

UNION PACIFIC RAILROAD COMPANY  
Eastern District

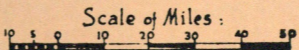


**WYOMING DIVISION**  
**TIMETABLE NO. 50**  
Effective Sunday,  
**Sept. 9, 1973**  
at 12:01 A.M. Mountain Time

SIGNALS MAY BE  
AUTOMATIC ...  
... SAFETY IS  
NOT!



**EASTERN DISTRICT**  
**WYOMING DIVISION**  
CORRECTED TO JUNE 1, 1968



FOR EMPLOYEES ONLY

**O. A. DURRANT**  
General Manager

**J. BOWEN**  
Gen. Supt. Transportation

**J. E. PETERSEN**  
General Superintendent

**R. E. IRION, Superintendent** ..... Cheyenne, Wyo.  
W. J. BARRY, Assistant Superintendent ..... Cheyenne, Wyo.  
D. R. ROMER, Trainmaster ..... Cheyenne, Wyo.  
G. L. LEWIS, Supt. of Safety ..... Cheyenne, Wyo.  
W. J. ROCHE, Trainmaster ..... Denver, Colo.  
G. WATTS, Terminal Superintendent ..... Denver, Colo.  
R. J. GARRIS, Asst. Terminal Supt. .... Denver, Colo.  
K. M. KUBIK, Terminal Trainmaster ..... Denver, Colo.  
J. E. DENNIS, Terminal Trainmaster ..... Denver, Colo.  
R. L. GREEN, Trainmaster ..... Laramie, Wyo.  
J. E. SANFORD, Trainmaster ..... Rawlins, Wyo.  
T. A. NELSON, Assistant Trainmaster ..... Rawlins, Wyo.  
B. C. MURPHY, Supt. of Terminals ..... Green River, Wyo.  
R. W. McSPADDEN, Terminal Superintendent ..... Green River, Wyo.  
D. ROLLINS, Assistant Trainmaster ..... Green River, Wyo.  
E. A. RIGDON, Trainmaster ..... Ogden, Utah  
M. G. MARLER, Mechanical Superintendent ..... Cheyenne, Wyo.  
T. H. WOOD, Road Foreman of Engines ..... Cheyenne, 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. KRAFCZIK, 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.  
C. D. ENGLERT, General Roadmaster ..... Green River, Wyo.  
F. E. DEARDEN, Division Chief Dispatcher ..... Cheyenne, Wyo.

**FIRST AND SECOND SUBDIVISIONS**

J. M. MARONEY, Chief Dispatcher ..... Cheyenne, Wyo.

**THIRD AND FOURTH SUBDIVISIONS**

W. E. HARDY, Chief Dispatcher ..... Cheyenne, Wyo.

**Assistant Chief Dispatchers**

J. E. ROWAN ..... Cheyenne, Wyo.  
T. D. HARDING ..... Cheyenne, Wyo.  
J. H. STORRS ..... Cheyenne, Wyo.  
R. J. WALKER ..... Cheyenne, Wyo.  
D. CARROLL, JR. .... 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 ..... Engineer's Register Room  
Denver, 24th Street ..... Engineer's Register Room  
Denver ..... Switchmen's Register Room  
Denver ..... Conductor's Room, 19th Street  
Denver 36th Street ..... Register Room  
Denver, 36th Street ..... Switchmen's Register Room  
La Salle ..... Telegraph Office  
Cheyenne ..... Train Dispatcher's Office  
Cheyenne ..... Telegraph Office  
Cheyenne ..... Yard Office  
Laramie ..... Depot Telegraph 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 ..... 328.02  
Total ..... 956.25

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

Designation "Psgr." – Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." – Train with freight cars; train with caboose only; locomotive without cars, locomotive with cars, other than train movement.

**GENERAL**

Location	MPH		Location	MPH	
	Psgr.	Frt.		Psgr.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		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
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using No. 14 turn-outs located on: straight track. curves.	30 20	30 20	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 10
When using other turn-outs.	15	15	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 type.		35 45 45
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.		40
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35	35	Trains handling specially equipped cars for company wheels and axles. UP 99000-99014 inclusive and UP 99500-99962.		50
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
When using tracks other than main tracks unless a different speed is specified.	15	15	Trains handling open top hopper cars U.P. 85000 to 88999 loaded. When loaded with ballast.		50 35
When using sidings in CTC territory.	20	20	Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.		50
Wye tracks, except those portions used as main track or siding.	6	6	Trains with one diesel unit handling ore between Echo and Ogden.		35
Road freight locomotives GP-7 units Nos. 100-129 inclusive. Other road freight locomotives.	65 75	65	Coal trains consisting of cars with friction bearings, originating at Hanna or Rock Springs, for first 10 miles.		25
Yard switch locomotives in road service: 1000-1100 class. 1800 class.	35 50	35 50	Unit Coal Trains, when loaded when empty		50 60
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling ore cars 27000-27299		50
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handled with RCS units.		60
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.		25			
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 20			

WESTWARD ↓		FIRST SUBDIVISION		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET				
		DN-R	DENVER YL	0.0	IPY
			0.6		
			23rd STREET YL	0.6	F
			1.1		
		R	36th STREET YL	1.7	P
			0.5		
			PULLMAN YL	2.2	PY
			2.7		
			B.N. CROSSING	4.9	P
			0.1		
			COMMERCE CITY YL	5.0	P
			1.0		
			ADAMS	6.0	P
			2.1		
78	4293		DUPONT	8.1	P
			1.8		
14	807		ROLLA	9.9	P
			1.4		
144	7935		HAZELTINE	11.3	P
			2.8		
41	2298		HENDERSON	14.1	P
			5.0		
144	7960	D	BRIGHTON	19.1	PY
			3.7		
21	1161		POWARS	22.8	P
			3.0		
31	1736		LUPTON	25.8	P
			4.3		
40	2198		IONE	30.1	P
			4.7		
145	7975		PLATTEVILLE	34.8	P
			1.4		
14	805		VASQUEZ	36.2	P
			3.8		
99	5480		GILCREST	40.0	P
			2.4		
16	906		PECKHAM	42.4	P
			3.7		
165	9118	DN	LA SALLE	46.1	FPY
			2.1		
			EVANS	48.2	P
			3.5		
145	7999	D	GREELEY	51.7	PY
			2.3		
			GREELEY JCT.	54.0	P
			1.8		
68	3744		LUCERNE	55.8	P
			3.4		
65	3597	D	EATON	59.2	P
			0.1		
			G. W. CROSSING	59.3	IP
			3.7		
143	7905		AULT	63.0	P
			3.8		
53	2929		PIERCE	66.8	P
			5.1		
144	7951		NUNN	71.9	P
			5.1		
			DOVER	77.0	P
			9.0		
133	7355		CARR	86.0	P
			4.4		
73	4020		WARREN	90.4	P
			7.6		
118	6489		SPEER	98.0	PX
			5.3		
			BORIE	103.3	P
			(103.3)		

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

**CLEARANCE REQUIREMENTS**

Clearance need not be received at Speer or Borie.

SPEED RESTRICTIONS FIRST SUBDIVISION		
Location	Miles Per Hour	
	Psgr.	Frts.
Maximum speed between Denver and Carr.	79	60
Maximum speed between Carr and Borie.	79	50
Light engines.		45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.		
Denver, within city limits over street crossings.	35	25
Between Mile Posts — Denver Yard 0.4 and 3.0 both tracks.	30	25
Commerce City 56th Avenue, MP 4.26. 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	40	35
	40	35
	20	20
Brighton within city limits. 17.9 and 19.5	40	25
LaSalle 45.8 and 47.1 47.8 and 48.0	20	20
	70	50
Evans 49.4 and 49.7 50.4 and 50.7	70	50
	60	50
Greeley 50.8 and 52.4	20	20
Lucerne 58.2 and 58.4 58.8 and 59.3	70	60
	60	45
Carr 86.30 and 86.45	70	50
Warren 91.8 and 92.2	70	50
	60	40
Cheyenne Side 97.73 and 97.76	30	20
Borie Side 97.73 and 97.76	30	20

WESTWARD ↓		DENT BRANCH		↑ EASTWARD		WESTWARD ↓		BOULDER BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)	LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS				CARS	FEET	STATIONS			
		COMMERCE CITY YL		5.0	P			ST. VRAINS YL		8.1	Y
		3.2						2.0			
13	747	WELBY		8.2				NATIONAL		10.1	
		1.6						0.8			
26	1455	QUIMBY		9.8		44	2449	MINE JCT. YL		10.9	
		1.9						4.2			
		NORTHGLENN		11.7		8	477	ERIE		15.1	
		2.1						0.0			
31	1710	EAST LAKE		13.8				BN-CROSSING		15.1	
		8.4						4.5			
46	2538	R	ST. VRAINS YL	22.2	Y			LIGGETT		19.6	
			3.9					4.4			
80	4420		FREDERICK	26.1		24	1022	VALMONT		24.0	
			4.1					2.0			
17	969		HARNEY	30.2				C. & S. CROSSING		26.0	
			4.4					0.9			
26	1458		GOWANDA	34.6				BOULDER YL		26.9	
			2.3					(18.8)			
			RIVERS	36.9							
			1.4								
10	601		WILD CAT	38.3							
			4.5								
17	984		DENT YL	42.8	Y						
			7.8								
		DN-R	LA SALLE YL	50.6	FPY						
			(45.6)								

At Boulder, trains and engines are governed by Operating Rules, time-table and special instructions of Colorado and Southern Railway while using their tracks.

Between Denver and LaSalle, extra trains will run via Lupton unless otherwise instructed.

WESTWARD ↓		FORT COLLINS BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		DENT YL		0.0	Y
		1.7			
		MILLIKEN YL		1.7	
		7.3			
		G. W. CROSSING		9.0	
		0.1			
		KELIM		9.1	
		10.4			
37	2055	HARMONY		19.5	
		5.5			
48	2644	D	FORT COLLINS YL	25.0	Y
			0.2		
		C. & S. CROSSING		25.2	
		0.1			
		C. & S. CROSSING		25.3	
		2.6			
		POUDRE YL		27.9	
		2.1			
		BOETTCHER YL		30.0	
		0.8			
		END OF TRACK YL		30.8	
		(30.8)			

Yard limits at Fort Collins are continuous from M.P. 22.2 to end of track M.P. 30.8.

**CLEARANCE AND REGISTER REQUIREMENTS**

Westward trains via Dent Branch must receive clearance at Denver and need not receive clearance at Commerce City.

Trains to or from Dent Branch need not receive clearance at Dent or St. Vrains.

At St. Vrains, trains will register only when directed by train order to do so.

WESTWARD ↓		GREELEY BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		D	GREELEY	0.0	PY
			2.3		
			GREELEY JCT. YL	2.3	PY
			3.7		
			CLOVERLY YL	6.0	Y
			2.4		
			ALDEN YL	8.4	
			2.0		
			GILL YL	10.4	
			0.6		
			END OF TRACK YL	11.0	
			(11.0)		

Yard limits are continuous from Greeley Jct. to end of track M.P. 11.0.

SPEED RESTRICTIONS		MPH
Location		
Dent Branch Maximum speed.		40
Commerce City to paved road, M.P. 5.0 to M.P. 6.2		20
Between Mile Posts — 21.5 and 21.9		15
25.6 and 25.8		15
Fort Collins Branch Maximum speed.		25
Dent, over west wye switch, M.P. 0.04		10
Boulder Branch Maximum speed.		25
Between M. P. 11.4 and Boulder		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10
Valmont Lead		5
Greeley Branch Maximum speed.		15
Over Bridge 4.51		5

On single track, westward trains are superior to trains of the same class in the opposite direction — See Rule 72.

**SECOND SUBDIVISION**

WESTWARD ↓		Time-Table No. 50 May 1, 1973		↑ EASTWARD						
RULE 6(B)	LENGTH OF SIDINGS CARS FEET	MILE POST	STATIONS		MILE POST	LENGTH OF SIDINGS CARS FEET	RULE 6(B)			
FTPI XY		509.5			509.5					
IP		510.8			510.8					
P		514.5			519.0	118	6489			
PX	93 5164 23 1315	519.1	<b>TRACKS 1, 2</b> A.B.S. { WYCON 3.7 BORIE 4.6 GRANITE 9.5 BUFORD 8.0 SHERMAN 3.8 CTC AND ACS 4.4	CHEYENNE YL N TOWER A YL SPEER 8.2 EMKAY 6.8 LYNCH 8.4 HARRIMAN 8.5 PERKINS 6.8 TRAILS 4.8	519.0	118	6489	PX		
PX	75 4173	528.6			525.8	113	6217	P		
P	C 106 5852	536.6			534.2	116	6408	P		
PY		540.4			542.7	122	6722	P		
PX		544.8			549.5	111	6134	P		
P	C 115 6336	547.9			554.3		P			
P	87 4789	554.0	<b>TRACK 1</b> COLORES 6.1 FORELLE 9.0 CTC AND ACS 3.0	DALE 3.1 HERMOSA TRACKS 1, 2						
P	242 13344	563.0					556.8	106	5849	
FPXY		566.0			566.0			FP XY		
	C 77 4285		DN-R LARAMIE K HOWELL 8.1 WYOMING 3.6 BOSLER 7.6 COOPER LAKE 5.3 LOOKOUT 3.3 ROCK RIVER CK 11.2 WILCOX 3.7 MEDICINE BOW MB 13.6 COMO 9.3 HANNA HN 10.5 DANA 8.7 EDSON 5.2 WALCOTT 5.7 FORT STEELE 8.6 SINCLAIR GV 6.5 DN-R RAWLINS YL RS	DOUBLE TRACK RED BUTTES 8.9 TRACK 2 9.2						
	C 78 4301						574.1			P
	E 11 641						577.7			P
	C 134 7380						585.3			P
	C 108 5944						590.6			PX
	E 94 5214						593.9			P
	C 108 5985						605.3			PXY
	C 67 3738						609.0			P
	W 100 5510 E 214 11772						622.9			PY
	C 25 1375						632.6			P
	C 111 6116				643.1			PXY		
	C 57 3148				651.8			P		
	C 67 3698				657.0			P		
	C 104 5742				661.9			P		
	W 210 11602 E 347 19126				667.6			P		
					676.3			P		
					682.8			FIP XY		

(VIA SHERMAN 173.3)  
(VIA HARRIMAN 181.8)

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

Rules 251 to 253 inclusive are in effect between End CTC West Laramie and Rawlins

**CLEARANCE AND REGISTER REQUIREMENTS**

Clearance need not be received by trains entering or leaving Second Subdivision at Speer or Borie.

Trains from Encampment Branch need not receive clearance at Walcott but must receive verbal authority from train dispatcher before occupying Second Subdivision tracks.

Only trains which originate or terminate at Laramie need register at Laramie.

**SPEED RESTRICTIONS – SECOND SUBDIVISION**

Location	MPH	
	Psg.	Fr.
Maximum Speeds Between Cheyenne and Laramie, No. 1 and 2 tracks. With Operative Dynamic Brakes. Without Operative Dynamic Brakes.	70	55
Important – For movement on descending grades see Special Rule 1042 (R).	70	40
Between Cheyenne and Dale on No. 3 track and between Cheyenne and Speer on No. 4 track, passenger trains	60	55
Freight trains, westward		55
Freight trains, eastward		55
Less than 100 tons per operative brake with operative dynamic brake without operative dynamic brake		55
100 tons or more per operative brake with operative dynamic brake without operative dynamic brake		40
		30
Between Laramie and Rawlins	90	70

(continued on page 7)

**SPEED RESTRICTION – SECOND SUBDIVISION**

Location	M.P.H.		Location	M.P.H.		Location	M.P.H.	
	Psg.	Fr.		Psg.	Fr.		Psg.	Fr.
ON NO. 1 AND 2 TRACKS			<b>WESTWARD TRACK</b>			<b>EASTWARD TRACK</b>		
Between Mile Posts – Borie			Between Mile Posts – Bosler			Fort Steele		
522.1 and 525.6	55	45	587.7 and 588.4	70	60	666.5 and 662.8	70	60
Granite			Cooper Lake			Walcott		
530.0 and 530.3	55	45	593.3 and 593.7	75	65	661.5 and 661.0	75	65
531.2 and 532.1	55	45	Lookout			659.2 and 658.4	70	55
537.9 and 540.4	55	45	598.5 and 602.5	75	65	658.1 and 657.2	55	45
540.7 and 543.5	55	45	Medicine Bow			Edson		
544.1 and 545.1	40	40	637.5 and 637.8	70	55	656.4 and 653.1	70	60
Hermosa Tunnel	50	40	643.4 and 643.7	70	55	Dana		
547.0 and 548.1	55	35	Hanna			650.7 and 650.2	70	60
ON NO. 1 TRACK			645.1 and 648.0	70	55	648.0 and 645.1	70	55
Between Mile Posts – Hermosa			650.2 and 650.7	70	60	643.7 and 643.4	70	55
549.8 and 559.2	60	40	Dana			637.8 and 637.5	70	55
565.0 and 565.4	55	45	653.1 and 656.4	70	60	Rock River		
Cheyenne			Edson			602.5 and 598.5	75	65
North Yard Tracks 1 thru 11		10	657.2 and 658.1	55	45	Lookout		
South Yard Tracks 1 thru 9		10	661.0 and 661.5	75	65	593.7 and 593.3	75	65
Laramie, ice house tracks 1, 2, 3 and 4.		6	Rawlins			Cooper Lake		
Sinclair, refining company tracks.		6	662.8 and 666.5	70	60	588.4 and 587.7	70	60
Arch Mineral Trackage, M.P. 639.1						Laramie		
Energy Development trackage, M.P. 643.5								
From main track to balloon track		25						
On balloon track		5						
Hanna, all 4-A Mine trackage		5						
Arch Mineral Trackage M. P. 650.17								
near Dana		25						
On balloon track		5						
Spurs not otherwise shown		10						
On center sidings Dana and Como	10	10						
Rawlins, Eastward Train passing fueling facility with entire train	20	20						
Rawlins, sidings, in accordance with signal indications, not exceeding	30	30						

**WESTWARD ↓ COALMONT BRANCH ↑ EASTWARD**

LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET	STATIONS			
		DN-R LARAMIE YL K		0.0	FPXY
22	1223	MILLER 14.7		14.7	
		HATTON 6.6		21.3	
		CENTENNIAL 8.4		29.7	
8	453	ALBANY 10.7		40.4	
17	932	FOX PARK 14.2		54.6	
8	457	WYOCOLO 9.2		63.8	
29	1601	CAMP 7.0		70.8	
10	597	KINGS CANON 2.8		73.6	
17	947	NORTHGATE 6.2		79.8	Y
8	470	COWDREY 2.8		82.6	
		BROWNLEE 5.7		88.3	
12	666	WALDEN YL 3.9	D-R	92.2	U
13	724	LARAND YL 8.5		100.7	
8	481	HEBRON YL 6.9		107.6	
		END OF TRACK YL 0.4		108.0	
		(108.0)			

**SPEED RESTRICTIONS**

Location	MPH
Encampment Branch Maximum speed.	40
Between Mile Posts – 24.1 and 44.5	15
Over bridge 24.29	5
Over bridge 37.72	5
Clearance Requirements Clearance need not be received at Walcott.	
On single track, except in CTC Territory, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.	

Location	MPH
Coalmont Branch Maximum speed.	25
Between Mile Posts – 15.2 and 16.0	20
17.0 and 17.3	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

**THIRD SUBDIVISION**

WESTWARD ↓		Time-Table No. 50 September 9, 1973	↑ EASTWARD		SPEED RESTRICTIONS			
LENGTH OF SIDINGS			MILE POST	RULE 6(B)	Location	Miles Per Hour		
CARS	FEET					Psg.	Fr.	
		BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	<b>STATIONS</b>					
W 210 E 347	11602 19126		DN-R	<b>RAWLINS YL</b> 7.4	RS	682.8	FIP XY	
C 143	7917			HADSELL 10.5		690.2	P	
W 110 E 89	6056 4920			RINER 4.6		700.7	PX	
C 68	3745			CHEROKEE 6.7		705.3	P	
W 52 C 68	2865 3767			CRESTON 4.0		712.0	PY	
C 68	3749			LATHAM 8.2		716.0	P	
W 105 E 89	5791 4910		DN	WAMSUTTER 4.9	WM	724.2	PXY	
				FREWEN 3.6		729.1	X	
C 59	3291			RED DESERT 7.3		732.7	P	
W 54	2970			TIPTON 3.4		740.0	PX	
				ROBINSON 3.3		743.4	P	
E 89	4894			TABLE ROCK 5.0		746.7	P	
				MONELL 5.0		751.7	P	
W 129 E 145	7117 7987		DN	BITTER CREEK 9.2	BK	756.7	PXY	
C 103	5695			BLACK BUTTES 5.3		765.9	P	
W 58	3215			HALLVILLE 5.9		771.2	PX	
C147	8103			POINT OF ROCKS 7.0		777.1	P	
W 228	12550			THAYER 4.5		784.1	PX	
				SALT WELLS 7.1		788.6	P	
C 102	5646			BAXTER 6.4		795.7	P	
W 148	8176		DN	<b>ROCK SPRINGS</b> 6.9	SG	802.1	PXY	
C 114	6294			KANDA 8.0		809.0	P	
			DN-R	<b>GREEN RIVER YL</b>	GR	817.0	FIP TXY	
						(134.2)		

Note 2 to Rule 99 is in effect on Third Sub-division.

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

WESTWARD ↓		SOUTH PASS BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET				
		<b>STATIONS</b>			
		DN	<b>ROCK SPRINGS YL</b> 9.5	SG	0.0
			<b>WINTON JUNCTION YL</b>		9.5
		(9.5)			
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
On spur and wye, M.P. 6.0					5

**SPEED RESTRICTIONS – THIRD SUBDIVISION (Continued)**

WESTWARD TRACK					
Location	M.P.H.		Location	M.P.H.	
	Psg.	Fr.		Psg.	Fr.
Between Mile Posts – Riner <b>703.0 and 704.2</b>	70	60	Between Mile Posts – Hallville <b>774.3 and 775.0</b>	70	55
Cherokee <b>708.6 and 709.0</b>	70	60	<b>775.8 and 776.6</b>	70	55
Creston <b>713.7 and 714.3</b>	75	60	Baxter <b>797.3 and 798.4</b>	55	45
<b>715.0 and 715.3</b>	70	60	<b>799.5 and 800.5</b>	60	50
Latham <b>717.8 and 719.8</b>	70	60	<b>801.0 and 803.5</b>	55	45
Wamsutter <b>725.1 and 725.6</b>	70	60	<b>806.6 and 807.0</b>	70	55
Red Desert <b>735.0 and 737.3</b>	70	60	<b>807.5 and 807.8</b>	60	50
Tipton <b>740.2 and 740.9</b>	70	60	Kanda <b>809.6 and 813.9</b>	55	45
<b>742.7 and 743.1</b>	70	60	<b>814.1 and 815.9</b>	40	35
Monell <b>752.9 and 753.3</b>	70	60	<b>816.1 and 817.0</b>	35	25
Bitter Creek <b>757.0 and 757.3</b>	70	60			
<b>760.5 and 762.3</b>	70	60			
<b>765.2 and 765.6</b>	60	50			

**EASTWARD TRACK**

Location	M.P.H.		Location	M.P.H.	
	Psg.	Fr.		Psg.	Fr.
Between Mile Posts – Green River <b>817.0 and 816.3</b>	35	25	Between Mile Posts – Black Buttes <b>765.6 and 765.2</b>	60	50
<b>815.9 and 814.1</b>	40	25	<b>762.3 and 760.5</b>	70	60
<b>813.9 and 809.6</b>	55	45	<b>757.3 and 757.1</b>	70	60
Kanda <b>807.8 and 807.5</b>	60	50	Robinson <b>740.8 and 740.2</b>	70	60
<b>807.0 and 806.6</b>	70	55	Tipton <b>737.3 and 735.0</b>	70	60
<b>803.5 and 801.0</b>	55	45	Frewen <b>725.6 and 725.1</b>	70	60
<b>800.5 and 799.5</b>	60	50	Wamsutter <b>719.8 and 717.8</b>	70	60
<b>798.4 and 797.3</b>	55	45	Latham <b>715.3 and 715.0</b>	70	60
Point of Rocks <b>776.5 and 775.8</b>	70	55	<b>714.3 and 713.7</b>	70	60
<b>775.0 and 774.3</b>	70	55	Creston <b>709.0 and 708.6</b>	70	60
			Cherokee <b>704.2 and 703.0</b>	70	60



**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".

2 (S). Operating Rule 2 is modified by the addition of the following:  
**EXCEPTION:** Employees working in the classification of Yard Helper will not be required to have a railroad grade watch until such employe has accumulated one year's seniority.

**Engine Whistle Signals**

14 (R). Referring to Rule 14(I): 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.

**Maintenance of Way Rules**

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

**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	Eastward
Signal 5839	Signal 9190
Signal 6047	Signal 8764
Signal 6229	Signal 8386
Signal 6409	Signal 7970
Signal 7235	Signal 7858
Signal 7553	Signal 7580
Signal 7813	Signal 7244
Signal 8009	Signal 7096
Signal 8757	Signal 6536
Signal 9157	Signal 6440
Signal 9755	Signal 6072

**Dual Control Switches**

275 (R). Dual control switches, outside of CTC territory, are controlled as follows:

Location	Control Operator
Cheyenne, east end	Cheyenne train dispatcher
Rawlins	Rawlins
Green River	Green River
Granger	Cheyenne train dispatcher
Aspen	Evanston
Altamont	Evanston
Riverdale	28th St., Ogden

**Automatic Cab Signals**

458 (R). When a foreign line unit equipped with cab signals is the control unit on a freight train, cab signal devices may be cut out and train must proceed in accordance with the second and third paragraphs of Rule 458.

**Block Signal Rules**

516 (R). Where Operating Rules and Maintenance of Way Rules 276 (A), 282, 516, 517 and 518 prescribe a wait of three minutes, waiting time under circumstances prescribed is extended to five minutes.

Rules cited above are revised accordingly.

When using facing point cross-over from any track to a main track in Automatic Block Signal territory, switch in track train or engine is on must be lined first, then wait five minutes before lining cross-over switch in main track to be used.

**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.

**Inspection of Trains**

715 (R). On trains provided with bay window type cabooses, trainmen may remain in bay when passing depots and towers.

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.

715 (S). Referring to Rule 715 (B), when practicable, member of crew on the engine must advise crew on rear of train by radio when train is being inspected by other employees.

**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 consist 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 (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.

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

**Units Dead in Train**

809 (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 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.

**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 575.0	Laramie	MP 884.1	Carter
MP 597.3	Rock River	MP 845.5	Green River
MP 613.6	Cheyenne	MP 792.3	Cheyenne
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 773.8	Rock Springs	MP 660.3	Cheyenne
MP 792.3	Cheyenne	MP 651.7	Hanna
MP 839.7	Green River	MP 617.8	Cheyenne
MP 867.7	Carter	MP 576.9	Laramie
MP 909.1	Evanston	MP 545.4	Cheyenne
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, Ogden 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 operator 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).** Unites 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.

When moving 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."

**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	Not required	Time-table speeds.
	Less than 1 HP per Trailing Ton	Not required	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	Not required	35 MPH Sherman to Cheyenne.
	1/2 HP Per Trailing Ton	Not required	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
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne
	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	Not required	Time-table speeds.
	Less Than 1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Carr.
	1/2 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr.
	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	Not required	Time-table speeds
	Less than 1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Hermosa to Red Buttes.
	1/2 HP Per Trailing Ton	Not required	25 MPH Hermosa to Red Buttes.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
	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	Not required	Time-table speeds.
	Less than 1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton	Not required	25 MPH Wahsatch to Castle Rock.
	1/2 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo. 25 MPH Echo to Ogden.
Over 100	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	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 must 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 1/4 hour rating, then for 30 minutes at the 1/2 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.

**Cars or Loads of Excess Dimension**

For all cars (both loads and empties) which have over-all dimensions exceeding published clearances or whose movement is subject by 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.
- 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 Deleted.
- 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.

**SPECIAL RULES — FIRST SUBDIVISION  
Dent, Fort Collins, Boulder, and Greeley 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 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
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 eastward U.P. trains must stop clear of the crossing and not proceed until the derail is lined.

**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.

103 (U). At Boulder, movements over 30th Street are governed by signal indication. A member of crew must operate push button to change signal from red to green. Push button for westward movements located on instrument case north of track; for eastward movements on wooden post south of track.

**Switches**

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

- LaSalle — switch from DP main track to Julesburg main track.
- Speer — Turnout from DP main track to No. 4 main track at Center Speer.

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

**Clearance Requirements**

219 (R). Trains originating at Greeley need not receive clearance for operation in CTC territory or on Greeley Branch but will be governed by signal indication and instructions from train dispatcher.

**Movements Controlled by Switchtender**

512 (R). At 36th Street, Denver, inbound freight trains must stop before passing Block Signal 18 unless proceed signal given with yellow flag or yellow light is received from switchtender.

When Block Signal 18 indicates Stop and Proceed, inbound freight trains may pass this signal without stopping provided switches are lined for movement across outbound main track and to yard and proceed signal given with yellow flag or yellow light is received from Switchtender.

**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 Branch:

- 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 . . . . .	Signal 24 . . . . .	Side.
M.P. 15.58 . . . . .	Bridge . . . . .	Side.
M.P. 16.36 . . . . .	Bridge . . . . .	Side.
FORT COLLINS BRANCH		
M.P. 26.79 . . . . .	Bridge . . . . .	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  
Coalmont and Encampment Branches**

**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 view is obscured:

- Cheyenne — Between east cross-over and Tower A.

93 (T). 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 view is obscured.

**Movements Beyond Yard Limits**

97 (S-1). At east end, Cheyenne, yard engines may move with the current of traffic between east yard limit sign and switching limit sign (M.P. 507.27) without Clearance Form 2643, on signal indication and authority from train dispatcher.

At east end, Cheyenne, when eastward movement on westward main track is authorized by signal indication, movement may be made to switching limit sign (M.P. 507.27) without being preceded by a flagman.

Westward automatic block signal at M.P. 507.1 is a STOP signal (Rule 240-A). Rule 509 governs.

At west end, Cheyenne, yard engines may move on any main track between west yard limit sign and switching limit sign (M.P. 511.81) without Clearance Form 2643, on signal indication and authority from train dispatcher.

97 (S-2). 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 M.P. 569.4 without clearance and without being preceded by a flagman.

Eastward Automatic Block signal at M.P. 569.4 is a STOP signal. Rule 509 governs.

**Clearance Requirements**

97 (S-3). Rule 97 (B) applies to Laramie-Hanna and to Laramie-Dana turns. Verbal authority must be received from train dispatcher before re-entering main tracks at Hanna or Dana.

97 (S-4). Laramie-Hanna Local and Rawlins-Hanna-Encampment Local must receive clearance before leaving Hanna.

**Switches**

- 104 (U-1). No. 20 turnouts are located as follows:
  - Tower "A" Two cross-overs between No. 1 and No. 2 main tracks; west cross-over between No. 2 and No. 3 main tracks;
  - 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;
  - Rawlins Switch from westward main track to westward siding, East Rawlins; Switch from westward siding to westward main track, M.P. 682.70; Switch from eastward main track to eastward siding, West Rawlins; Switch from eastward siding to eastward main track, M.P. 681.25.

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

- Tower "A" Cross-over between No. 3 and No. 4 main tracks.
- 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.

104 (U-3). At Cheyenne, spring switch is in service on yard lead 500 feet east of switch connection to No. 3 main track. Normal position of this switch is for new South lead.

Eastward movements over spring switch are governed by signal indication. When an eastbound train or engine stopped by this signal and control operator is unable to clear signal, in addition to complying with Operating Rule 269, must inspect spring switch to know it is properly lined.

Signs reading "Approach Section" are located 412 feet east of spring switch on new South lead, new North lead and 400 feet east of CTC signal on Old South lead. Westward trains or engines must not enter approach section unless signal displays indication permitting movement into CTC territory.

**Use of Sidings**

105 (R). 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.

**Block Signals**

**240 (R).** At Cheyenne, when a train or engine is stopped by eastward dwarf signal located between eastward and westward main tracks 525 feet west of M.P. 509 or westward Stop signal at M.P. 508.9, a flagman must be sent ahead to next signal or to "End of Block" sign.

**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.

**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.
		573.35	Both main tracks.

Spreaders and snow plows will not clear brick platforms at Cheyenne, Laramie and Rawlins 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.
- 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 (S-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 Hanna	West Switch of siding. All cross-overs in yard.	West East

**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.

**Track Restrictions**

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

- GP-7 units 100-129 inclusive;
- GP-9 units 204B-249 inclusive;

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

Location	Track
Hanna	— 4 A Mine safety spur;
Sinclair	— Spur track to Chemical Storage warehouse. When switching this track, not less than 8 cars must be handled ahead of engine.

**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 (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 —
<b>SECOND SUBDIVISION</b>		
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.
M.P. 567.86 . . . . .	Bridge . . . . .	Side on both tracks.

**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  
South Pass Branch**

**Movement in Yards**

**93 (U).** 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 view is obscured.

**Clearance Requirements**

**97 (T-1).** Rule 97 (B) applies to Green River-Rock Springs turns.

**Movements Beyond Yard Limits**

**97 (T-2).** At Green River, yard engines may move with the current of traffic between east yard limit sign and switching limit sign (M.P. 814.14) and between west yard limit sign and switching limit sign (M.P. 818.49) without clearance Form 2643, on signal indication and authority from the train dispatcher.

At east end, Green River, when eastward movement on westward main track is authorized by signal indication, movement may be made to switching limit sign, M.P. 814.14, without being preceded by a flagman.

At west end, Green River, when westward movement on eastward main track is authorized by signal indication, movement may be made to switching limit sign (M.P. 818.49) without being preceded by a flagman.

Westward Automatic Block signal at M.P. 813.1 and eastward Automatic Block Signal at M.P. 818.8 are STOP signals (Rule 240A). Rule 509 governs.

**Public Crossings**

**103 (V-1).** At Rock Springs, on South Pass Branch, a member of crew must act as crossing watchman for movement of trains or engines over Bridger Avenue and Grant Street.

**103 (U-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:

Rawlins	Switch from westward main track to westward siding, East Rawlins; Switch from westward siding to westward main track, M.P. 682.70; Switch from eastward main track to eastward siding, West Rawlins; Switch from eastward siding to eastward main track, M.P. 681.25;
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.

**Indicators**

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

**Block Signals**

**509 (R).** Westward automatic block signal at M.P. 803.1 (near Rock Springs) is STOP signal (Rule 240-A). Rule 509 governs.

**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
		814.28	Both main tracks.
806.42	Both main tracks.	814.83	Both main tracks.

**738 (T-2).** Spreaders and snow plows will not clear brick platforms at Rawlins.

**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
Wamsutter Green River	Cross-over, east end. All cross-overs in yard,	West East or West

**Track Restrictions**

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

- Rock Springs — Sweetwater No. 1 safety spur.

**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—
<b>THIRD SUBDIVISION</b>		
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.

**Clearance Requirements**

**97 (U-1).** Rule 97 (B) applies to crews making turns from Green River to Allied, Stauffer or Westvaco plants.

**Movements Beyond Yard Limits**

**97 (U-2).** At Green River, yard engines may move with the current of traffic between east yard limit sign and switching limit sign (M.P. 814.14) and between west yard limit sign and switching limit sign (M.P. 818.49) without Clearance Form 2643, on signal indication and authority from the train dispatcher.

At east end, Green River, when eastward movement on westward main track is authorized by signal indication, movement may be made to switching limit sign, M.P. 814.14, without being preceded by a flagman.

At west end, Green River, when westward movement on eastward main track is authorized by signal indication, movement may be made to switching limit sign (M.P. 818.49) without being preceded by a flagman.

Westward Automatic Block signal at M.P. 813.1 and Eastward Automatic Block signal at M.P. 818.8 are STOP signals (Rule 240-A). Rule 509 governs.

**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:

- Ketley — All crossings.

**Switches**

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

- East Green River — Two crossovers.
- Granger — East switch to Westward siding  
Crossover between main tracks MP 844  
Two crossovers between main tracks MP 846.8  
Two crossovers between Westward siding and westward maintrack MP 846.8
- Aspen — East switch to Idaho Division siding, Idaho Division MP 0.0  
West switch to Idaho Division siding MP 1.58  
Cross-over between eastward and westward main tracks (MP 900.1):
- Altamont — Cross-over between eastward and westward main tracks (MP 904.9).

**Clearances — Interdivisional Trains**

**219 (S-1).** Eastward interdivisional trains from Utah Division must receive Wyoming Division clearance, in addition to Utah Division clearance at Salt Lake City and need not receive clearance at Ogden.  
Westward interdivisional trains enroute to Utah Division must receive Utah Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Ogden.

**219 (S-2).** Eastward trains enroute to Wyoming Division at Granger must receive Wyoming Division clearance in addition to Idaho Division clearance at their initial station and need not receive clearance at Granger.  
Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Granger.

**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 (S-1).** At Granger, between dual control switch locations at M.P. 844 and M.P. 846.8, train or engine movements may be made in either direction on either main track and on Wyoming Division westward siding, being governed by indications of signal or instructions from train dispatcher at Cheyenne.  
Stop signal governing westward movements on eastward main track (MP 846.8) is located to left of track for westward trains.

**261 (S-2).** 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 (S-3).** 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 yardmaster at 33rd Street, Ogden and be governed by his instructions.

**261 (S-4).** On Riverdale By-pass track, between Stop signals at M.P. 988.63 and Stop signal at M.P. 991.4, movements in both directions are governed by the indications of signals. A train or engine stopped by Stop signals at M.P. 988.63 or Stop signal at M.P. 991.4 must communicate with Operator, 28th Street, Ogden, and be governed by his instructions.

**CTC Stop Signals**

**269 (R).** Switch at west end Idaho Division siding at Granger (M.P. 1.58) is controlled by train dispatcher at Cheyenne.  
Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

Westward trains stopped by Stop signal governing movement over this switch must communicate with both the train dispatcher at Cheyenne, who will authorize hand operation of switch when necessary, and train dispatcher at Pocatello, who will issue Form C Clearance when required.

**Mechanical Time Lock**

**281 (R).** East switch of drill track at Riverdale is equipped with mechanical time lock. Normal position of this switch is for Riverdale By-pass track. Mechanical time lock must not be released, or switch reversed without authority from Operator 28th Street, Ogden.

**Automatic Cab Signals**

**457 (S).** ACS is inoperative for movement through cross-overs (No. 20 turn-outs) 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.

**Hand Operated Switches — Granger**

**516 (S).** Rule 516 and Special Rule 516 (R) apply at all hand operated switches between Idaho Division M.P. 1.58 and east end of Idaho Division main track and siding, Granger.

**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.
840.27	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).** 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 (W-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 (W-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 —
<b>FOURTH SUBDIVISION</b>		
Granger . . . . .	Westward interlocking signal.	Side on westward track.
Leroy . . . . .	Signal 8907 . . . . .	Side on westward track.
Spring Valley . . . . .	Signal 8975 . . . . .	Side on westward track.
Aspen . . . . .	Aspen tunnel . . . . .	Side and top.
Altamont . . . . .	Altamont tunnel . . . . .	Side and top.
Evanston . . . . .	Signal 9177 . . . . .	Side on westward track.
M.P. 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.
<b>PARK CITY BRANCH</b>		
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.

**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.
F. J. Winget . . . . .	District Surgeon . . . . .	Salt Lake City, Utah	J. W. Alley . . . . .	Surgeon . . . . .	Greeley, Colo.
W. Gillette . . . . .	Surgeon . . . . .	Boulder, Colo.	J. H. Soffici . . . . .	Surgeon . . . . .	Green River, Wyo.
A. J. Allegretti . . . . .	Physician . . . . .	Cheyenne, Wyo.	N. M. Soffici . . . . .	Surgeon . . . . .	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.	H. V. De Mars . . . . .	Aurist . . . . .	Ogden, Utah
J. R. Blair . . . . .	Aurist . . . . .	Denver, Colo.	R. W. Pugmire . . . . .	Oculist . . . . .	Ogden, Utah
H. E. Barmatz . . . . .	Ophthalmologist . . . . .	Denver, Colo.	E. W. McNamara . . . . .	Surgeon . . . . .	Rawlins, Wyo.
W. L. Bennett . . . . .	Physician . . . . .	Denver, Colo.	R. D. Paul . . . . .	Surgeon . . . . .	Rawlins, Wyo.
A. C. Sudan . . . . .	Surgeon . . . . .	Denver, Colo.	G. M. Halsey . . . . .	Surgeon . . . . .	Rawlins, Wyo.
R. C. Spangler . . . . .	Surgeon . . . . .	Denver, Colo.	J. E. Cashman . . . . .	Surgeon . . . . .	Rawlins, Wyo.
R. T. Quigley . . . . .	Physician . . . . .	Denver, Colo.	F. B. Fishburn . . . . .	Physician . . . . .	Rawlins, Wyo.
H. T. High . . . . .	Surgeon . . . . .	Devils Slide, Utah	G. M. Harrison . . . . .	Surgeon . . . . .	Rock Springs, Wyo.
D. A. Holt . . . . .	Surgeon . . . . .	Evanston, Wyo.	D. W. France . . . . .	Surgeon . . . . .	Walden, Colo.
D. R. Daines . . . . .	Surgeon . . . . .	Evanston, Wyo.			
J. H. Waters . . . . .	Surgeon . . . . .	Evanston, Wyo.			
J. B. Bennett . . . . .	Surgeon . . . . .	Evanston, Wyo.			

**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT  
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR  
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

		31-53	70-97B 1]	71-98B 2]	100-129	130-349B	300-348B 3] 470-499	400-448	450-459	700-739B 800-875	740-763
		5000 HP GE U50D	5000 HP EMD DD35	5000 HP EMD DD35	1500 HP EMD GP7	1750 HP EMD GP9	2000 HP EMD GP9M GP20	2400 HP EMD SD24	1500 HP EMD SD7	2250 HP EMD GP30	2500 HP EMD GP35
<b>WYOMING DIVISION</b>		<b>15 MPH</b>	<b>12 MPH</b>	<b>11 MPH</b>	<b>12 MPH</b>	<b>12 MPH</b>	<b>14 MPH</b>	<b>10 MPH</b>	<b>6 MPH</b>	<b>12 MPH</b>	<b>12 MPH</b>
Cheyenne	To Buford . . . . .	2750	2700	2200	1000	1200	1150	1800	1200	1350	1350
Cheyenne	To Dale Via Harriman . . . . .	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Buford	To Wahsatch . . . . .	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Wahsatch	To Ogden . . . . .	-	-	-	-	-	-	-	-	-	-
Denver	To LaSalle Via Lupton . . . . .	-	-	-	-	-	-	-	-	-	-
LaSalle	To Carr . . . . .	4000	3950	3200	1500	1750	1700	2650	1750	1950	2000
Carr	To Borie . . . . .	3400	3350	2750	1250	1450	1450	2250	1450	1650	1700
Ogden	To Wahsatch on EB Track . . . . .	3600	3500	2850	1300	1550	1500	2350	1550	1700	1750
Ogden	To Wahsatch on WB Track . . . . .	2450	2400	1950	900	1050	1000	1600	1050	1200	1200
Wahsatch	To Laramie . . . . .	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Laramie	To Sherman Via Forelle . . . . .	4750	4700	3850	1750	2050	2000	3150	2050	2300	2350
Laramie	To Sherman Via Red Buttes . . . . .	2450	2400	1950	900	1050	1000	1600	1050	1200	1200
Dale	To Cheyenne Via Harriman . . . . .	-	-	-	-	-	-	-	-	-	-
Sherman	To Cheyenne . . . . .	-	-	-	-	-	-	-	-	-	-
Borie	To LaSalle . . . . .	-	-	-	-	-	-	-	-	-	-
LaSalle	To Denver Via Lupton . . . . .	6950	6900	5650	2600	3000	2950	4650	3100	3400	3450

1] 70	82	2] 71	74B	81B	89B	3] 300	316	332	348	314B	326B	339B
72	83	73	75B	82B	90B	301	317	334	300B	315B	327B	340B
75	72B	74	76B	84B	91B	304	320	335	301B	316B	328B	342B
76	83B	80	77B	85B	92B	305	322	339	302B	318B	332B	343B
77	93B	81	78B	86B	94B	307	325	340	303B	319B	333B	344B
78	96B	84	79B	87B	95B	308	326	342	307B	321B	334B	345B
79	97B	73B	80B	88B	98B	310	328	343	308B	322B	335B	348B
						311	329	344	309B	324B	336B	
						313	330	347	311B	325B	337B	

OFFICE OF CMO  
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**TONNAGE RATINGS FOR ONE LOCOMOTIVE UNIT  
FOR FREIGHT TRAINS AVERAGING 50 GROSS TONS PER CAR  
RATINGS APPLY AT THE INDICATED MINIMUM CONTINUOUS SPEED**

		1400-1409	2800-2809	2810-2869	2900-2909	3000-3242 -3399	3600-3637	3638-3649	5000-5039	6900-6946	R.I.340-381	R.I.4700-4719
		2500 HP EMD SDP35	2800 HP GE U28C	3000 HP GE U30C	3000 HP ALCO DL630	3000 HP EMD SD40 SD40-2	3600 HP EMD SD45	3600 HP EMD SD45	5000 HP GE U50C	6600 HP EMD DD40X	3000 HP EMD GP40	3000 HP EMD GP40
<b>WYOMING DIVISION</b>		<b>12 MPH</b>	<b>11 MPH</b>	<b>10 MPH</b>	<b>10 MPH</b>	<b>11 MPH</b>	<b>11 MPH</b>	<b>11 MPH</b>	<b>11 MPH</b>	<b>11 MPH</b>	<b>12 MPH</b>	<b>14 MPH</b>
Cheyenne	To Buford . . . . .	1650	2050	2400	2400	2200	1800	2250	1900	2600	1350	1150
Cheyenne	To Dale Via Harriman . . . . .	2850	3500	4100	4100	3800	3150	3850	3300	4500	2300	1950
Buford	To Wahsatch . . . . .	2850	3500	4100	4100	3800	3150	3850	3300	4500	2300	1950
Wahsatch	To Ogden . . . . .	-	-	-	-	-	-	-	-	-	-	-
Denver	To LaSalle Via Lupton . . . . .	-	-	-	-	-	-	-	-	-	-	-
LaSalle	To Carr . . . . .	2400	2950	3450	3450	3200	2650	3250	2800	3800	1950	1650
Carr	To Borie . . . . .	2050	2500	2950	2950	2750	2250	2750	2350	3200	1650	1400
Ogden	To Wahsatch on EB Track . . . . .	2150	2650	3100	3100	2850	2350	2900	2500	3350	1750	1450
Ogden	To Wahsatch on WB Track . . . . .	1450	1800	2100	2100	1950	1600	2000	1700	2300	1200	1000
Wahsatch	To Laramie . . . . .	2850	3500	4100	4100	2800	3150	3850	3300	4500	2300	1950
Laramie	To Sherman Via Forelle . . . . .	2850	3500	4100	4100	3800	3150	3850	3300	4500	2300	1950
Laramie	To Sherman Via Red Buttes . . . . .	1450	1800	1200	2100	1950	1600	2000	1700	2300	1200	1000
Dale	To Cheyenne Via Harriman . . . . .	-	-	-	-	-	-	-	-	-	-	=
Sherman	To Cheyenne . . . . .	-	-	-	-	-	-	-	-	-	-	-
Borie	To LaSalle . . . . .	-	-	-	-	-	-	-	-	-	-	-
LaSalle	To Denver Via Lupton. . . . .	4200	5150	6050	6050	5600	4650	5650	4900	6650	3400	2900

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