

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

Utah Division

**Special Rules
 No. 14**

**Effective Wednesday,
 August 15, 1956**

Superseding Special Rules No. 13

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

A. D. HANSON,
 General Manager

C. C. LARKIN,
 Superintendent

NOTE: Changes in this issue are printed in type same as this.

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

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

Type of Locomotive	Numbers (Inclusive)	Salt Lake City to Ogden	Ogden to McCammon	McCammon to Ogden	Ogden to Salt Lake City
C 57	22 190 80 191	201 to 358 560 to 622	2610	2060	2610
MacA 57	23 206 30 210	1900 to 1949 2000 to 2034	3000	2400	3000
MacA 63	26 214 28 216	2504 to 2532	3200	2525	3200
MacA 63	26 220 80	2535 to 2554	3300	2600	3300
MacA 63	28 228 28	2555 to 2564	3230	2650	3230
CSA 69	22-22 400 394 32 407	3800 to 3809 3810 to 3814 3815 to 3839	5000	4600	5000
4-6-6-4 69	3 21-21 404 4 407 5 406	3030 to 3949 3950 to 3969 3975 to 3999	5000	4600	5000
TTT 63	29 290 30 311	5000 to 5039 5000 to 5318 5400 to 5414 5500 to 5529	4250	3350	4250

EXPLANATION MacA MucArthur SA-C Mallet SA
 TTT 2-10-2 UP 4-6-6-4
 C Consolidation UP 4-12-2 FEF 4-8-4
 C-SA Challenger

EXAMPLE: Consolidation locomotive having 57-inch drivers, cylinders 22-inch diameter and 30-inch stroke and weighing 191,000 pounds on drivers.

22
 C 57 — 191
 80

Note—Referring to note on page 17 of Operating Rules:
The term "conductor" as used in Operating Rules, Special Rules, Superintendent's Bulletins or Notices will also apply to "engine herders."

Signals

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

Engine Whistle Signals

14 (R). In addition to locations listed in Rule 14 (1), engine whistle must be sounded and bell rung approaching private crossings where view of crossing is obscured or where it can be seen persons or vehicles are approaching or in the vicinity of the crossing.

Markers

19 (R). *Oscillating red rear end light on passenger trains must be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. It must also be displayed by day when train is moving under circumstances in which it may be overtaken by another train.*

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

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

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

19 (S). Referring to Operating Rule 19 (D):

Markers displaying yellow instead of green lights may be used between Salt Lake City and Las Vegas.

Blue Flag Protection at P.F.E. Icing Platforms

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

Switch Lights On Branch Lines

27 (R). Switch lights will not be used on branch lines except Cedar City Branch.

On branch lines where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Use of Engine Bell

30 (R). Salt Lake City ordinance reads as follows:

"It shall be unlawful for any person or persons employed on a locomotive to fail to ring bell continuously on such locomotive while in motion in the inhabited portions of the city."

Train Register

83 (R). At Salt Lake City, before entering or using Second Subdivision passenger main track, between Second South Street and yard limit sign at M.P. 780.73, yard engines must obtain information regarding all first-class trains which are due.

83 (S). Trains operating between Lund and Iron Mountain need not register at Iron Springs.

At Milford, first-class trains will register by registering ticket.

Trains in Provo-Geneva switching service need not register at Provo.

83 (T). At Provo, conductor of all trains will register and receive orders and clearance at D.&R.G.W. depot, except that conductor going on or off duty at Provo will register at Utah Railway joint telegraph office. When that office is closed, conductor going on duty must register and receive orders and clearance at D.&R.G.W. depot. When an eastward train arrives Provo and Utah Railway joint telegraph office is closed, conductor must give all necessary train registering information to the D.&R.G.W. operator by phone.

Starting Trains

84 (R). At Salt Lake City and Ogden, passenger trains must not leave passenger depot without a signal from stationmaster or passenger director.

Clearing Trains — Rule 251 Operation

86 (R). Referring to Operating Rule 86:

When instructed by dispatcher to clear a first-class train, westward second-class and extra trains must clear the time of such train not less than twenty minutes at Bridge Jct.

Spacing Trains

91 (R). On Provo Subdivision, trains in the same direction must be kept at least thirty minutes apart, except between Provo and Geneva, or when closing up at stations.

Movements in Yards

93 (R). *At Salt Lake City, between Second South and Ninth South Streets, there is no superiority of trains.*

All trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 12 MPH.

Between these points, main track may be used not protecting against first-class trains, but all yard engines are required to give way promptly upon the approach of either freight or passenger trains to avoid delay.

93 (S). At Salt Lake City, except when view is obscured, trains and engines may move against current of traffic between Fifth North Street and passenger depot without being preceded by flagman upon receipt of proper signal from switchtender.

93 (T). At Salt Lake City, unless otherwise directed, all trains operating via Second Subdivision Passenger Line will use west track and Provo Subdivision trains will use east track on Third West Street between Second South and Eighth South Streets.

Freight train movements may be made through passenger yard at Salt Lake City only on track 10; other trains with freight equipment may use any track through passenger yard except when handling high or wide equipment.

93 (U). Syracuse, Thatcher and Bear River Branches are operated under requirements of Operating Rule 93.

93 (V). While using D.&R.G.W. tracks, employes will be under supervision of D.&R.G.W. supervisors, and will be governed by the following rules:

D.&R.G.W. Rule 11: In non-automatic block signal limits, a train finding a fusee burning on or near its track, must stop and wait until it has burned out before proceeding.

D.&R.G.W. Rule D-11: A fusee will not apply to the main track on which a train is running, if displayed beyond the first rail of adjoining main track.

D.&R.G.W. Rule 15: The explosion of two torpedoes is a signal to proceed at restricted speed for one-half mile and is to be acknowledged by two short blasts of engine whistle. The explosion of one torpedo will indicate the same as two, but the use of two is required.

D.&R.G.W. Definition: Restricted Speed—A speed that will permit stopping short of another train or obstruction, but not exceeding 15 miles per hour.

Continued on Page 4.

93 (V). Continued.

D.&R.G.W. Rule 93: Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

Second and inferior class trains, extra trains and engines must move on all tracks within yard limits prepared to stop unless the track is seen or known to be clear.

D.&R.G.W. Special Rule 20-B: Trains have no time-table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company trackage on Fourth West Street, Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision.

D.&R.G.W. Special Rule 20-F: All freight trains, switch and light engine movements, including interchange deliveries between U.P. North Yard and D.&R.G.W. Roper Yard, will, unless otherwise provided, use the two running tracks extending from D.&R.G.W. main track, Subdivision 7, between 1st North Street and North Temple Street to 21st South Street, Roper Yard.

Between crossover leading to W.P. connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all trains, switch, light engines, and interchange delivery movements will keep to the right and movement against the current of traffic can be made only under flag protection.

When display of markers not required, as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

93 (W). At Garfield, American Smelting & Refining Company yard commences at a point 250 feet west of first switch leading into smelter from Union Pacific highline extending from Lake Point.

93 (X). At Salt Lake City, trains and engines using westward main track must approach diesel fuel pump opposite diesel shop prepared to stop if fueling hose is across track.

Clearances

96 (R). Trains are not required to receive clearance as provided by Operating Rule 96 at initial stations which are not train order offices.

Unless otherwise provided, all trains must receive clearance at:

- Ogden Brigham City Cache Jct. Provo Caliente

96 (S). Referring to Operating Rules 96 (A) and 97 (A): The authority conferred by a clearance to a train at its initial station terminates upon arrival at Ogden, Cache Junction, Provo and Caliente, and clearance must be received at those stations as authority for further movement.

96 (T). At Delta, all eastward trains destined to points on Provo Subdivision must receive clearance Form 2643, which will confer the same authority on Provo Subdivision as when received at Lynndyl.

Eastward trains destined to points on Provo Subdivision must identify opposing westward trains between Delta and Lynndyl.

At Provo, all westward trains must receive clearance Form B, which will confer the same authority on Second Subdivision as when received at Lynndyl.

96 (U). On Provo Subdivision, eastward trains destined to points east of Geneva must receive Clearance Form 2643 at Provo.

Railroad Crossings and Junctions

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

Continued on Opposite Side.

98 (R). Continued.

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
North Salt Lako. (M.P. 31.0)	B.R.R.	U.P.	Cabin interlocking. Operating Rule 613.
North Salt Lake. (M.P. 31.3)	D. & R.G.W.	D. & R.G.W.	Electric locked switches and derails. Special Rule 98 (U).
Docks. (M.P. 32.9)	D. & R.G.W.	D. & R.G.W.	Electric locked switches and derails. Special Rule 98 (U).
Salt Lake Gravel Pit Spur.	B.R.R.	B.R.R.	Electric locked derails. Special Rule 98 (S).
Salt Lake City. (First South and Tenth West Streets, Fisher Brewery track)	W.P.	W.P.	Special Rule 98 (V).
Salt Lake City. (M.P. 781.3, Freight Line)	W.P.		Automatic interlocking. Operating Rule 612.
Salt Lake City. (Between South Temple and First South Street on Fourth West Street)	D. & R.G.W.		Operating Rule 609.
Salt Lake City. (M.P. 37.8, M.P. 38.0, Second Subdivision)	D. & R.G.W.		Automatic Interlocking. Operating Rule 612 and Special Rule 612 (R).
Salt Lake City. (Between Eighth and Ninth South Streets on Fourth West Street, Utah Junk Spur)	D. & R.G.W.	D. & R.G.W.	D. & R.G.W. trains do not stop. U.P. engines stop and line derails. Special Rule 98 (W).
Salt Lake City. (M.P. 38.4, Provo Subdivision)	D. & R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.
Near Burton. (M.P. 39.7)	D. & R.G.W.	U.P.	Gate. Operating Rule 613.
Near Geneva. (M.P. 757.3)	D. & R.G.W.		Automatic interlocking with movable point frogs. Special Rule 98 (W).
Ironton. (M.P. 0.67)	D. & R.G.W.	D. & R.G.W.	Semi-automatic Interlocking. Operating Rule 613.
Garfield. (M.P. 767.1)	D. & R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.
Syracuse Branch. (M.P. 0.3)	D. & R.G.W.	D. & R.G.W.	Semi-automatic Interlocking. Normal position of derails and signals against U.P. See instructions in signal case.

98 (S). At B.R.R. Crossing on Salt Lake Gravel Pit Spur, switch locks must not be removed nor derails reversed when track occupancy indicators display Occupied indication. When such indication is displayed and no conflicting movement is evident, time release in relay box may be operated only after calling Bamberger dispatcher and ascertaining there is no movement approaching on their tracks.

98 (T). At Atwood, trains and engines moving from Midvale Branch must stop clear of derail 325 feet from main track switch, and a member of crew must see that there is no conflicting movement approaching before lining switch for movement to main track.

98 (U). At North Salt Lake and Becks, before movement in either direction may be made over D.&R.G.W. main track, member of crew must communicate with D.&R.G.W. dispatcher at Salt Lake. After electric locks have been released by dispatcher both D.&R.G.W. switches must then be hand operated and train or engine may proceed on signal indication.

When communication fails, or when dispatcher is unable to release electric locks, crews will be governed by instructions posted in telephone booth and by Operating Rule 613.

98 (V). At Salt Lake City, Fourth West Street, on Utah Junk Spur, before crossing D.&R.G.W. passenger main tracks, understanding must be had with U.P. dispatcher that he will hold westward D.&R.G.W. trains. In addition, member of crew must remain at crossing prepared to provide flag protection against D.&R.G.W. trains approaching from either direction. Dispatcher must be notified when work has been completed.

On Fisher Brewery spur, member of crew must obtain permission from W.P. dispatcher to cross over W.P. track when going to Fisher Brewery. When returning from this industry, permission must be obtained from both W.P. dispatcher and U.P. dispatcher to cross W.P. track and enter U.P. main track.

Switching operations on Utah Junk and Fisher Brewery Spurs will be confined to daylight hours.

98 (W). At Geneva, automatic interlocking M.P. 757.3, release section is located 500 feet east of westward interlocking home signal.

Westward trains occupying approach section of interlocking in advance of release section sign for a period of five minutes or more will automatically release interlocking, and home signals will change to Stop indication. To again clear home signal, westward trains will proceed into release section and home signal should change to Proceed indication after interval of two minutes. If signal does not change in two minutes, Operating Rule 612 and instructions in signal case will govern.

Westward U.P. trains or engines standing between switches at Geneva will cause signals to display Stop indication for D.&R.G.W. trains and opposing U.P. movements. To clear signals, west switch of Geneva siding must be lined for the siding.

Member of crew of diesel switch engine without cars or Sperry rail-detector car or operator of bus or track car must place selector levers in HAND position before using this crossing.

Flag Protection

99 (R). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on the branches named:

- Malad Iron Mountain
- Cache Valley Pioche
- Fillmore Mead Lake

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

99 (T). At Caliente, when rear of train in depot siding fouls main track, flagman must be in position to protect rear end of his train against main track movements from either direction.

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

Public Crossings

103 (R). At Salt Lake City, movement must not be made over main cross-walk in front of passenger depot unless proceed signal is received from station or yard employe or movements preceded by flagman.

Switching movements over main cross walk must not exceed 4 MPH.

At Salt Lake City, while trains are passing on opposite track, switching movements between Second South and Eighth South Streets on Third West Street must stop and stand clear of street crossings.

Continued on Opposite Side.

103 (R). Continued.

At Salt Lake City, on running track between Sixth North and Thirteenth North, speed of 10 MPH must not be exceeded, keeping careful lookout for vehicular traffic over road crossing into rip track area.

At Salt Lake City, traffic signal installed at Third West and Fourth South Streets. Between 7:00 AM and 7:00 PM daily except Saturdays and Sundays, crossing watchman manually controls signal for approaching train and engine movements. Between 7:00 AM and 7:00 PM Saturdays and Sundays, traffic signal operates automatically. Approaching trains and engines will govern their speed on these days in an effort to pass signal while displaying green aspect. Between 7:00 PM and 7:00 AM, signal displays flashing yellow aspect on 3rd West Street.

At North Salt Lake, Cudahy Packing Plant crossing must not be blocked by standing train under any circumstances either day or night.

At S.P. Jct., when an eastward train is held out of Ogden yard, 12th Street crossing must be cut on arrival and train must not be re-coupled until switchtender at Cecil Jct. advises train may enter yard and Signal 18 or 16 permits train to proceed to Cecil Jct.

103 (S). All trains and engines must stop and be preceded by flagman over the following public crossings and flagman must display lighted fusee at night:

- Bushnell Hospital spur—Highway 91;
- Logan Sugar Factory Spur —Highway 91;
- Lehi —Main highway crossing on Sugar Factory spur;
- Pleasant Grove —Main highway crossing on Wasatch Oil spur;
- Hardy —Main highway crossing on beet spur;
- Bunker —Main highway crossing on spur track;
- Eureka —Highway 6.

103 (T). At Geneva Steel Company plant, where spur into plant crosses highway, when cars are being shoved over this crossing, crossing must be protected by a member of crew as prescribed in Operating Rule 103 (B).

When cars are being pulled over this crossing, trainman must be riding on engine in a position to stop movement if any vehicle is on crossing.

Switches

104 (R). No. 14 turnouts are installed at all dual control switches in CTC territory, except at Little Springs, west short siding switch at Carp and east Warner yard switch.

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

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

- Provo —Switch leading to Ironton, for Ironton spur;
- Tintie —Wye on Eureka Branch, for Silver City main track;
- Lynndyl —All switches on No. 1 track, for No. 1 track;
- Caliente —Spring switch at west end of Track No. 2, for eastward trains using track No. 1;
- Iron Springs —Switch at stem of wye, for east leg of wye;
- Cedar City —Switch and spring point derail at entrance to loop track, for westward trains;
- Pioche —Highline switch, for highline;
- Nellis Field —Switch at west end of run-around track near highway crossing, for run-around track;
- Becks —Switch from advance track to Standard Oil Company cross-over, for the cross-over.

104 (T). Color light switch point indicator governing facing point movements over spring switch located in main track at east wye switch at Comstock, M.P. 10.91, Iron Mountain Branch, displays indications as follows:

Continued on Page 6.

104 (T). Continued.

- Green —Spring switch is properly lined for main track movement.
- Yellow —Spring switch is properly lined for movement to east leg of wye.
- Red —Trains and engines must stop and make inspection of switch points to determine if properly lined for movement desired.

Derails

104 (U). At Cedar City, spring point derail is located in main track just east of balloon track switch and must be locked in derailing position when not being used.

Westward trains trail through derail; eastward trains stop and line balloon track switch and derail, restoring switch and derail to normal positions after being used.

Movements Controlled by Switchtenders

104 (V). At Salt Lake City, Second South Street, unless proceed signal is received from switchtender, trains and engines must remain clear of following points:

- Leaving passenger depot, remain clear of passenger lead. (Does not apply to yard engines unless a first-class train is due.)
- Entering Salt Lake City, remain clear of Second South Street, stopping before fouling adjacent main track.
- Entering Second South Street westward from Pedro 1 or Pedro 2 tracks, remain clear of cross-over just east of Second South Street.

Second South switchtender must handle D.&R.G.W. interchange movements on Provo Subdivision unless that track is blocked. If necessary to handle on Second Subdivision main track, switchtender must receive verbal permission from train dispatcher authorizing movement.

Freight trains for North Yard, passenger and mixed trains for Passenger Station will stop to clear Second South Street before fouling adjacent main track if route is not lined for movement of freight trains to North Yard via Pedro No. 2, or for movement of passenger and mixed trains into the Passenger Station, in which case oral instructions from switchtender must be received before proceeding.

At Salt Lake City, trains and engines must not foul adjacent tracks or slip switches between North Temple Street and Second North Street without first receiving proceed signal from switchtender. (Does not apply to yard engines unless a first-class train is dne.)

104 (W). At Salt Lake City, eastward trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, all westward trains and engines moving from west yard or Toonerville yard via Freight Line will head through Main 1 pocket either via Toonerville lead or via cross-over just north of Fifth North Street. Proceed signal need not be received from switchtender at Fifth North Street for movements via this route.

Other trains and road engines, including D.&R.G.W. switch engines, must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines, including D.&R.G.W. switch engines, moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street cross-over, unless proceed signal is received from Fifth North switchtender.

All trains and road engines moving to diesel shop or tracks in North Yard from points south of Fourth North Street on passenger main tracks must stop to clear Fourth North Street unless proceed signal is received from switchtender at Fifth North Street.

Road engines moving from diesel shop lead must sound whistle signals as follows:

- Diesel Shop to passenger depot 0 —
- Diesel Shop to Thirteenth North 0 0 0 0
- Diesel Shop to east or west lead, Fifth North —

104 (X). At North Yard, unless otherwise directed, freight trains must enter and leave at Seventeenth North.

All trains must approach Seventeenth North prepared to stop clear of cross-overs and must not proceed until proceed signal is received from switchtender.

Trains and engines crossing eastward main track at Seventeenth North may accept proceed signal from switchtender as authority to make this move.

Eastward trains approaching Seventeenth North must sound whistle signals as follows:

- To be routed via main track — 0
- To be routed into North Yard — 0

104 (Y). At S.P. Jct., when signals governing movement to Cecil Jct. do not display proceed indication when route is properly lined, a member of crew must communicate with switchtender at Cecil Jct. for instructions.

When call light on instrument house at S.P. Jct. is burning and governing signal displays Stop indication, member of crew must communicate with switchtender at Cecil Jct.

Sidings and Side Tracks

105 (R). At Brigham City, westward siding extends from east switch near M.P. 20 to cross-over at depot, and eastward siding is located on north side of main track. Track from cross-over at depot to cross-over near stockyards, including Malad Branch old main track, is designated as a yard track, upon which movements may be made in either direction, but cars must not be stored on this track.

At Cache Jct., westward siding extends from east switch near M.P. 47.6 to east crossover near depot. Eastward siding extends from west switch near M.P. 49.5 to west crossover at depot.

At McCammon, westward siding is south of the main track; eastward siding is north of the main track.

At Caliente, No. 1 track is eastward siding; No. 2 track is westward siding. When movement is to be made opposite to the assigned direction, verbal permission must be received from Salt Lake City dispatcher for westward siding, and from Las Vegas dispatcher for eastward siding.

105 (S). At Salt Lake City, Provo Subdivision main track between Eighth South Street and Second South Street may be used as a siding, complying with Operating Rules 93, 99 and 105.

105 (T). At Cache Junction, Cache Valley Branch ends at depot.

At Brigham City, Malad Branch ends at sign located at west end of yard.

105 (U). At Iron Springs, eastward trains from Iron Mountain Branch will use extension track. Stop should not be made until entire train is clear of cross-over at depot.

Train Order Signals

200 (R). On branches, except Cedar City Branch, lights will not be kept burning at night in train order signals. Trains must be governed by day indication of such signals.

221 (R). At Iron Springs, when train order signal displays Stop indication for eastward trains, such trains on Cedar City Branch must stop west of junction switch and must not proceed until train order authority is received, except for switching movements.

Automatic Block Signals

240 (R). On Midvale Spur, Provo Subdivision, when Signal 01 or 02 displays Stop indication, trains and engines must be preceded by flagman between these two signals and must move at restricted speed.

Centralized Traffic Control System

266 (R). At Buena Vista, when an eastward train receives Clear or Approach indication on CTC signal or Form C clearance, train may proceed on Passenger Line to passenger depot Salt Lake City or to North Yard or on Freight Line to North Yard, being governed by CTC and interlocking signals.

Continued on Page 7.

266 (R). Continued.

At North Yard, in addition to receiving Form B clearance, conductor of westward train using Freight Line must receive permission from dispatcher before starting, which will be authority to proceed to beginning of CTC territory.

At Salt Lake City, in addition to receiving Form B clearance, conductor of westward train using Passenger Line must receive permission from dispatcher before starting. Proceed signal must be received from Second South switchtender, which will be authority to proceed to beginning of CTC territory.

Before Second South switchtender may give proceed signal to a westward train, he must receive verbal permission from dispatcher and track occupancy indicator at Second South must display Unoccupied indication. When indicator displays Occupied indication but dispatcher informs switchtender that track is clear and route properly lined, proceed signal may be given.

Yard movements on Passenger Line must not pass signal 7829 at Eighth South Street until verbal permission is received from dispatcher. When authorized by dispatcher and CTC signal indication, yard movements may be made into CTC territory without receipt of Form B clearance. Yard movements beyond yard limit board must receive Form C clearance from dispatcher.

266 (S). Clearance Form B will not be required by trains entering CTC territory from Cedar City, Fillmore or Mead Lake Branches, or Tintic mine tracks, but trains will be governed by signal indication and instructions from dispatcher.

Exception: When crew of a train in turn-around service leaves CTC territory and ties up, they must receive CTC clearance before re-entering CTC territory.

266 (T). CTC Clearance Form B need not be received by trains or engines entering CTC territory at Provo or Geneva, but must be governed by signal indication and instructions from operator at Provo.

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

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

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

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

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

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

- Lynndyl —Westward dwarf signal west of cross-overs, governing movements on Track No. 1.
- Milford —Westward high signal west of highway crossing governing main track movements; —Westward signals on signal bridge west of cross-overs governing movements on main track and west drill track; —Eastward high signal near main track cross-over east end of yard; —Eastward dwarf signal governing movements on east drill track.

Continued on Opposite Side.

267 (S). Continued.

- Caliente —Westward signal on cantilever west of depot governing main track movements; —Eastward signals on signal bridge east of depot governing movements on main track and drill track.
- Las Vegas —Eastward dwarf signal at east end of passenger station; —Eastward high signals on main track and drill track just west of Bonanza underpass; —Westward dwarf signal at west end of passenger station platform; —Westward high signal just west of west passing track switch.

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

267 (T). At Caliente, when a "starting signal" governing main track movements designated in Special Rule 267 (S) displays Stop indication, trains and engines must stop clear of fouling point of depot siding until authorized to proceed by dispatcher or signal indication.

267 (U). At Geneva, engines must not move from Geneva Steel Company Yard to siding without permission from operator at Provo.

267 (V). At Milford, eastward and westward freight trains must remain clear of yard lead until dispatcher is contacted and must be governed by his instructions and signal indication.

267 (W). At Caliente, main track switch at west end of yard, and derail at west end of Track No. 1, are power-operated and controlled by dispatcher at Las Vegas. When illuminated "S" is displayed on signal unit located on top of signal case near derail, member of crew must operate push button on east side of signal case to cause switch and derail to line for movement and signal to display Proceed indication.

When west switch is lined for movement into siding but signal displays Stop indication, in addition to being governed by Operating Rule 528, a member of crew must examine points of spring switch and derail before passing over them.

When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 527 and 528, derail switch and selector lever on derail switch must also be hand operated.

267 (X). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch, being governed by signal indication at that point.

267 (Y). At Lynndyl, westward trains or engines must not move from Track 2 to Track 1 at west end of yard without permission from dispatcher.

Block Signals

512 (R). At Salt Lake City, when automatic block signals governing movements through Seventeenth North display Stop indication, trains and engines must stop before acting on proceed signal from switchtender.

Power Operated Derails

526 (R). Power operated derail on drill track, east end of Las Vegas Yard, operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rules 527 and 528, derail switch and selector lever on derail switch must also be hand operated.

612 (R). At D.&R.G.W. Crossings, M.P. 37.8 and M.P. 38.0 Second Subdivision, when time release has been operated as provided by Operating Rule 612, if signal governing movement over

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crossing does not change its indication within eight minutes after time release has been operated, a member of the crew must notify dispatcher.

When a train or engine has moved over the crossing and has cleared the interlocking limits, if it is necessary to make a reverse movement over crossing, member of crew must depress push button located in box on home signal, hold for five seconds, then release to receive signal indication for movement over crossing.

Sleeping On Duty

702 (R). Operating Rule 702 (A) is changed to read as follows:

Employees must not sleep while on duty.

Exchanging Signals and Inspection of Trains

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

713 (S). Operating Rule 713 (A) must be complied with passing switchtender locations at Seventeenth North, Fifth North, First North, and Second South, Salt Lake City, on all trains, and rear trainman will be alert and be prepared to act upon any signals received from switchtenders at these locations.

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

Switching Cars Containing Explosives or Poison Gas

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

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

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

Switching of Cars Containing Dangerous Articles

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

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

Continued on Opposite Side.

Note: Where tracks can be serviced from both ends, it is recommended that cars containing dangerous articles be at rest before other cars are permitted to strike against the car or draft containing the car.

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

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

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

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

Position in Freight Train or Mixed Train of Cars Containing Explosives

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

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

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

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

Separating Cars Placarded "Explosives" from Other Cars in Train

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

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

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as pro-

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vided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

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

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

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

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

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

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

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

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

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

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

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

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

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

Continued on Opposite Side.

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

Position in Train of Cars Containing Class D Poison

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

Empty Tank Cars

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

Riding Footboards of Engine

802 (S). A yardman or trainman need not ride on leading footboard of engine, as follows:

Between Salt Lake City and Sandy—main track movements between Fifth North and Sandy;

Between North Salt Lake and North Yard—main track movements.

Movements on Yard and Other Tracks

802 (T). Operating Rule 802 (B) applies to all movements made in the engine house area as well as all other portions of yards.

All engine movements in engine house area must stop before fouling adjacent track or lead until proceed signal is received from employe at the first switch to be used. All switch engine movements will be protected by member of ground crew; all movements made by hostlers will be protected by mechanical department employe; all road engine movements except at North Yard will be protected by member of train crew and all road engine movements at North Yard will be protected by herders.

Proceed signals must not be given for movement unless it can be seen there is no conflicting movement.

802 (U). At Salt Lake City, a red light must be displayed at both ends of a car or cut of cars left standing on Third West Street between sunset and sunrise.

802 (V). At McCammon, cross-over leading to storage track must not be left blocked with cars.

At Iron Springs, the main track must not be used in weighing cars.

802 (W). At Smithfield, in spotting cars between warehouses on California Packing Corporation spur, it must be seen that drawbridge between buildings is raised.

802 (X). At Provo, track located between joint U.P.-Utah Railway yard and turntable, between storehouse and engine-house is equipped with derail. Cars, engines or other equipment must not be stored nor left standing between derail and turntable.

At Ironton, in making delivery to long interchange track, cars must be shoved into this track instead of pulled to avoid fouling D.&R.G.W. eastward main track at the south end.

Ore Trains

802 (Y). From Iron Mountain to Desert Mound ore trains must not exceed 65 cars when handled with 2 unit diesel locomotive or 3 unit diesel locomotive with dynamic brake inoperative; and must not exceed 90 cars when handled by 3 unit diesel locomotive with dynamic brake in operation, except ore trains handled by two SD-7 road switcher units operating in multiple unit control with dynamic brake operative may handle 90 cars.

802 (Z). At Comstock, departure track must be left clear after departure of ore trains.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Ogden, M.P. 0.14	24th St. viaduct	Side and Top.
Hot Springs	Overhead highway crossing	Top.
M.P. 45.20	Tunnel	Side and Top.
M.P. 45.30	Rock cut	Side.
M.P. 46.02	Rock cut	Side.
M.P. 46.12	Rock cut	Side.
Cacho Jct.	Water column	Side.
Dawney	Water column	Side.
McCammon	Water column	Side.
MALAD BRANCH.		
Woodruff	Platform	Side.
BEAR RIVER BRANCH.		
M.P. 1.52	Bridge	Side.
CACHE VALLEY BRANCH.		
Logan	Water column	Side.
Logan	Shed, passenger depot platform	Side.
Preston	Stockyard platform	Side.
Preston	Oil Co. pumphouse	Side.
Preston	Beet loading trestles	Side.
Preston	Preston Milling Co.	Side.
SECOND SUBDIVISION.		
Garfield	Overhead highway crossing	Top.
Lake Point	Overhead highway crossing	Top.
Erda	Water column	Side.
M.P. 751.27	Overhead highway crossing	Top.
Warner	W.P. overhead crossing	Top.
Delta	Water column	Side.
M.P. 601.13	Bridge	Side.
Black Rock	Water column	Side.
THIRD SUBDIVISION.		
M.P. 527.60	Bridge	Side.
Beryl	Water tank spout	Side.
Acoma	Water column	Side.
Big Springs	Water column	Side and Top.
M.P. 471.74	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.28	Bridge	Side.
M.P. 470.91	Bridge	Side.
M.P. 469.95	Bridge	Side.
M.P. 469.33	Bridge	Side.
M.P. 469.07	Bridge	Side.
M.P. 468.05	Bridge	Side.
M.P. 458.56	Bridge	Side.
M.P. 447.89	Bridge	Side.
M.P. 444.56	Bridge	Side.
Elgin	Water column	Side.
M.P. 437.22	Bridge	Side.
M.P. 433.47	Bridge	Side.
M.P. 431.82	Bridge	Side.
M.P. 430.68	Bridge	Side.
M.P. 419.30	Bridge	Side.
Carp	Water column	Side.
M.P. 414.11	Bridge	Side.
M.P. 409.25	Signal poles	Side.
M.P. 409.16	Bridge	Side.
M.P. 408.97	Bridge	Side.
M.P. 407.09	Bridge	Side.
M.P. 406.55	Bridge	Side.
Rox	Water column	Side.
M.P. 397.32	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 395.42	Bridge	Side.
PROVO SUBDIVISION.		
Midvale spur	D&RGW overhead crossing	Side and Top.
M.P. 754.42	Bridge	Side.
M.P. 735.76	D&RGW overhead crossing	Side and Top.

Continued on Opposite Side.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Santaquin	Overhead highway crossing	Top.
CEDAR CITY BRANCH.		
Iron Springs	Water tank spout	Side and Top.
M.P. 22.51	Kaiser ore tipplo	Side and Top.
PIOCHE BRANCH.		
M.P. 0.68	Bridge	Side.
PRINCE BRANCH.		
Casellon	All ore tipplos	Side and Top.
Prince	Ore bin	Side and Top.
MEAD LAKE BRANCH.		
M.P. 7.75	Cut	Side.

High and Wide Cars and Loads

900 (S). Chief Engineer's drawing 80300 is posted in yard offices and engineer's rooms.

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

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

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

900 (T). Nevada Public Service Commission Order in Case No. 1159 covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 803 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15' 6" must not be operated.

Freight cars of a height exceeding 15' 4" but not greater than 15' 6" shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, reading, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or hand-holds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10' 10" must not be operated.

Freight cars of a width not exceeding 10' 10" may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15' 6" above the top of rail or extending

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900 (T). Continued.

laterally in excess of 5' 5" from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5' 5" from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

(5) All open top cars with lading extending laterally in excess of 5' 5" from center line of car or in excess of 15' 6" in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be entrained at least 5 cars distant from both the caboose and the engine, provided, however, that the provisions of this sub-section shall not apply to the transportation of rail open top cars of highway trucks or trailers, either loaded or unloaded, except that a car carrying such trailer or semi-trailer shall not be placed immediately ahead of caboose or immediately behind locomotive.

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5' 5 1/2" from center line of car or in excess of 15' 6" in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employees

(9) Yard supervisors shall be given notification sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5' 5 1/2" from center line of car, to enable them to take necessary precautions to safeguard employees in yard.

Observance of Cars by Employees

(10) Employees in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) Any employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

Air Brakes

1001 (R). Hostlers handling diesel units and locomotives must know air brake equipment is functioning and adequate air pressure is maintained on units before any movement is made. A setup and release of independent brakes and brake cylinder pressure must be noted on gauge.

In moving units at terminals for servicing, stop must be made before going into turntable on both incoming and outgoing movements, also before entering enginehouse or diesel servicing buildings and facilities where elevated tracks or pits are used.

At terminals where units are cut in and out of locomotive sets, hostlers will check to know air brake hoses are coupled and air cut in with brakes functioning on all units before any movement is made.

At terminals where hostlers handle units to and from stations, relieving inbound engine crews, brakes must be tested with inc-

Continued on Opposite Side.

1001 (R). Continued.

pendent brake valve immediately after units detached from train to insure brakes operating properly and provide proper retardation of units.

In handling units around enginehouses and diesel servicing and maintenance facilities, movements must be made not to exceed five miles per hour under any circumstances.

1005 (R). Standard brake pipe pressure for freight and mixed trains is 90 pounds.

1005 (S). Other Than Steam Locomotives—Compressor governor—Road and Switch locomotives—

Main reservoir pressure:

Low pressure 120
High pressure 130

1025 (R). At Iron Mountain before making doublecover of loads from one track to train made up on another track at east end of Iron Mountain Yard, terminal test of air brakes required by Air Brake Rule 1025 will be made to determine if air brakes are operative on doublecover before moving out of yard track to Iron Mountain Branch main track.

Car Department forces will handle air test.

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by calcium chloride solution by rail car.

1035 (R). On passenger trains, running air test as required by Air Brake Rule 1035 must be made at the following point:
Crestline—Eastward and westward.

1039 (R). Diesel locomotives 1870-70B to 1877-77B are in service on Utah Division.

These units are equipped with dynamic brake operative only on cab unit. This dynamic brake does not have dynamic interlocks to keep driver brakes released when automatic brake application is made.

This dynamic brake is only for controlling speed of light locomotive movements on descending grades and must not be used handling trains.

1044 (R). Where helper engine is cut out of rear of train, brake pipe test as required by Air Brake Rule 1044 must be made before leaving station where helper engine was cut out.

1044 (S). Unless otherwise provided, air brake test as required by Air Brake Rule 1044 must be made by all freight trains at following points:

Mount	} Eastward and westward when angle cock has been turned or air hose separated.
Boulter	
Tintic	
Crestline	—Westward when angle cock has been turned or air hose separated.

1045 (R). Between Crestline and Leith, westward freight trains handled by diesel locomotive with dynamic brake not in operation will use retaining valves as follows:

Trains averaging 65 tons or more per brake will use one-half of retaining valves, alternating on cars throughout the train between Crestline and Islen, and between Etna and Leith, and must stop at Acoma and Elgin for inspection and cooling wheels, and will use all retaining valves Islen to Minto.

Trains averaging 51 tons or more per brake will use not less than 25 retaining valves on head end Islen to Minto.

Trains averaging 50 tons or less per brake will use not less than 25 retaining valves on head end, Islen to Minto, if in judgment of conductor and engineer their use is necessary.

