK ONLY movement of trains in both directions is authorized by the indication of the signals which supersedes the superiority of trains. Operating Rules 526 to 531, inclusive, govern.

An eastward train stopped by automatic block signal 9060 must be governed by Rule 509.

At Altamont, when dwarf signal A-9036 governing movement from siding through spring switch to main track displays STOP indication, in addition to complying with Rule 517, a member of crew must communicate with train dispatcher and be governed by his instructions.

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 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.
939.03	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.

Continued on opposite side.

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 past 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 (V). 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.

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 or 5000 HP DE locomotives must not be operated on branch lines or industry tracks without authority from dispatcher or other officer. Operation of these units should be restricted to main track, sidings and yard tracks necessary for the movement of trains and the servicing of the units.

No engines are permitted to operate on following tracks:

- Park City —Safety track at Park City Consolidated Mine from 125 feet behind frog.

GTE locomotives and 5000 H.P. units may use wye track at Wahsatch but must not 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.
FOURTH SUBDIVISION		
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. 921.2.....	Clearance detector.....	Side and top 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.
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 M. P. 0.14.....	24th St. viaduct.....	Side and top.
PARK CITY BRANCH		
Atkinson.....	Stockyards.....	Side.
Coalville.....	Stockyards.....	Side.

900 (W). Freight cars of excess height or loads of excess height or width may be handled through Aspen or Altamont tunnels only as authorized by chief dispatcher. Such cars must not be moved under umbrella sheds.

Air Brake Rules

1025 (R). Air brakes must be cut in and operative on all cars handled on Stauffer spur and on Allied Chemical spur.

Before departure from Stauffer Chemical Co. plant yard, or Allied Chemical Company plant yard on these spurs, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

Movements from Stauffer Chemical Co. plant to Stauffer must stop at yellow sign indicating crest of grade, and make brake-pipe test as prescribed by Air Brake Rule 1041.

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

Wahsatch —Westward.

1030 (S). Inspection required by Air Brake Rule 1030 (C) must be made as follows:

Green River —All eastward and westward trains.

1042 (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.

HOT BOX DETECTORS

Hot box detectors are located as follows:

Westward:

Scanner	Read-Out
M.P. 597.3	Rock River
M.P. 672.9	Rawlins
M.P. 713.4	Wamsutter
M.P. 748.6	Bitter Creek
M.P. 778.5	Rock Springs
M.P. 839.7	Granger
M.P. 867.7	Carter

Eastward:

Scanner	Read-Out
M.P. 925.6	Evanston
M.P. 884.1	Carter
M.P. 764.3	Bitter Creek
M.P. 732.6	Wamsutter
M.P. 692.2	Rawlins
M.P. 651.7	Hanna
M.P. 577.0	Laramie

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

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT

WYOMING DIVISION		1-30 8500 HP GE Turbine	31-45 5000 HP GE U50	60-61 5500 HP Alco DL855	72-98B 5000 HP EMD DD35	100-129 1500 HP EMD GP7	130-349B 500-542B 1750 HP EMD GP9, F9	400-448 2400 HP EMD SD24	470-499 2000 HP EMD GP20	625-640 2500 HP GE U25B	675-678 2400 HP Alco DL640	700-739B 800-875 2250 HP EMD GP30	740-763 2500 HP EMD GP35
Cheyenne	To Buford	3800	2700	2700	2700	1000	1150	1900	1150	1350	1350	1300	1350
Cheyenne	To Dale Via Harriman	6700	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Buford	To Wahsatch	6700	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Wahsatch	To Ogden	CL	CL	CL	CL	CL*	CL*	CL*	CL*	CL	CL	CL	CL
Denver to La Salle	Via Lupton	—	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
La Salle	To Carr	—	4000	4000	4000	1500	1700	2800	1700	2000	1900	1900	2000
Carr	To Borie	—	3400	3400	3400	1300	1450	2400	1450	1700	1600	1600	1700
Ogden	To Wahsatch	5000	3600	3600	3600	1350	1500	2500	1500	1800	1700	1700	1800
Wahsatch	To Rock Springs	6700	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Rock Springs	To Wamsutter	9900	6900	6900	6900	2600	2900	4900	2900	3500	3400	3300	3500
Wamsutter	To Laramie	6700	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Laramie	To Sherman	6700	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Sherman	To Cheyenne	CL	CL	CL	CL	CL*	CL*	CL*	CL*	CL	CL	CL	CL
Dale to Cheyenne	Via Harriman	CL	CL	CL	CL	CL*	CL*	CL*	CL*	CL	CL	CL	CL
Borie	To Speer	CL	CL	CL	CL	CL*	CL*	CL*	CL*	CL	CL	CL	CL
Speer	To La Salle	—	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
La Salle	To Denver Via Lupton	—	6600	6600	6600	2500	2800	4700	2800	3300	3200	3200	3300

CL Indicates Car Limit

*Single Unit with one air compressor limited to 45 cars