

UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION

TIME-TABLE

No. 49

Effective Monday,

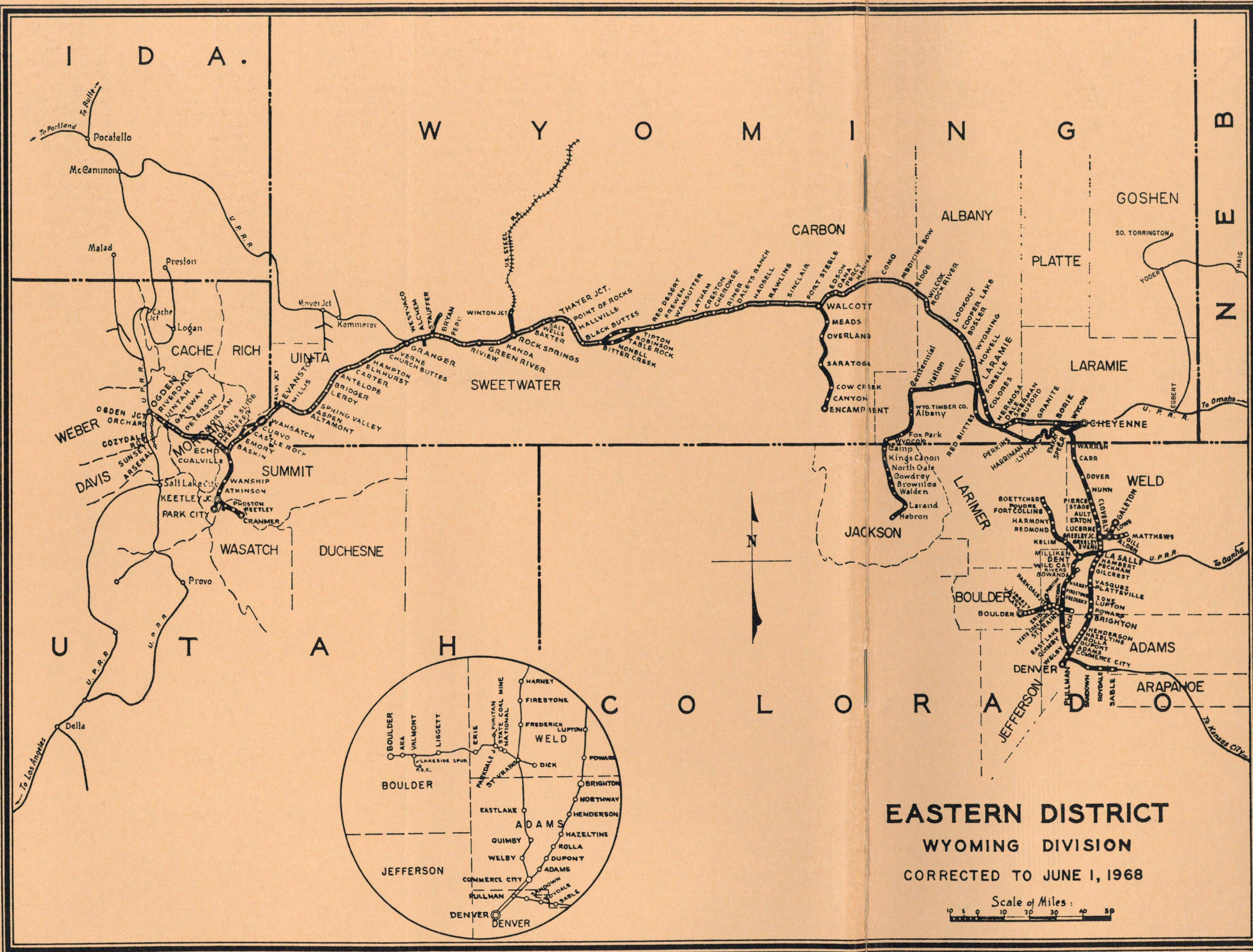
May 1, 1972

at 12:01 A.M. Mountain Time

Safety Gains

Where Courtesy Reigns

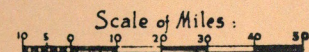
FOR EMPLOYEES ONLY



EASTERN DISTRICT

WYOMING DIVISION

CORRECTED TO JUNE 1, 1968



O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

R. E. IRION, Superintendent Cheyenne, Wyo.
B. C. MURPHY, Asst. Superintendent Cheyenne, Wyo.
D. R. ROMER, Trainmaster Cheyenne, Wyo.
J. M. KRIER, Asst. Supt. Safety and Courtesy Cheyenne, Wyo.
W. J. ROCHE, Trainmaster Denver, Colo.
G. WATTS, Terminal Superintendent Denver, Colo.
E. G. RYDELL, Asst. Terminal Superintendent Denver, Colo.
R. J. GARRIS, Terminal Trainmaster Denver, Colo.
R. L. GREEN, Trainmaster Laramie, Wyo.
J. E. SANFORD, Trainmaster Rawlins, Wyo.
B. H. DOXEY, Trainmaster Green River, Wyo.
R. W. McSPADDEN, Terminal Superintendent Green River, Wyo.
E. A. RIGDON, Trainmaster Ogden, Utah
M. G. MARLER, General Master Mechanic Cheyenne, Wyo.
F. R. HICKS, Road Foreman of Engines Laramie, Wyo.
R. L. BERGER, Road Foreman of Engines Laramie, Wyo.
J. W. STONEBRAKER, Road Foreman of Engines Rawlins, Wyo.
R. B. STULL, Road Foreman of Engines Green River, Wyo.
D. W. KRAFCHIK, Road Foreman of Engines Ogden, Utah
F. J. EMMONS, Road Foreman of Engines Denver, Colo.
J. MOORE, Division Engineer Cheyenne, Wyo.
E. F. DIEHL, General Roadmaster Cheyenne, Wyo.

**FIRST AND SECOND SUBDIVISIONS
THIRD SUBDIVISION LARAMIE TO RAWLINS
BORIE SUBDIVISION
CONNECTING BRANCHES**

F. E. DEARDEN, Chief Train Dispatcher Cheyenne, Wyo.
J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
J. E. ROWAN, Asst. Chief Train Dispatcher Cheyenne, Wyo.
D. J. SCOTT, Asst. Chief Train Dispatcher Cheyenne, Wyo.
J. H. STORRS, Asst. Chief Train Dispatcher Cheyenne, Wyo.

**THIRD SUBDIVISION RAWLINS TO GREEN RIVER
FOURTH SUBDIVISION
CONNECTING BRANCHES**

W. E. HARDY, Chief Train Dispatcher Cheyenne, Wyo.
R. J. WALKER, Asst. Chief Train Dispatcher Cheyenne, Wyo.
D. CARROLL, JR., Asst. Chief Train Dispatcher Cheyenne, Wyo.

SYMBOLS AND ABBREVIATIONS

6. The following letters, placed before the time in a schedule, indicate:
s — regular stop;
f — flag stop to receive or discharge traffic;
A — arrive.
6. (A). The following letters, placed in column with station name, in time-table indicate:
D — day operator;
N — night operator;
R — train register;
YL — yard limits.
6 (B). The following letters, placed in column provided in the time-table, indicate:
A — automatic interlocking;
F — fueling station;
I — manual interlocking;
P — dispatcher's telephone;
T — turntable;
X — cross-over;
Y — wye.

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

LOCATION OF STANDARD CLOCKS

Denver "U. D." Telegraph Office
Denver 23rd Street Register Room
Denver Conductor's Room, Freight Station
Denver 36th Street Register Room
La Salle Telegraph Office
Cheyenne Train Dispatcher's Office
Cheyenne Telegraph Office
Cheyenne Yard Office
Laramie Depot Telegraph Office
Laramie Engine Dispatcher's Office
Laramie Switchmen's Locker Room
Laramie Conductor's Room
Rawlins Telegraph Office
Rawlins Yard Office
Rock Springs Telegraph Office
Rock Springs Switchmen's Locker Room
Green River Telegraph Office
Green River Switchmen's Locker Room
Evanston Telegraph Office
Ogden 28th St. Telegraph Office
Ogden Crew Dispatcher's Office, 33rd Street

MILEAGE

Main Line 628.23
Branches 331.12
Total 959.35

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED

Designation "Psgr." — Train with Diesel locomotive and all passenger train equipment.
Designation "Frnt." — Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars; other than train movement.

GENERAL

Location	MPH		Location	MPH	
	Psgr.	Frnt.		Psgr.	Frnt.
When any car of a passenger train is equipped with friction bearings.	80		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Trains handling continuous welded rail or continuous lengths of jointed rail: On unrestricted track. On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH Through cross-overs or turn-outs.		40
When using No. 14 turn-outs.	25	25	Trains handling diesel units dead in train: Yard-switch units of any type. Foreign line, government, export or commercial diesel units other than yard-switch type. Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
When using other turn-outs.	15	15	Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.		40
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling specially equipped cars for company wheels and axles. UP 99000-99014 inclusive and UP 99500-99962.		50
When using tracks other than main tracks unless a different speed is specified.	15	15	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Within yard limits protected by continuous block signal system.	35	35	Trains with one diesel unit handling ore between Echo and Ogden.		35
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Coal trains consisting of cars with friction bearings, originating at Hanna or Rock Springs, for first 10 miles.		25
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Unit Coal Trains.		50
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Within Ogden Terminal Limits		
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	At any point.	30	15
When multiple unit engine is controlled from other than leading unit.	30	30	Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15
Wye tracks, except those portions used as main track or siding.	6	6	When using cross-over or turn-outs.	15	15
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35	Over railroad crossings.	10	10
Trains handling wrecking derricks: American hoist derricks 903045, 903046, 903047. Other derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		60 40 35	Slip switches, Cecil Jct.	10	10
Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main lines — tangent track. On main lines — curves. On branch lines.		35 25 25	Wye and balloon track, Patterson Ave.	10	10

FOURTH SUBDIVISION

WESTWARD ↓		Time-Table No. 49 May 1, 1972	↑ EASTWARD		
LENGTH OF SIDINGS			MILE POST	RULE 6(B)	
CARS	FEET	BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	STATIONS		
			DN-R GREEN RIVER YL GR	817.0	FIP TXY
			7.9 PERU	824.9	P
C 69	3816		5.3 BRYAN	830.2	P
C 104	5737		3.9 STAUFFER	834.1	PX
			1.0 ALCHEM	835.1	P
			2.7 WESTVACO	837.8	PX
			9.4		
W 83 E 106	4583 5833		DN GRANGER GN	847.2	IPXY
			6.8 VERNE	854.0	P
C 105	5795		4.7 CHURCH BUTTES	858.7	P
C 87	4812		7.2 HAMPTON	865.9	P
C 87	4801		3.9 ELKHURST	869.8	P
			5.6 CARTER	875.4	P
C 114	6277		5.5 ANTELOPE	880.9	P
C 87	4788		4.7 BRIDGER	885.6	P
C 110	6068		4.9 LEROY	890.5	P
C 16	1002		7.1 SPRING VALLEY	897.6	P
C 105	5807		4.2 ASPEN	901.8	IPX
E 43	2403		1.8 ALTAMONT	903.6	IPX
E 98	5410		9.1 MILLIS	912.7	P
C 99	5493		4.5		
W 161 E 150	8875 8264		DN-R EVANSTON NA	917.2	PXY
			10.4 WAHSATCH	927.6	P
			5.0 CURVO	932.6	P
			4.1		
			CASTLE ROCK	936.7	P
C 105	5797	6.6 EMORY	943.3	PX	
		4.6 BASKIN	947.9	P	
		4.8			
W 101 E 122	5556 6751	DN ECHO HO	952.7	PX	
		3.8 HENEFER	956.5	P	
C 99	5489	4.1 DEVIL'S SLIDE	960.6	P	
C 99	5483	7.4 MORGAN WB	968.0	P	
		7.5			
W 100 C 99	5499 5494	PETERSON	975.5	P	
		4.6 GATEWAY	980.1	P	
		5.0 UINTAH	985.1	P	
		4.8 RIVERDALE YL	989.9	IPX	
		2.7			
		DN-R OGDEN YL OG	992.6	FPXY	
		(175.6)			

Westward trains must keep to the left from Mile Post 931.5, 1.1 miles east of Curvo, to Ogden.
Eastward trains must keep to the left Ogden to Mile Post 931.5, 1.1 miles east of Curvo.

Note 2 to Rule 99 is in effect on Fourth Subdivision.

Rules 251 to 253 inclusive are in effect on Fourth Subdivision.

CLEARANCE REQUIREMENTS

Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.

SPEED RESTRICTIONS

Location	Miles Per Hour	
	Psgr.	Fr.
Maximum speed between: Green River and Evanston.	90	65
Evanston and Ogden.	79	50
Stauffer Spur		25
Spurs not otherwise shown.		10

(Continued on page 9)

SPEED RESTRICTIONS – FOURTH SUBDIVISION (Continued)

Between Mileposts – WESTWARD TRACK								
	M.P.H.			M.P.H.				
	Psgr.	Fr.		Psgr.	Fr.			
Green River 817.0 and 818.2	35	25	Carter 878.2 and 878.5	70	55	Evanston 920.6 and 921.1	70	50
819.3 and 820.7	60	50	880.1 and 880.3	60	50	925.9 and 926.2	70	50
822.4 and 823.6	60	50	Antelope 881.4 and 881.7	70	55	926.5 and 928.8	60	35
Peru 825.4 and 826.6	70	55	882.5 and 883.9	60	50	928.8 and 935.8	35	30
827.9 and 828.4	70	60	884.6 and 885.0	60	45	Castle Rock 937.0 and 939.4	50	40
Bryan 831.2 and 831.5	65	55	Bridger 886.4 and 886.7	70	55	941.1 and 941.9	55	45
833.6 and 834.1	70	60	887.3 and 887.5	65	50	Emory 942.9 and 945.5	50	40
Westvaco 844.9 and 845.3	60	50	888.3 and 890.5	70	55	946.9 and 951.1	50	40
Granger 849.9 and 850.2	70	60	Leroy 891.6 and 895.1	70	55	952.1 and 952.5	35	35
Church Buttes 860.1 and 860.3	70	55	896.1 and 900.6	60	45	Echo 953.3 and 954.5	60	45
862.2 and 862.5	70	55	901.7 and 903.5	50	40	Henefer 958.1 and 959.5	70	50
Hampton 866.7 and 866.9	70	60	Altamont 904.9 and 905.3	60	45	959.8 and 962.8	60	50
868.0 and 869.2	70	60	906.3 and 908.6	60	45	963.1 and 965.1	45	30
Elkhurst 870.9 and 871.5	70	55	909.3 and 910.4	75	65	967.2 and 967.8	60	50
872.3 and 872.5	70	60	Millis 913.1 and 913.4	70	60	972.4 and 972.6	75	50
873.0 and 873.6	70	55	915.4 and 915.6	70	55	974.1 and 976.1	55	35
874.0 and 874.5	70	60	916.0 and 917.5	60	35	977.0 and 977.3	60	50
			917.9 and 919.1	60	45	978.7 and 980.3	40	30
						980.5 and 983.8	45	35
						Uintah 985.5 and 985.8	70	50
						987.9 and 989.0	65	45

Between Mileposts – EASTWARD TRACK								
	M.P.H.			M.P.H.				
	Psgr.	Fr.		Psgr.	Fr.			
Ogden 989.0 and 987.9	65	45	Wahsatch 927.6 and 926.5	60	35	Antelope 880.3 and 880.1	60	50
985.7 and 985.4	60	45	926.2 and 925.9	70	55	878.5 and 878.2	70	55
Uintah 984.8 and 984.4	60	45	921.2 and 920.6	70	55	874.5 and 874.0	70	60
Gateway 983.5 and 981.0	50	40	919.1 and 917.9	60	40	Carter 873.6 and 873.0	70	55
981.0 and 980.3	45	35	Evanston 915.6 and 915.4	70	55	872.5 and 872.3	70	60
980.3 and 978.7	40	30	913.4 and 913.1	70	60	871.4 and 870.9	70	55
977.3 and 977.0	60	50	Millis 910.4 and 909.3	75	65	Elkhurst 869.2 and 868.0	70	60
976.1 and 974.1	55	40	908.6 and 906.3	60	45	866.9 and 866.7	70	60
Peterson 972.6 and 972.4	75	50	905.3 and 904.9	60	40	Hampton 862.5 and 862.2	70	55
Morgan 967.8 and 967.2	60	50	Altamont 903.6 and 901.9	25	20	860.3 and 860.1	70	55
965.1 and 963.1	45	30	Aspen 901.3 and 896.7	60	45	Verne 850.2 and 849.9	70	60
962.8 and 959.8	60	45	894.4 and 894.0	70	55	Granger 845.3 and 844.9	60	50
Devi's Slide 959.5 and 958.1	70	50	893.4 and 890.9	70	55	Westvaco 834.1 and 833.6	70	60
Henefer 954.5 and 953.3	60	45	Leroy 890.5 and 888.3	70	55	831.5 and 831.2	65	50
Echo 952.5 and 952.1	35	25	887.5 and 887.3	65	50	Bryan 828.4 and 827.9	70	60
951.1 and 946.9	50	35	886.7 and 886.4	70	55	826.6 and 825.4	70	55
945.5 and 942.9	50	35	Bridger 885.0 and 884.6	60	45	Peru 823.6 and 822.4	60	50
Emory 941.6 and 940.9	60	45	883.9 and 882.5	60	50	820.7 and 819.3	60	50
939.1 and 929.2	60	45	881.7 and 881.4	70	55	818.2 and 817.0	35	25
Curvo 928.8 and 927.6	60	35				Green River		

WESTWARD ↓				DENT BRANCH				↑ EASTWARD																							
LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				LENGTH OF SIDINGS				FORT COLLINS BRANCH				↑ EASTWARD															
CARS		FEET		STATIONS		MILE POST		RULE 6(B)		CARS		FEET		STATIONS		MILE POST		RULE 6(B)													
				COMMERCE CITY YL		5.0		P		17		984		DENT YL		0.0		Y													
13		747		WELBY		8.2								MILLIKEN YL		1.7															
26		1455		QUIMBY		9.8								G. W. CROSSING		9.0															
31		1710		EAST LAKE		13.8								KELIM		9.1															
46		2538		ST. VRAINS YL		22.2		Y						REDMOND		16.4															
				U. P. CROSSING		22.2				37		2055		HARMONY		19.5															
80		4420		FREDERICK YL		26.1				48		2644		FORT COLLINS YL		25.0		Y													
				FIRESTONE		27.8								C. & S. CROSSING		25.2															
17		969		HARNEY		30.2								C. & S. CROSSING		25.3															
26		1458		GOWANDA		34.6								POUDRE YL		27.9															
				RIVERS		36.9								BOETTCHER YL		30.0															
10		601		WILD CAT		38.3								END OF TRACK YL		30.8															
17		984		DENT YL		42.8		Y						(30.8)																	
				DN-R LA SALLE YL		50.6		FPY																							
				(45.6)																											
<p>Between Denver and LaSalle, extra trains will run via Lupton unless otherwise instructed.</p> <p>CLEARANCE REQUIREMENTS Westward trains via Dent Branch must receive clearance at Denver and need not receive clearance at Commerce City.</p> <p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Dent Branch Maximum speed.</td> <td>40</td> </tr> <tr> <td>Commerce City to paved road.</td> <td>20</td> </tr> <tr> <td>Between Mile Posts – 21.5 and 21.9</td> <td>15</td> </tr> <tr> <td>M.P. 22.2, UP Crossing, between home signals of automatic interlocking.</td> <td>20</td> </tr> <tr> <td>25.6 and 25.8</td> <td>15</td> </tr> </tbody> </table>																				Location	MPH	Dent Branch Maximum speed.	40	Commerce City to paved road.	20	Between Mile Posts – 21.5 and 21.9	15	M.P. 22.2, UP Crossing, between home signals of automatic interlocking.	20	25.6 and 25.8	15
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<p>CLEARANCE REQUIREMENTS Trains to or from Fort Collins Branch need not receive clearance at Dent.</p> <p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Fort Collins Branch Maximum speed.</td> <td>25</td> </tr> <tr> <td>Dent, over west wye switch.</td> <td>10</td> </tr> <tr> <td>Fort Collins, over east cross-over switch.</td> <td>5</td> </tr> </tbody> </table>																				Location	MPH	Fort Collins Branch Maximum speed.	25	Dent, over west wye switch.	10	Fort Collins, over east cross-over switch.	5				
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WESTWARD ↓				GREELEY BRANCH				↑ EASTWARD																							
LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				LENGTH OF SIDINGS				PLEASANT VALLEY BRANCH				↑ EASTWARD															
CARS		FEET		STATIONS		MILE POST		RULE 6(B)		CARS		FEET		STATIONS		MILE POST		RULE 6(B)													
				GREELEY YL		0.0		PY		30		1657		CLOVERLY		0.0		Y													
				D GREELEY JCT. YL		2.3		PY						LOWE		3.1															
30		1657		CLOVERLY		6.0		Y						GALETON YL		5.1															
				ALDEN		8.4								(5.1)																	
35		1960		GILL		10.4																									
				END OF TRACK		11.0																									
				(11.0)																											
<p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Greeley Branch Maximum speed.</td> <td>15</td> </tr> <tr> <td>Over Bridge 4.51</td> <td>5</td> </tr> </tbody> </table>																				Location	MPH	Greeley Branch Maximum speed.	15	Over Bridge 4.51	5						
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Over Bridge 4.51	5																														

WESTWARD ↓				BOULDER BRANCH				↑ EASTWARD																															
LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				LENGTH OF SIDINGS				PURITAN BRANCH				↑ EASTWARD																							
CARS		FEET		STATIONS		MILE POST		RULE 6(B)		CARS		FEET		STATIONS		MILE POST		RULE 6(B)																					
44		2449		ST. VRAINS YL		8.1		Y						PARKDALE JCT.		0.0																							
				U. P. CROSSING		8.1								PURITAN		1.9																							
				NATIONAL		10.1								END OF TRACK		3.1																							
				MINE JCT. YL		10.9								(3.1)																									
				PARKDALE JCT.		11.4				<p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Puritan Branch Maximum speed.</td> <td>15</td> </tr> </tbody> </table>																				Location	MPH	Puritan Branch Maximum speed.	15						
Location	MPH																																						
Puritan Branch Maximum speed.	15																																						
8		477		ERIE		15.1				WESTWARD ↓				COALMONT BRANCH				↑ EASTWARD																					
				BN-CROSSING		15.1				LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				MILE POST				RULE 6(B)																	
				LIGGETT		19.6				CARS		FEET		STATIONS		MILE POST		RULE 6(B)																					
16		1022		VALMONT		24.0								DN-R LARAMIE YL		K 0.0		FPXY																					
				C. & S. CROSSING		26.0								MILLER		14.7																							
				BOULDER YL		26.9								HATTON		21.3																							
				(21.7)										CENTENNIAL		29.7																							
<p>At Boulder, trains and engines are governed by Operating Rules, time-table and special instructions of Colorado and Southern Railway while using their tracks.</p> <p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Boulder Branch Maximum speed.</td> <td>25</td> </tr> <tr> <td>Between Parkdale Jct. and Boulder.</td> <td>15</td> </tr> <tr> <td>Valmont Spur, M.P. 1, over C. & S. crossing.</td> <td>10</td> </tr> <tr> <td>Valmont Lead</td> <td>5</td> </tr> </tbody> </table>																				Location	MPH	Boulder Branch Maximum speed.	25	Between Parkdale Jct. and Boulder.	15	Valmont Spur, M.P. 1, over C. & S. crossing.	10	Valmont Lead	5										
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WESTWARD ↓				ENCAMPMENT BRANCH				↑ EASTWARD																															
LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				LENGTH OF SIDINGS				WALDEN YL				↑ EASTWARD																							
CARS		FEET		STATIONS		MILE POST		RULE 6(B)		CARS		FEET		STATIONS		MILE POST		RULE 6(B)																					
4		269		WALCOTT		0.0		P						LARAN YL		100.7																							
6		345		MEADS		6.8								HEBRON YL		107.6																							
19		1090		OVERLAND		12.3								END OF TRACK YL		108.0																							
8		456		SARATOGA		24.1		Y						(108.0)																									
10		548		COW CREEK		32.7																																	
15		854		CANYON		39.3																																	
				ENCAMPMENT YL		44.4		Y																															
				(44.4)																																			
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WESTWARD ↓				PURITAN BRANCH				↑ EASTWARD																															
LENGTH OF SIDINGS				Time-Table No. 49 May 1, 1972				LENGTH OF SIDINGS				COALMONT BRANCH				↑ EASTWARD																							
CARS		FEET		STATIONS		MILE POST		RULE 6(B)		CARS		FEET		STATIONS		MILE POST		RULE 6(B)																					
				PARKDALE JCT.		0.0								LARAMIE YL		K 0.0		FPXY																					
				PURITAN		1.9								MILLER		14.7																							
				END OF TRACK		3.1								HATTON		21.3																							
				(3.1)										CENTENNIAL		29.7																							
														ALBANY		40.4																							
8		453		FOX PARK		54.6		Y						WYOCOLO		63.8																							
17		932		CAMP		70.8								KINGS CANON		73.6																							
8		457		NORTHGATE		79.8		Y						COWDREY		82.6																							
29		1601		BROWNLEE		88.3								WALDEN YL		U 92.2																							
10		597		LARAN YL		100.7								HEBRON YL		107.6																							
17		947		END OF TRACK YL		108.0								(108.0)																									
8		470																																					
<p>SPEED RESTRICTIONS</p> <table border="1"> <thead> <tr> <th>Location</th> <th>MPH</th> </tr> </thead> <tbody> <tr> <td>Coalmont Branch Maximum speed.</td> <td>25</td> </tr> <tr> <td>Between Mile Posts – 15.2 and 16.0</td> <td>20</td> </tr> <tr> <td>29.5 and 30.0</td> <td>20</td> </tr> <tr> <td>37.0 and 48.3</td> <td>10</td> </tr> <tr> <td>48.3 and 56.5</td> <td>20</td> </tr> <tr> <td>56.5 and 62.3</td> <td>10</td> </tr> <tr> <td>62.3 and 64.5</td> <td>20</td> </tr> <tr> <td>64.5 and 78.0</td> <td>10</td> </tr> <tr> <td>94.0 and 108.0</td> <td>10</td> </tr> </tbody> </table>																				Location	MPH	Coalmont Branch Maximum speed.	25	Between Mile Posts – 15.2 and 16.0	20	29.5 and 30.0	20	37.0 and 48.3	10	48.3 and 56.5	20	56.5 and 62.3	10	62.3 and 64.5	20	64.5 and 78.0	10	94.0 and 108.0	10
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WESTWARD ↓				SOUTH PASS BRANCH				↑ EASTWARD													
LENGTH OF SIDINGS		Time-Table No. 49 May 1, 1972		MILE POST	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 49 May 1, 1972		MILE POST	RULE 6(B)										
CARS	FEET	STATIONS				CARS	FEET	STATIONS													
		DN	ROCK SPRINGS YL	SG	0.0	PXY			DN-R	ECHO YL	HO	0.0	P								
			WINTON JUNCTION YL		9.5		14	771		COALVILLE		5.7									
			(9.5)				16	911		WANSHIP		13.4									
On South Pass Branch, yard limits are continuous from junction switch Rock Springs to and including Winton Junction.																					
SPEED RESTRICTIONS												Location		MPH							
South Pass Branch												Maximum speed		15							
WESTWARD ↓				HILL FIELD BRANCH				↑ EASTWARD													
LENGTH OF SIDINGS		Time-Table No. 49 MAY 1, 1972		MILE POST	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 49 MAY 1, 1972		MILE POST	RULE 6(B)										
CARS	FEET	STATIONS				CARS	FEET	STATIONS													
			OGDEN JUNCTION YL		0.0																
			ORCHARD YL		2.6																
			COZYDALE YL		3.4																
			ROY YL		4.2																
			SUNSET YL		5.3																
			ARSENAL YL		6.7																
			END OF TRACK YL		6.8																
			(6.8)																		
SPEED RESTRICTIONS												Location		MPH							
Hill Field Branch												Maximum speed.		15							
Between Mile Posts – 4.4 and 4.8														10							
On Hill Field Branch, yard limits are continuous from Ogden Junction, to and including End of Track MP 6.8.																					
WESTWARD ↓				PARK CITY BRANCH				↑ EASTWARD													
LENGTH OF SIDINGS		Time-Table No. 49 May 1, 1972		MILE POST	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 49 May 1, 1972		MILE POST	RULE 6(B)										
CARS	FEET	STATIONS				CARS	FEET	STATIONS													
			KEETLEY JCT.		0.0																
			PHOSTON		2.2																
			KEETLEY		5.2																
			CRANMER YL		7.0																
			(7.0)																		
SPEED RESTRICTIONS												Location		MPH							
Park City Branch												Maximum Speed.		25							
Between Mile Posts – 0.0 and 4.3														15							
5.1 and 5.2														15							
13.2 and 13.5														15							
14.8 and 21.0														15							
24.0 and 24.1														15							
25.1 and 25.2														15							
26.3 and 28.4														15							
Park City, all yard tracks between freight yard junction and depot, and all track above depot on highline.														5							
WESTWARD ↓				ONTARIO BRANCH				↑ EASTWARD													
LENGTH OF SIDINGS		Time-Table No. 49 MAY 1, 1972		MILE POST	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 49 MAY 1, 1972		MILE POST	RULE 6(B)										
CARS	FEET	STATIONS				CARS	FEET	STATIONS													
			KEETLEY JCT.		0.0																
			PHOSTON		2.2																
			KEETLEY		5.2																
			CRANMER YL		7.0																
			(7.0)																		
SPEED RESTRICTIONS												Location		MPH							
Ontario Branch												Maximum speed.		15							
Cranmer Spur												Between Keetley and end of track.		15							

SPECIAL RULES – ALL SUBDIVISIONS			
Standard Time			
2 (R). Wrist watches approved for use under Rule 2 are: Ball "Official Railroad Standard"; Ball "Automatic Trainmaster" model; Bulova "Accutron-Railroad Approved" model, including Calendar model; Elgin "B. W. Raymond" model; Hamilton electric "Railroad Special"; Longines Model "T-905" Railroad Watch; Longines "Ultra-Chron Railroad Watch".			
Engine Whistle Signals			
14 (R). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.			
Markers			
19 (R). Referring to Rule 19(B). Except within the State of Colorado, reflectorized metal flags may be used as markers.			
Superiority of Trains			
72 (R). On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction (See Rule 72).			
Clearances			
97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.			
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.			
Indicators			
241 (R). In Rule 251 territory, when a train has entered siding account indication displayed by a siding indicator (Operating Rule 241-A), a member of crew must immediately communicate with train dispatcher for instructions. 241 (S). When a train is stopped by an automatic block signal to which "Hold" indicator is attached, member of crew must communicate with dispatcher or operator for instructions before proceeding even though "Hold" indicator is not illuminated. "Hold" indicators are located on following signals:			
Westward Signal 6047 Signal 6409 Signal 7235 Signal 7553 Signal 7881 Signal 8009 Signal 8741 Signal 9755		Eastward Signal 9190 Signal 8764 Signal 8386 Signal 7970 Signal 7580 Signal 7244 Signal 7096 Signal 6440 Signal 6072	
Dual Control Switches			
275 (R). Dual control switches, outside of CTC territory, are controlled by operators as follows:			
Location Cheyenne, east end Rawlins Green River Granger Aspen Altamont Riverdale		Control Operator Cheyenne train dispatcher Rawlins Green River Granger Evanston Evanston 28th St., Ogden	
Cabooses			
714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes. 714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.			
715 (R). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers except at stations where train orders or messages may be handed up. Employees must not remain in bay on side next to an adjacent track when meeting or passing another train on that track. Inspection of such train must be made from rear platform of caboose.			
Switching Cars			
804 (R). Cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles 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 such cars, or a draft containing such cars. 806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling. These cars must be handled with air brakes cut in and operative.			
Continuous Welded Rail Trains			
809 (R). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling. This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:			
When Loaded			
Maximum speed when loaded: On unrestricted track – 40 MPH; On restricted track – 20 MPH less than published speed restriction. Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH; Through cross-overs or turnouts – 10 MPH. After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge. Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving. This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consists must not exceed 50 cars.			
When Empty			
CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.			
Position of Cars in Trains			
809 (S). DODX flat cars 39095-39199 must be handled in rear end of train only. Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear. Instruction and exhibition cars 200-209 must be handled in rear of train only. 809 (T). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations. MONX 23000 Series, gross weight, loaded, 414,000 lbs. MCPX 23000 Series, gross weight, loaded, 414,000 lbs. FMLX 19000 Series, gross weight, loaded, 315,000 lbs. Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:			
When Loaded With Phosphorus:			
MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. Must be handled at speeds not exceeding 50 MPH. FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.			

When Loaded With Phosphorus or With Water Ballast:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (U). Cars loaded with phosphorus must be entrained as near to rear of train as possible, but not nearer than sixth car from occupied caboose.

Cars placarded "Caution - Residual Phosphorus" may be handled at any location in train except they must not be nearer than sixth car from engine or occupied caboose.

809 (V). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

Units Dead in Train

809 (W). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin 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 otherwise notified 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 units of the above types dead in train.

809 (X). Rule 809(C) also applies to modular housing units on flat cars.

Inspection of Trains

811 (R). 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.

Hot Box Detectors

812 (R). Hot box detectors are located as follows:

Westward		Eastward	
Location	Read-Out	Location	Read-Out
MP 545.4	Cheyenne	MP 925.6	Evanston
MP 597.3	Rock River	MP 884.1	Carter
MP 613.6	Cheyenne	MP 845.5	Green River
MP 634.1	Cheyenne	MP 764.3	Bitter Creek
MP 672.9	Rawlins	MP 732.8	Wamsutter
MP 713.4	Wamsutter	MP 721.5	Cheyenne
MP 748.6	Bitter Creek	MP 692.2	Rawlins
MP 778.5	Rock Springs	MP 651.7	Hanna
MP 792.3	Cheyenne	MP 617.8	Cheyenne
MP 839.7	Granger	MP 576.9	Laramie
MP 867.7	Carter	MP 545.4	Cheyenne
MP 909.1	Evanston		
MP 968.9	Cheyenne		
MP 986.2	Riverdale		

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employes in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

Unattended Locomotives

871 (R). Referring to Operating Rule 871(A) and Air Brake Rule 1003: When a locomotive is left unattended at Cheyenne, Laramie, Rawlins, Green River and Denver, the following instructions will govern:

1. Reverse lever will be removed from control stand and placed in receptacle provided.
2. When locomotive is equipped with operative safety control feature, hand brakes need not be set unless engines are shut down.

When a locomotive is left unattended at Rock Springs, Evanston, LaSalle and Greeley, the following instructions will govern:

1. Reverse lever will be removed from control stand and placed in receptacle provided.
2. When locomotive is equipped with operative safety control feature, hand brakes need not be set unless engines are shut down.
3. Windows will be closed and latched and cab doors will be locked.

Unless otherwise instructed, on locomotives left unattended or set out at all other locations, the following instructions will govern:

1. Hand brake will be set.
2. Brake valve handles and reverse lever will be removed from control stand and placed in receptacle provided for same. If receptacle is not provided, handles must be left with Agent or Telegrapher when possible.
3. Engines will be shut down (unless temperature is below 35 degrees F).
4. Windows will be closed and latched, and cab doors will be locked.
5. Wooden blocking will be placed under front and back of one pair of wheels.
6. Battery switch will be pulled.

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;
In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

883 (R). In territory where rail detector cars are operating, trains and engines must use sand where necessary to overcome slippery condition caused by solution from detector car deposited on rails. Train dispatchers will advise engineers where detector cars are working.

Track Restrictions

899 (R). GE U-28-C units (2800-2809), ALCO DL-630 units (2900-2909), SD-45 units (3600-3649), and units of 5000 HP or more must not be operated on branch lines or on industry tracks without permission from train dispatcher or other officer.

SD-24 units with 6-wheel trucks (400-429, 445-448, 400B-444B) must not be operated on mine trackage or on branch lines except the South Pass Branch.

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.

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

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

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

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

1005 (R). Standard brake pipe pressure of 80 pounds on Eastern District for freight trains as prescribed in Rule 1005(A) of Rules and Instructions Governing Operation of Air Brakes, etc., is changed to 90 pounds.

1030 (R). Air Brake Rule 1030(D) is cancelled.

1039 (R). Certain foreign line units operating jointly with Union Pacific are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, locomotive brakes must be released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

Retaining Valves

1042 (R). The following tables govern operation of freight trains and use of retaining valves, in territories shown. This does not modify the requirements of Air Brake Rule 1042:

1. Dynamic brake must be placed in operation and tested at a convenient location prior to reaching designated descending grades.
2. When use of retaining valves is required, these valves must be placed in "HEAVY HOLDING" position on all cars in train.
3. On branch lines, retaining valves must be used on all cars in train descending grades 1.50% or more unless handled by locomotive with effective dynamic brake on units providing not less than one horsepower per trailing ton.

**Eastward
Sherman-Cheyenne**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton Less than 1 HP per Trailing Ton	Not required	Time-table speeds. 30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
80-100	1 HP Per Trailing Ton 1/2 HP Per Trailing Ton	Not required	35 MPH Sherman to Cheyenne. 30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne
	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne
Over 100	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne

**Eastward
Sherman to Carr via Borie
Speer to Carr**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton Less Than 1 HP Per Trailing Ton	Not required	Time-table speeds. 30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels
80-100	1 HP Per Trailing Ton 1/2 HP Per Trailing Ton	Not required	35 MPH Sherman to Carr. 30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels. 20 MPH Sherman to Carr.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	
	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr.
Over 100	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.

**Westward
Hermosa to Laramie
No. 2 Track**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton Less than 1 HP Per Trailing Ton	Not required	Time-table speeds. 30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton 1/2 HP Per Trailing Ton Less than 1/2 HP Per Trailing Ton	Not required Not required Retaining valves must be used Hermosa to Red Buttes	35 MPH Hermosa to Red Buttes. 25 MPH Hermosa to Red Buttes. 20 MPH Hermosa to Red Buttes.
	1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
Over 100	Less than 1 HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.

**Fourth Sub-Division
Wahsatch to Ogden**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton Less than 1 HP Per Trailing Ton	Not required Not required	Time-table speeds. 20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton 1/2 HP Per Trailing Ton Less than 1/2 HP Per Trailing Ton	Not required Not required Retaining valves must be used Wahsatch to Echo	25 MPH Wahsatch to Castle Rock. 20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden
Over 100	Less than 1 HP Per Trailing Ton	*Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo. 25 MPH Echo to Ogden.

*EXCEPTION: If the train consists entirely of ore cars in series 26000-26499 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048(E) in any way.

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030(B) or 1044(B).

Mechanical Instructions

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (S). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on locomotive inspection report.

1090 (T). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

1090 (U). To avoid damage to traction motors and failures thereof, when diesel freight locomotives consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest maximum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short time ratings may not be used consecutively; that is, a unit cannot be operated for 15 minutes at the ¼ hour rating, then for 30 minutes at the ½ hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

1090 (V). Reference Special Rule 1001 (R) relative movement of light engines, particularly around engine houses and servicing facilities. The following additional rules and instructions also apply:

1. Safety control feature must be cut in.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve must be placed in "Emergency" position, which will automatically reduce engine speed to "Idle."

Maintenance of Way Rules

99 (R). Maintenance of Way Rule 99(J) is in effect on all branch lines.

SPECIAL RULES – FIRST SUBDIVISION

Dent, Fort Collins, Boulder, Puritan, Greeley and Pleasant Valley Branches

Use of Engine Bell

30 (R). Engine bell must be rung continuously while train or engine is moving within 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.

Railroad Crossings and Junctions

98 (R-1). 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
Commerce City (M. P. 4.9)	B.N.		C. T. C. Signals
Eaton (M. P. 59.3)	G.W.	U.P.	Semi-automatic Interlocking Special Rule 98(R-2).
Erie (M. P. 15.1)	B.N.	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.
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(R-3).
Fort Collins (M. P. 25.3)	C. & S.	C. & S.	Gate.

98 (R-2). 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 (R-3). 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 (R-4). All trains and engines must stop clear of cross-over at Pullman, unless proceed signal is received from switchtender and it is known that the switches are properly lined.

Flag Protection

99 (S). In territory shown below, from 7:30 AM until 5:01 PM daily except Saturday and Sunday, all extra trains must move at restricted speed

approaching and moving on curves or where view is obscured, keeping close lookout 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 in one-half the distance track is seen to be clear and whistle signal 14(1) must be sounded frequently:

On Greeley Branch;
On Pleasant Valley 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:

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, when moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded. A member of crew must precede movement and act as crossing watchman as follows:

13th Street Crossing – all movements to or from Sixth Avenue or Rogers Spur;
8th Street Crossing – all movements to or from West House or House track.

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.

Switches

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

104 (T). At LaSalle, a hand operated derail is installed on DP controlled siding 720 feet east of west switch to siding.

Spreaders and Snow Plows

738 (R). Spreaders and snow plows will not clear brick platform at Greeley.

Wedge snow plows must not be operated on following tracks:
Denver – All D.U.T. Co. tracks.

Handling Cars With Air Brakes

806(S). Air brakes must be cut in and operative on all cars being handled on trackage of Tenneco Oil Company or Continental Oil Company at Commerce City.

Track Restrictions

899 (S-1). Engines must not be operated on following tracks:

Location	Track
Brighton	Over flume bridge, No. 8 track, Great Western Sugar Factory.
Valmont	On sharp curve west end, Public Service Company track.
Boettcher	Cement plant track No. 7 east of cement truck crossing.
Boettcher	Cement plant, from point 200 feet west of highline switch to end of track.

899 (S-2). Only engines of the types shown below may be used on Greeley and Pleasant Valley Branches:

Yard switch units in 1100 and 1200 series.
GP-7 units 100-129 inc., not exceeding 10 MPH.
GP-9 units 130-349B inc., not exceeding 10 MPH.

Close Clearances

900 (R-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or obstruction	Clearance of engine or car is close at –
FIRST SUBDIVISION Denver M.P. 15.58 M.P. 16.36	Signal 24 Bridge Bridge	Side. Side. Side.
FORT COLLINS BRANCH M.P. 26.79 M.P. 31.84	Bridge Bridge	Side. Side.

900 (R-2). At Denver, freight cars of excess height or loads of excess height or width must not be moved under umbrella sheds Denver Union Station.

Such cars or loads must be handled through Denver Union Station on Track 10.

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 (S). 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.

Switches

104 (U-1). 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.
Laramie Two cross-overs at east end between No. 1 and No. 2 main tracks;
Two cross-overs at west end between No. 1 and No. 2 main tracks.

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.

104 (U-2). 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 (R). 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 dual control switches east end Cheyenne yard. If these signals continue to display Stop indication after switches and derails are lined, movement against the current of traffic must be preceded by a member of the crew.

Indicators

241 (T). Yard track indicators, showing by number the track to be used, are located near entering signals at Laramie.

If a train is leaving main track on signal indication and indicator does not indicate track to be used, train must be governed by instructions from yardmaster, stopping if necessary to obtain this information.

Dual Control Switches

275 (S). Within interlocking limits Tower A, Cheyenne, when necessary to hand operate dual control switches as prescribed by Rule 275 or 276, selector lever must not be restored to motor position until entire movement is completely over the switch.

Automatic Cab Signals

457 (R). ACS is inoperative for movements through cross-overs as follows: at Dale, three crossovers (No. 20 turnouts) between No. 1 and No. 2 tracks between M.P. 544.5 and M.P. 545.1.

At Laramie, two cross-overs at east end and two cross-overs at west end (No. 20 turnouts) between No. 1 and No. 2 tracks.

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.

Spreaders and Snow Plows

738 (S-1). 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.

738 (S-2). 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.

Handling Cars With Air Brakes

806 (T-1). Air brakes must be cut in and operative on all cars being handled on trackage of Husky Refinery, Cheyenne.

Use of Hand Brakes

806 (T-2). At Granite gravel pit, hand brake must be set on all loads. On empty cars, hand brake must be set on every third car, with hand brake applied on car on each end of each cut.

Track Restrictions

899 (T). Engines, cabooses, or cars other than cars being placed for gravel or ballast loading must not be operated under tipples in gravel pit at Granite.

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:

Location	Structure or obstruction	Clearance of engine or car is close at -
SECOND SUBDIVISION		
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.

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.

**SPECIAL RULES - THIRD SUBDIVISION
Coalmont, Encampment and South Pass Branches**

Movement in Yards

93 (S). At Rawlins, between extreme east and west switches, trains and engines may move against the current of traffic without being preceded by a flagman except when a first class train is due or when view is obscured.

Flag Protection

99 (T). In territory shown below, from 7:30 AM until 5:01 PM daily except Saturday and Sunday, all extra trains must move at restricted speed approaching and moving on curves or where view is obscured, keeping close lookout 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 in one-half the distance track is seen to be clear and whistle signal 14(1) must be sounded frequently:

On Encampment Branch.

Public Crossings

103 (V-1). 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:

Rock Springs On South Pass Branch at Bridger Avenue and at Grant Street.

103 (V-2). 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.

Switches

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

- Laramie Two cross-overs at east end between No. 1 and No. 2 main tracks;
Two cross-overs at west end between No. 1 and No. 2 main tracks.
- Rawlins Switch from westward main track to westward siding, East Rawlins;
Switch from westward siding to westward main track, Center Rawlins;
Switch from eastward main track to eastward siding, West Rawlins;
Switch from eastward siding to eastward main track, Center Rawlins;
- Green River Two cross-overs, East Green River.

Use of Sidings

105 (S). At Rawlins, trains or engines must not enter or foul westward siding at any hand operated switch between east switch and dwarf signal at MP 681.9 until authority has been obtained from operator at Rawlins.

Trains or engines must not enter or foul eastward siding at any hand operated switch between west switch and dwarf signal at MP 683.6 until authority has been obtained from operator at Rawlins.

Eastward movements on westward siding must stop before passing Stop sign (MP 681.9) and must not proceed beyond this point without authority from operator at Rawlins.

Westward movements on eastward siding must stop before passing Stop sign (MP 683.6) and must not proceed beyond this point without authority from operator at Rawlins.

Movement Against Current of Traffic

D-151 (R). At west end Laramie, when westward movement on eastward main track is authorized by signal indication, movement may be made to "End of Block" sign located near Signal 5694 without being preceded by a flagman.

Indicators

241 (U-1) Yard track indicators, showing by number the track to be used, are located near entering signals at Laramie.

If a train is leaving main track on signal indication and indicator does not indicate track to be used, train must be governed by instructions from yardmaster, stopping if necessary to obtain this information.

241 (U-2). At Kanda, siding indicator is in service on Signal 8075 located 4000 feet east of west switch.

Movements at Green River

261 (R). At Green River, between dual control switch locations at West Green River and at East Green River, train and engine movements may be made in either direction on either main track being governed by indication of signals or instructions from operator, Green River.

Following signals are located to the left of the track:

- Signals governing westward movements on eastward main track:
Stop signal, MP 814.6
Stop signal, MP 815.0
Stop-and-Proceed signal 8161-2
- Signals governing eastward movements on westward main track:
Stop signal, MP 817.4
Stop-and-Proceed signal 8160-1
Stop signal, MP 814.8

Spreaders and Snow Plows

738 (T-1). 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.		

738 (T-2). 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;
- Medicine Bow Tracks at truck loading platform on tail of wye;
- Sinclair Beyond highway crossing on lead to Sinclair Refining Plant.

738 (T-3). 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

Track Restrictions

899 (U-1). Only engines of the types shown below may be used on Encampment Branch:

- GP-7 units 100-129 inclusive;
- GP-9 units 204B-249 inclusive;
- ALCO units 1280-1290 inclusive.

899 (U-2). Engines must not be operated on following tracks:

- Location** **Track**
- Hanna - 4 A Mine safety spur;
- Public Coal Co. spur past unloading ramp;
- Nugget Coal Co. safety spur;
- Sinclair - Spur track to Chemical Storage warehouse.
When switching this track, not less than 8 cars must be handled ahead of engine.
- Rock Springs - Sweetwater No. 1 safety spur.
- Fox Park - Wye track.

899 (U-3). At Medicine Bow, on South spur track, engines or cars other than hopper cars must not be moved beyond sign restricting such equipment located 550 feet west of switch.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at -
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.

**SPECIAL RULES - FOURTH SUBDIVISION
Park City, Ontario and Hill Field Branches**

Inspection and Repair Protection

26 (R). At Ogden, mechanical blue flag protection is in service on icing platform tracks.

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

Public Crossings

103 (W). 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 (W-1). No. 20 turnouts are located as follows:

- Aspen - Cross-over between eastward and westward main tracks (MP 900.1);
- Altamont - Cross-over between eastward and westward main tracks (MP 904.9).

104 (W-2). No. 14 turnouts are installed at all dual control switches at Granger.

Movement Against Current of Traffic

D-151 (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 M.P. 844.8 reading, "End of Block Eastbound" without being preceded by a flagman.

Block Signals

240 (S). 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.

Movements at Green River

261 (S). At Green River, between dual control switch locations at West Green River and at East Green River, train and engine movements may be made in either direction on either main track being governed by indication of signals or instructions from operator, Green River.

Following signals are located to the left of the track:

- Signals governing westward movements on eastward main track:
Stop signal, MP 814.6
Stop signal, MP 815.0
Stop-and-Proceed signal 8161-2

- Signals governing eastward movements on westward main track:
Stop signal, MP 817.4
Stop-and-Proceed signal 8160-1
Stop signal, MP 814.8

Movements on Signal Indication

261 (T). Between absolute signals at Aspen (MP 900.1) and absolute signals at Altamont (MP 905.0), Rule 261 is in effect on westward track only.

At Altamont, when signal A-9036 governing movement from siding to eastward 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.

261 (U). Between absolute signals at Riverdale and Signal 9920 just east of Ogden Union Station, Rule 261 is in effect on eastward track only. Cab signals will not indicate conditions ahead when moving west on eastward track.

A westward train stopped by signal 9909 or 9915, or an eastward train stopped by signal 9920, 9916 or 9910 must communicate with the operator at 28th Street, Ogden and be governed by his instructions.

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.

Spreaders and Snow Plows

738 (U-1). 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.		

738 (U-2). Spreaders and snow plows will not clear brick platforms at Morgan.

738 (U-3). 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

Track Restrictions

899 (V-1). SD-24 units with 6-wheel trucks (Nos. 400-429, 445-448 and 400B-444B) must not be operated on Westvaco plant trackage, Allied Chemical Co. spur or Stauffer spur.

899 (V-2). Engines must not be operated on following tracks:

Location	Tracks
Park City	- Safety track, Park City Consolidated Mine from point 125 feet beyond frog.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at -
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.

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

Cars or Loads of Excess Dimension

805 (R). For all cars (both loads and empties) which have over-all dimensions exceeding published clearances or whose movement is subject to regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in co-ordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated.

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.

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805 (R). Continued

- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9I Route via the westbound main track No. 5 through the Spokane passenger terminal.

- 10J Do not detour via team tracks No.'s 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Keep off tracks under train shed and adjacent to umbrella sheds at Salt Lake City.
- 12L Deleted.
- 13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.
Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in codes 1-A through 14-N. It must be fully understood that there is to be no change in the present method of issuing, train orders for these excess dimension cars.

TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT

WYOMING DIVISION		31-45	60-61	72-98B	100-129	130-349B	400-448	470-499	625-640	675-678	700-739B	740-763
		5000 HP GE U50	5500 HP Alco DL855	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9, F9	2400 HP EMD SD24	2000 HP EMD GP20	2500 HP GE U25B	2400 HP Alco DL640	2250 HP EMD GP30	2500 HP EMD GP35
Cheyenne	To Buford	2700	2700	2700	1000	1150	1900	1150	1350	1350	1300	1350
Cheyenne	To Dale Via Harriman	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Buford	To Wahsatch	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
Denver	To LaSalle 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	3600	3600	3600	1350	1500	2500	1500	1800	1700	1700	1800
Wahsatch	To Rock Springs	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Rock Springs	To Wamsutter	6900	6900	6900	2600	2900	4900	2900	3500	3400	3300	3500
Wamsutter	To Laramie	4700	4700	4700	1800	2000	3300	2000	2400	2300	2300	2400
Laramie	To Sherman	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
Dale	To Cheyenne Via Harriman	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
Speer	To LaSalle	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL	CL
LaSalle	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

UNION PACIFIC EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Buntun	District Surgeon	Cheyenne, Wyo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
A. T. Haley	District Surgeon	Denver, Colo.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	J. W. Allely	Surgeon	Greeley, Colo.
W. Gillette	Surgeon	Boulder, Colo.			Green River, Wyo.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. G. Iverson	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. A. Anderson	Oculist	Cheyenne, Wyo.	R. H. Jesson	Oculist	Laramie, Wyo.
D. J. Lawler	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	G. F. Kearns	Surgeon	Ogden, Utah
R. I. Williams, Sr.	Aurist	Cheyenne, Wyo.	K. A. Stratford	Surgeon	Ogden, Utah
G. L. Smith	Aurist	Cheyenne, Wyo.	C. S. Feeny	Physician	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	F. W. Seager	Physician	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
H. E. Barmatz	Ophthalmologist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
R. C. Spangler	Surgeon	Denver, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
C. J. Tsamasfyros	Physician	Denver, Colo.	J. E. Cashman	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	F. B. Fishburn	Physician	Rawlins, Wyo.
D. A. Holt	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.