

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

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

	31-53 5000 HP GE U50 70-98 5000 HP EMD DD35	130-349 500-542B 1750 HP EMD GP9 F9	400-448 2400 HP EMD SD24	450-459 1500 HP EMD SD7	470-499 2000 HP EMD GP20 700-739B 800875 2250 HP EMD GP30	740-763 2500 HP EMD GP35	3000-3047 3000 HP EMD SD40
Between Ogden & McCammon	6400	2785	3690	3300	3000	3200	4610
Between Ogden & Salt Lake City	7000	3050	5620	3810	3300	3500	7025
Salt Lake City to Lake Point	8725	4010	6280	4500	4180	4365	7850
Lake Point to Tintic	5000	2225	3400	3100	2400	2500	4250
Lynndyl to Milford	6000	2600	4160	3900	2900	3000	5200
Milford to Lund	8100	3335	5620	4450	3590	4050	7025
Lund to Uvada	7100	2760	5160	4350	3000	3550	6450
Uvada to Crestline	4400	1875	2740	2560	2100	2200	3425
Salt Lake City to Mount	6000	2100	2880	2800	2700	3000	3600
Mount to Payson	6550	2300	3740	3500	2950	3275	4675
Payson to M.P. 704	4400	1875	2740	2560	2000	2200	3425
M.P. 704 to Lynndyl	5300	2300	3740	3000	2550	2650	4675
Las Vegas to Leith	4400	1875	2740	2560	2000	2200	3425
Leith to Caliente	3200	1320	2300	2100	1500	1600	2875
Caliente to Islen	2400	975	1420	1350	1100	1200	1775
Islen to Crestline	3300	1380	2160	2200	1500	1650	3075
Milford to Lynndyl	6000	2875	4160	3900	2900	3000	5200
Lynndyl to Boulter	5500	2225	3310	3100	2500	2750	4135
Lynndyl to M.P. 728	6000	2400	3740	3000	2700	3000	4675
M.P. 728 to Cutler	6400	2760	3690	3600	3000	3200	4610
Cutler to Mount	6000	2500	3330	2850	2750	3000	4160
Mount to Salt Lake City	6550	2875	4160	3900	3000	3275	5200

Note: Diesel switch locomotives and single unit diesel locomotives with one air compressor except SD-7 type locomotives Nos. 450-459, or SD-24 type locomotives Nos. 400-447, are restricted in road service to a maximum of 45 cars on descending grades of 1% and over.

Rating of 1870-1877 class between Provo and Geneva is 7000 tons.
Rating is for single unit. If more than one unit, rating of combined units will govern.

Referring to Special Rule 810 (R). Hot box detectors are located as follows:

Milepost	Between	With Readout At:
729.7	St. John and Faust	Salt Lake City
703.3	Boulter and Tintic	Salt Lake City
670.9	Champlin and Lynndyl	Salt Lake City
644.0	Delta and Van	Salt Lake City
623.4	Neels and Bloom	Salt Lake City
604.6	Cruz and Black Rock	Salt Lake City
546.5	Letimer and Lund	Salt Lake City
520.8	Beryl and Heist	Salt Lake City
423.0	Leith and Carp	Las Vegas
388.2	Farrier and Moapa	Las Vegas
353.1	Garnet and Apex	Las Vegas

Union Pacific Railroad Company

South-Central District

UTAH DIVISION

**Special Rules
No. 17**

**Effective Wednesday,
June 15, 1966**

Superseding Special Rules No. 16

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

G. A. CUNNINGHAM,
General Manager

C. C. LARKIN,
Superintendent

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

SPECIAL RULES — ALL SUBDIVISIONS

Note—Referring to note on page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, Special Rules, Superintendent's Bulletins or Notices will also apply to "engine herders."

Standard Time

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

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

Wrist watches approved under this revision are:

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

Bulova "Accutron-Railroad Approved" model;

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

Hamilton electric Model 505 "Railroad Special";

Longines Model "T-905" Railroad Watch.

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

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

Engine Whistle Signals

14 (R). In addition to locations listed in Rule 14 (I), 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.

Communicating Signals

16 (R). Rule 16 (e) is cancelled.

Rule 16 (l) is changed to read:

One sound of communicating signal—

When standing—apply or release air brakes;

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

Markers and Rear End Lights

19 (R). 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), 19 (C) and 19 (E).

Except in CTC territory, 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 auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of 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.

19 (T). Red reflectorized disc on cabooses and car body type units are for emergency use only and must be concealed except under following conditions:

On cabooses so equipped, when electric markers fail at night, and on units so equipped when rules require display of markers and marker lamps are not available, red reflectorized discs must

Continued on opposite side.

19 (T). Continued.

be displayed to rear when train is on main track. When train is clear of main track, except in CTC territory, red reflectorized discs must be concealed.

When red reflectorized disc is displayed, red light prescribed by Rule 19 (E) need not be displayed.

These instructions apply only on lines operated by the Union Pacific.

Indicators

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

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

26 (R). Second paragraph of Operating Rule 26 (C) is changed to read as follows:

Where mechanical blue flag protection is in service at P.F.E. icing platforms, when blue signal is displayed, any train, engine or cars on icing platform tracks between points 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.

Switch Lights on Branch Lines

27 (R). Switch lights will not be used on branch lines.

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

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.

Flag Protection

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

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

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

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

99 (T). First sentence of Rule 99 (F) (Operating and Maintenance of Way Rules) is revised to read:

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

There is no change in the remainder of this rule.

99 (U). In CTC territory, when a work train has been authorized in accordance with Operating Rule 266, work train may occupy main track and move in either direction within 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 working authority.

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.

Continued on Page 3.

104 (R). Continued.

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

104 (S). For movement through a spring switch where engine does not precede the cars, switch must be operated by hand.

Train Order Signals

200 (R). On branch lines, lights will not be kept burning at night in train order signals.

Centralized Traffic Control

266 (R). When a work train, which has been authorized by Clearance Form C, clears the main track when work is completed or because of expiration of time limit, member of crew must notify train dispatcher.

Remote Control and Dual Control Switches

529 (R). Referring to Operating Rule 529:

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

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

Use of Radio

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

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

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

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

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

General Regulations

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

Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

713 (R). When passing depots and towers and where Operating Rule 713 (A) requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains, he must be on platform of rear passenger carrying car and top half of vestibule door must be open.

Safety Precautions

722 (R). Employes are prohibited from stepping on the sliding portion of the cushioning device on any car.

Fire Prevention

727 (R). Cabooses, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

727 (S). Employes are prohibited from smoking or carrying lighted cigars, cigarettes or pipes in mail, baggage or express cars while same are being loaded, unloaded or while in transit.

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

Switching Cars Containing Explosives, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous—Radioactive Material," nor shall any such car be coupled into with more force than is necessary to complete the coupling.

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

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

Continued on Page 4.

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

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

**Position in Freight Train or Mixed Train
of Cars Containing Explosives**

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

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

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

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

**Separating Cars or Flat Cars Carrying Trailers or Containers
Placarded "Explosives" from Other Cars in Trains**

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

1. Occupied passenger car; except as provided in paragraph (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material."
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulation in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph).
8. Open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car, with automatic refrigeration or heating apparatus in service or with internal combustion engine in operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Continued on Opposite Side.

Position in Train of Loaded Placarded Tank Car

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

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

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

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

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

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

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

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

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

(i) Occupied passenger car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

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(ii) Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.

(iii) Any car placarded "EXPLOSIVES."

(iv) Engine or occupied caboose.

(v) Any car placarded "DANGEROUS."

(vi) Wooden under-frame car (except on narrow gauge railroads).

(vii) Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with automobiles, trucks, or trailer bodies which are secured by means of a device or devices designed and permanently installed on the flat car for that purpose and of a type generally accepted for handling in interchange between railroads. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (k) (1) (viii).)

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

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

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

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

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

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such cars; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

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

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

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

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

Position in Train of Cars Containing Class D Poison

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

Empty Tank Cars

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

Switching Operations

802 (S). Extreme care must be used in coupling to cabooses, outfit cars, loaded rail trailer flat cars, or open top cars loaded with motor vehicles. They must not be switched with unnecessarily. Such cars 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.

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

Before coupling to outfit cars, occupants must be notified.

Movements on Yard and Other Tracks

802 (U). 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.

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

802 (V). When spotting cars at rail trailer facilities or auto unloading ramps or on spur tracks, movement must be stopped three car lengths from end of track, and further movement must be preceded by a member of the crew on the ground.

When placing cars at rail trailer facilities or auto ramps, cars must be coupled, slack bunched, and sufficient hand brakes applied on cars farthest from ramp. Wheel stops and portable derails are applied by freight house employes at car farthest from ramp.

When pulling cars from rail trailer facilities or auto ramps, crew must see that wheel stops and portable derails have been removed before coupling into cars.

Switching Cars of Excess Height

803 (R). Second paragraph of Operating Rule 803 (B) is changed to read:

Cars of excess height, as per stencil or placard, must not be switched with except in placing them in and taking them out of trains. In switching movements, such cars must not be cut off while in motion, but must be shoved to a stop. No one will be permitted to ride on top of such cars.

Securing Cars

804 (R). Each passenger unit with control cab is provided with two chain wheel blocks for emergency use.

When necessary to set out a car or a unit from a passenger train between terminals, in addition to applying hand brakes as required by the rules, wheels must be blocked using these chain wheel blocks.

Switching Cars with Operative Air Brakes

804 (S). That portion of Operating Rule 804 (C) referring to oil loading or unloading facilities and incline tracks applies only at locations specified by special instructions.

Position of Cars in Train

807 (R). Rule 807 is modified as follows:

Eliminate "Outfit Cars."

Care must be exercised to insure that outfit cars which are stenciled or tagged for handling only on rear of train, or which, under other provisions of Rule 807 must be handled on rear of train, are so handled.

807 (S). Operating Rule 807 (B) is cancelled.

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars, bilevel or trilevel cars except to flat cars containing rail trailers on which the load is exposed, such as flat bed or stake body trailers.

807 (U). When practicable, open top loads covered by tarpaulins must be entrained not less than five cars from the engine.

807 (V). When moving in trains, empty flat cars 85 feet or more in length must not be coupled to diesel unit, whether operating or dead in tow.

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

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

SN 5501 to 5510 inclusive.

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

Units Dead in Train

807 (X). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco or Baldwin type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless modified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher units dead in train.

Inspection of Trains

810 (R). Location of hot box detectors shown on page 20. Crews of trains passing hot box detectors must be particularly alert to observe change of signal indications in case hot box is discovered on their train.

Installation of hot box detectors and the instructions contained in this rule in no way relieve members of crew, operators or others from compliance with rules relative to watching train, inspection of their train, or inspection of other trains.

When advised by dispatcher of suspected hot journal, train must stop immediately and journal must be inspected. If this journal is of normal temperature, before proceeding, all other journals on both sides of the car reported, as well as all journals on both sides of the car just ahead of and just behind the car reported, must be hand felt. Train dispatcher must be notified of result of inspection.

811 (R). Referring to Operating Rule 811 (E): On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to dispatcher and be governed by his instructions.

811 (S). When a car is set out account hot box, all fire in box must be extinguished. Dirt, gravel or snow must be placed on top of box at back end over top of dust guard retainer opening. If dry chemical fire extinguisher available, contents of one bag should be thrown into journal box and lid closed until fire extinguished. Pad lubricator must be removed when practicable and any remaining fire extinguished. Journal box lid must be left closed. Conductor must make thorough inspection of car body before and after attention is given to hot box to insure there is no further danger of fire.

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

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

Exhaust Gases

812 (R). When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha engines, such engines must be stopped, and to avoid possible delay in getting them stopped, they should be stopped by pressing "stop" button in electric lockers.

Passenger Service

834 (R). Train service employes and chair car attendants must have vestibule side and trap doors closed until passenger trains stop at stations and before starting from stations.

Passenger trainmen may open vestibule side and trap doors to get on and off moving equipment to handle switches and perform other duties except at passenger stations.

Engine Service

872 (R). Operating Rule 872 is amended to read as follows: When an engine consisting of two or more units is to be moved in yards, around enginehouses, or between stations without cars, if unit at each end is equipped with control cab, engine must be operated from leading unit in direction of movement unless the movement is protected by a trainman.

874 (R). Rule 874 (A) is cancelled.

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

This does not modify the requirements of Air Brake Rule 1044 (B).

876 (R). Rule 876 is amended to read as follows:

Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight service under the close supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive in yard service or in road passenger service, except in case of emergency.

Track Restrictions

899 (S). Diesel locomotives, other than yard switcher or EMD 1870-1877, are not permitted to operate on tracks where curvature exceeds 22 degrees.

In handling hydrocushion cars on industrial tracks where curvature is 30 degrees or greater, movement is restricted to single car and unit.

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

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

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

899 (T). Engines must not go on any industrial trestle.

Station Service

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

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

Air Brakes

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

Continued on Page 7.

1001 (R). Continued.

made to know that brakes apply when independent brake valve is in application position.

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

At locations where units are cut into or out of an engine, it must be known that all hoses are properly 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.

Continued on Opposite Side.

SPECIAL RULES — SALT LAKE CITY TERMINAL AREA

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 Ninth South Street, yard engines must obtain information regarding all first-class trains which are due.

Starting Trains

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

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.

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.

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, and yard movements may be made against the current of traffic between passenger depot and Fifth North Street when authorized by switchtender at Fifth North Street.

93 (T). 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). 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.

Use of D.&R.G.W. Trackage at Salt Lake City

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:

Continued on Opposite Side.

1001 (R). Continued.

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

1030 (R). In making air brake test required by Air Brake Rule 1030 (C) and Special Rule 1030 (S) on various subdivisions, on passenger trains when consist is not changed, following procedure will be followed:

1. Arriving engineer will, after stop has been made, immediately release the train brakes.
2. Upon receipt of proper signal, outgoing engineer will make a 20-pound service brake pipe reduction and check brake pipe leakage.
3. Upon receipt of proper signal, automatic air brakes will be released.

93 (V). Continued.

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.

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 18-B:

1. Trains have no time table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Co. 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.

3. Automatic street crossing signals in service at 2nd and 4th South Streets at 4th West Street, Salt Lake City. Control circuit limits marked by rail joints painted yellow.

When a train, engine or yard movement has stopped or been delayed within circuit control limits, additional movements must proceed slowly until positive determination is made that crossing signals have operated a sufficient time to stop traffic. In event crossing signals are not operating, movement over crossing must be protected by a crew member.

Unnecessary occupancy of control circuits must be avoided.

Indication signal placed on mast east side of 2nd and 4th South Streets will display flashing lunar lights when crossing signals are operating.

Eastward and westward trains when ready to depart will proceed slowly into control circuit to activate crossing signals.

Continued on Page 8.

93 (V). Continued.

Unless otherwise instructed, track assignments SLCUD are as follows:

D.&R.G.W. and W.P. passenger trainsTrack No. 3
 U.P. Interchange deliveriesAny track other than No. 3, or as directed by Yardmaster.

Trains, yard engines, light engines and others using SLCUD Railroad Co. tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with W.P. main track and SLCUD track just east of 1st South Street will be left lined for W.P. main track.

D.&R.G.W. Special Rule 18-F:

All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and D.&R.G.W. Roper, 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.

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

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 locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by Yardmaster or on signal indication. Grant Tower Operator will obtain authority from Yardmaster before positioning signals for reverse movements.

D.&R.G.W. Special Rule 18-I:

Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

UP light engines, returning — 1 long, 1 short.

Railroad Crossings and Junctions

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

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
North Salt Lake. (M.P. 31.3)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Becks. (M.P. 32.9)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (T).
Salt Lake City. (First South and 10th West Streets, Fisher Brewery track)	W.P.	W.P.	Special Rule 98 (U).
Salt Lake City. (M.P. 781.3, Freight Line)	W.P.		Automatic interlocking. Operating Rule 612.
Salt Lake City. (Between So. Temple and First South St. on Fourth West St.)	D.&R.G.W.		Operating Rule 609.
Salt Lake City. (M.P. 37.8, M.P. 38.0, Second Sub.)	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 St., 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 derail. Special Rule 98 (U).
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.
Salt Lake City. (Third West Street and Van Buren Ave.)	D.&R.G.W.	D.&R.G.W.	Gates. Special Rule 98 (S)
Midvale	D.&R.G.W.		Stop Signs. Operating Rule 98 (A).

98 (S). Third West extension at Van Buren Avenue crosses two D.&R.G.W. tracks protected by gates which are normally lined against Union Pacific movements. Union Pacific movements must stop at Stop sign and if no conflicting movement on D.&R.G.W. tracks a member of crew must secure both gates against D.&R.G.W. movements. After movement over crossing has been completed, both gates must be restored to normal position.

98 (T). 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 City. 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 (U). 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.

Public Crossings

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

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.

On Third West extension, yard movements must stop at Thirteenth South and Seventeenth South Streets and a member of crew must protect movement over the crossing.

At Becks, when using lead to trailer ramp facility a member of crew must protect vehicular traffic when crossing Frontage Road.

103 (S). At Salt Lake City, trains and engines must respect indication displayed by traffic signal at Third West and Fourth South Streets. This signal is actuated by train or engine movements approaching intersection and will normally display green indication for these movements.

If circuit is occupied longer than 22 seconds before passing street curb line, signal will return to automatic operation. To clear signal under these conditions, train or engine must stop with leading wheels beyond insulated joints at curb line and may proceed when signal clears.

Yard movement to and from Armour Spur, or from Knudson Builders or Northwest Hide Spurs, must stop with leading wheels beyond curb line and may proceed when signal clears.

Switches

- 104 (T). Switches will be set normally at:
 - Becks —Switch from advance track to Standard Oil Company crossover, for the crossover.
 - Utah Oil Field —Switch west end Track 5, for lead.
 - North End West Yard —Switches on Main 2, for Main 2; Switch from lead to West 1, for West 1.
 - North End Freight House —Switch South end 5 Lead, for Freight House Lead.
 - Keyser Lead —Salt Lake Stamp Co. switch, for Keyser Lead.
 - Morrison & Merrill Lead —Switches both ends ice house, for lead.

104 (U). At North Yard, before shoving or switching cars into East No. 1 track from south end the following will govern:

If movement is from East Lead, No. 9½ switch must be lined for Track 9½.

If movement is from West Lead, East No. 2 switch must be lined for East No. 2 track.

A member of crew must remain in vicinity of switch on respective leads to protect movement out of East No. 1 track.

Movements from Toonerville Yard standing at 5th North to permit movements from West Yard to South Yard to pass in front of them must line south switch of Main 1 for Main 1 pocket.

Before performing switching movements on East Lead, it must be known that East No. 12 switch is lined for Track 12. Any crew using this switch must leave it lined for No. 12 track.

104 (V). At North Salt Lake, normal position of switch from Cudahy spur to Beeline spur is for Beeline spur. This switch is equipped with mechanical lock which will release when switch from D.&R.G.W. main track to Cudahy spur is reversed. (See Special Rule 98-T.)

When restoring switches to normal position, switch to Beeline spur must be lined to normal position before D.&R.G.W. main track switch is restored to normal position.

Lunar indication on dwarf signal authorizes movement from Cudahy spur to Beeline spur. Yellow indication on dwarf signal authorizes movement from Cudahy spur to D.&R.G.W. main track.

Movements Controlled by Switchtenders

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

Leaving passenger depot, remain clear of passenger lead. 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 crossover just east of Second South Street.

Exception: Trains handled by yard crews may accept signal from member of crew as authority for movement.

Switchtenders must see route is properly lined and clear of other movements before giving proceed signal to approaching trains, road engines or D.&R.G.W. switch engines.

Before Second South switchtender may give proceed signal to a westward train to Second Subdivision, 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 switch-

Continued on Opposite Side.

104 (W). Continued.

tender that track is clear and route properly lined, proceed signal may be given.

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 due.)

104 (X). 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 crossover 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 crossover, 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 (Y). 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 crossovers 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 —
- To be routed into North Yard — 0

At North Yard, crossovers at Thirteenth North from East Yard to eastward and westward main tracks must not be used except in emergency, and then only with permission from Terminal Superintendent or other proper officer.

All movements from Thirteenth North to east side of main tracks must be made through Seventeenth North. Flag protection must be provided to protect movement against current of traffic.

Centralized Traffic Control System

266 (S). 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 must receive Form C clearance 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.

Approach to Grant Tower

610 (R). Movements from Second South Street to Grant Tower must not pass insulated joints to approach section (located about 20 feet north of Tractor Implement switch) until permission is received from operator, Grant Tower, or proceed signal is received from switchtender, who must first obtain permission from operator, Grant Tower.

Automatic Interlocking

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 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 crossing and has cleared 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.

Exchanging Signals and Inspection of Trains

713 (S). Operating Rules 713 and 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 must be alert and be prepared to act upon any signals received from switchtenders at these locations.

Riding Engines or Cars

802 (W). A trainman need not ride on leading platform of engine, as follows:

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

Between Woods Cross and North Yard—main track movements.

A member of crew must ride rear car on all movements from Ninth South Street into Middle Yard or South Yard.

At Salt Lake City, when spotting cars on East or West Ramp tracks, vicinity 2nd North Street, movable Buck ramp must be clear of track to be used before cars are moved into such track.

Switching Salt Lake City Freight House

802 (X). At Salt Lake City Freight House, during hours freight house employes are working, lead switches at north end and derails at south end of dock tracks Nos. 1 and 2 will be locked with private locks. When cars are placed for loading or unloading on dock track No. 3, switch at north end and derail at south end of this track will also be locked with private locks.

When necessary to switch these tracks during hours private locks are applied, engine foreman will use alarm system on side

Continued on Opposite Side.

802 (X). Continued.

of freight house building, holding switch depressed a minimum of 30 seconds to warn employes of necessity to vacate cars. After cars are vacated, dock foreman will unlock necessary switches and derails.

This in no way modifies the requirements of Rule 802 (C).

When spotting cars on freight house dock tracks, Nos. 1, 2 or 3, a 40-foot gap must be left at Spot No. 1 between such cars and Universal-Acme-Salt Lake Transfer Cars. Freight house employes will apply wheel stop on tracks 1, 2 or 3 north of the 40-foot gap. Yard crews must set at least one hand brake on south end of cars left north of the gap.

Universal-Acme-Salt Lake Transfer may be switched from north end while employes are working in cars on Union Pacific inbound-outbound at south end without sounding alarm provided permission is received from Salt Lake Freight House dock foreman.

Switching Cars with Operative Air Brakes

804 (T). At Salt Lake City, all yard movements from Utah Sand and Gravel Plant must have air brakes cut in and operative on all cars.

Yard crews operating south of Fourth South Street, handling cuts of 3 or more cars over an uninterrupted distance of one mile or more, must have air brakes cut in and operative on all cars. Crew must couple air, make air test required by Air Brake Rule 1030 (H), and must bleed cars in their cut on arrival South Yard, as well as cars set out enroute.

Use of Hand Brakes

804 (U). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:

LOCATION	REQUIREMENTS
Utah Oil Field	—Sufficient hand brakes must be set to keep cars from moving but not less than four hand brakes on north end of each track. Crews switching against cars on these tracks must know that brakes are applied.
Salt Lake City South Yard	—Sufficient hand brakes must be set to keep cars from moving but not less than four hand brakes must be applied on each cut of cars left in South Yard. This includes No. 7 lead, all tracks in classification yard, and all transfer tracks.
Salt Lake City Freight House Area	—At least one hand brake must be set on north end of cars left standing on 3/4 track, No. 5 lead, house lead, and on house tracks 1 and 2.
Third West Street	—Sufficient hand brakes must be set to keep cars from moving. Cars must not be cut off while in motion at any time.
Garden	—Sufficient hand brakes to keep cars from moving must be set on low end of all tracks.
At any point	—Hand brakes must be set on all cars spotted for loading or unloading heavy machinery or equipment.

804 (V). At Midvale, Bullion hole lead and tracks leading therefrom are on heavy grade. Not more than five cars may be handled at any one time while using these tracks. When pulling cars on ascending grade, members of crew must locate themselves so that hand brakes can be applied immediately if

Continued on Page 11.

804 (V). Continued.

required. When handling cars on descending grade, at least 50 percent of hand brakes must be applied, including brake on leading car.

Not more than seven cars may be handled to or from Flotation Mill highline at Midvale.

Track Restrictions

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

No engines are permitted on:

- Salt Lake City . . . Coach yard tracks 6 and 7 over drop pits.
- Murray . . . Gibbons & Reed spur, over under-track hopper.

Note: Referring to All Subdivisions Special Rule 899 (S):

Salt Lake Terminal area and Pioneer Industrial area have a number of curves in excess of 16 degrees. Before moving or switching on these industrial tracks, it must be known that curvature of track does not exceed maximum permitted.

List of all tracks in these areas that have curvature in excess of 16 degrees will be maintained in Terminal Superintendent's circular notice book and will be posted in Salt Lake Terminal yard area offices.

Close Clearances

900 (R). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at plat—
Continued on Opposite Side.

**SPECIAL RULES — FIRST SUBDIVISION
CACHE VALLEY, MALAD, THATCHER, AND SYRACUSE BRANCHES**

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.

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at:

- Ogden
- Cache Jct.

Railroad Crossings and Junctions

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

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
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.

Flag Protection

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

- Malad
- Cache Valley

900 (R). Continued.

forms and other structures above and at the side of industry, stock and other tracks:

Train shed and umbrella sheds at Salt Lake City passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Employees are prohibited from riding on top of cars on passenger yard tracks.

Location	Structure or Obstruction	Clearance of engine or car is close at—
Midvale Spur	D.&R.G.W. overhead crossing.....	Side and Top.
Salt Lake City, M.P. 38.12	Overhead steam line.....	Top.
South Temple St.....	Foot viaduct	Top.
Passenger depot	Train & umbrella sheds	Side and Top.
North Temple St.....	Viaduct	Side and Top.

900 (S). Freight cars 85 feet or more in length, or passenger equipment must not be moved through crossover between tracks 7 and 8 near sanding facility, Diesel Shop trackage.

900 (T). At Fry Roofing, drawbridge between Fry building and Trumbull building is located at third door from east end of Fry building. Before passing this location with engine or cars, or before coupling to cars on Fry track, an employe in plant must be notified and it must be known that drawbridge is clear for the movement.

1005 (R). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches 90 pounds

1030 (S). Inspection required by Air Brake Rule 1030 (C) and Special Rule 1030 (R) must be made on all trains at Salt Lake City.

99 (W). On Malad Branch between M.P. 25 and M.P. 35 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 (1) must be sounded frequently.

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

Thatcher—Syracuse—Malad

Public Crossings

103 (T). 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 16 or 18 permits train to proceed to Cecil Jct.

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

Continue on Page 12.

103 (U). Continued.

Bushnell Hospital Spur—Highway 91;

Garland Sugar Factory—three lead tracks crossing State Highway U-82.

Sidings and Side Tracks

105 (R). At Brigham City, westward siding extends from east switch near M.P. 20 to crossover at depot, and eastward siding is located on north side of main track. Track from crossover at depot to crossover 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.

105 (S). At McCammon, crossover leading to storage track must not be left blocked with cars.

Controlled Block Signals

240 (R). 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 switch-tender 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 switch-tender at Cecil Jct.

Switching Cars with Air Brakes Operative

804 (W). At Woods Cross, when making movements on Phillips Oil warehouse trackage, air brakes must be cut in and operative on all cars.

Track Restrictions

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

No engines are permitted on the following tracks:

- Kaysville** —Deseret Mill and Elevator Spur on grain pit or beyond.
- Malad** —End of spur where concrete slab is installed on coal spur at Oneida County Grain Growers.
- Franklin** —Butters Coal Spur pit.
- Lewiston** —West end lime rock track.
- Whitney** —Over dump pit on highline at sugar factory.

Note: Referring to All Subdivisions Special Rule 899 (S):
Curvature on following tracks is in excess of 16 degrees:

- Woods Cross** —New Team Track* 22°
- Phillips Oil Spur 17°30'

Continued on Opposite Side.

899 (R). Continued.

- Kaysville** —Church Warehouse 20°
- Clearfield** —Woods Cross Canning 17°24'
- ***Hyrum** —Valley Rendering Spur 20°
- Logan** —Anderson Coach Spur 20°40'
- Sears Warehouse 22°
- Garland** —Sugar Factory Rock Track 20°
- Wet Wash Track 20°

*Only single unit DE Road and Switch permitted.

Close Clearances

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

Train shed and umbrella sheds at Ogden passenger depot will not clear a man on top of car, nor on side of car except when standing on sill step.

Location	Structure or Obstructure	Clearance of engine or Car is close at—
M.P. 11.57	Overhead highway crossing.....	Side and Top.
M.P. 8.73	Overhead highway crossing.....	Top.
M.P. 1.39	Switch stand east end crossover.....	Side.
M.P. 1.08	Through plate girder bridge.....	Side.
Ogden	Union depot sheds	Side.
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. 46.12	Rock cut	Side.
Downey	Water tank	Side.
CACHE VALLEY BRANCH		
Logan	Shed, passenger depot platform.....	Side.

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

1005 (R). Referring to Air Brake Rule 1005 (A), standard brake pipe pressure for freight, mixed trains and branch line passenger trains is changed as follows:

First Subdivision and Branches 90 pounds

Tonnage Rating for GP-9 type locomotives:

Type	Numbers (Inclusive)	H.P.	Cache Junction to Logan	Logan to Whitney	Whitney to Preston	Preston to Cache Junction
EMD GP-9	130-349	Rd. Sw 1750	2425	2275	1250	2200

**SPECIAL RULES — SECOND SUBDIVISION
PROVO SUBDIVISION
FILLMORE BRANCH**

Markers and Rear End Lights

19 (U). Operating Rules 19 and 19 (E) must be complied with by all train and engine movements between Provo, Geneva and Pipemill.

Red flag by day and red light by night must be displayed on rear car of all switch movements between Provo, Geneva and Pipemill.

Train Register

83 (S). Trains in Provo-Geneva switching service need not register at Provo.

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

83 (T). At Provo, conductors 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.

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.

Yard Limits

93 (W). Westward Provo Subdivision trains must obtain permission from dispatcher or Provo yardmaster before entering Provo Switching District at Pipemill yard limit.

Eastward Provo Subdivision trains will call dispatcher from Huslers to receive permission to enter North Yard.

Clearances

96 (S). Unless otherwise provided, all trains must receive clearance at Provo.

96 (U). Eastward trains destined Provo Subdivision must receive clearance Form 2643 at Delta which will confer same authority on Provo Subdivision as when received at Lyndyl. In addition, such trains originating at Delta must receive clearance Form B.

Eastward Provo Subdivision trains must identify opposing trains between Delta and Lyndyl.

Westward Provo Subdivision trains destined Second Subdivision need not receive clearance Form B to enter CTC territory at Lyndyl. Clearance Form 2643 when received at Provo by westward Provo Subdivision trains destined Second Subdivision confers authority to enter CTC territory at Lyndyl.

Eastward Provo Subdivision 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:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Near Geneva. (M.P. 757.3)	D.&R.G.W.		Automatic Interlocking with movable point frogs. Special Rule 98 (V).
Ironton (M.P. 0.67)	D.&R.G.W.	D.&R.G.W.	Semi-automatic Interlocking. Operating Rule 613.
Garfield. (M.P. 767.1)	K.C.C.	U.P.	Semi-automatic Interlocking. Operating Rule 613.

98 (V). 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 of 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 single unit 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 (V). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on Fillmore Branch.

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

Fillmore; Silver City; Eureka.

Public Crossings

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

- Lehi** —Main highway crossing on Sugar Factory spur;
- Pleasant Grove** —Main Street crossing on United Concrete Co. Spur;
- Hardy** —Main highway crossing on beet spur;
- M.P. 761.48, Provo Sub-division** —Main highway crossing on Western Warehouse Spur;
- Bunker** —Main highway crossing on spur track;
- Eureka** —Main highway crossing on spur track.

103 (W). 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).

Switches

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

- Pipemill —Inside switch at clearance point of Pipemill lead, for movement between Pipemill lead and Geneva Steel Co.;
- Provo —Switch leading to Ironton, for Ironton spur;
- Warner —East lead T.V. yard, for T.V. main track;
- Tintic —Wye on Eureka Branch, for Silver City Branch main track;
—Wye on Silver City Branch for Eureka Branch main track;
- Lynndyl —All switches on No. 1 track, for No. 1 track;
- Milford —At roundhouse, when engines are received from oil track spur or from crossover between inbound and outbound enginehouse leads, switches must be left lined for lead movements.

Centralized Traffic Control System

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

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.

266 (U). Clearance Form B will not be required by trains entering CTC territory from Fillmore Branch 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.

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 Milford, 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 re-

Continued on Opposite Side.

267 (R). Continued.

port must be made by wire to superintendent and chief dispatcher at first stop or first open telegraph office.

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

Movement on Yard and Other Tracks

728 (R). At Provo, cars, engines or other equipment must not be stored nor left standing between derail and turntable.

802 (Y). At Milford, brakeman handling light engine movements to enginehouse must ride engine to rest on designated track before leaving engine.

Use of Hand Brakes

804 (U). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:

LOCATION	REQUIREMENTS
Jericho	Hand brakes must be set on each car set out for ore loading.
Milford	Sufficient hand brakes must be set to keep cars from moving but not less than four hand brakes must be applied on east end of train left standing on east or west drill track.
Provo	Sufficient hand brakes must be set to keep cars from moving but not less than four hand brakes must be applied on west end of all yard tracks.
Clyde	Hand brakes must be set on each car set out.

Switching Cars with Air Brakes Operative

804 (X). Air Brakes must be cut in and operative on all cars handled between Provo, Ironton, Geneva and Pipemill yards.

At Cutler, when making movements on loading spurs serving General Refractories Company, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

At Bauer, when making movements on any track with loads below the engine, air brakes must be cut in and operative or sufficient hand brakes must be set on the low end of cut to control movement.

Inspection of Trains

811 (U). All westward Provo Subdivision trains handling coal must stop and be inspected at Starr and Lynndyl.

All eastward trains handling Cedar City Branch ore must stop and be inspected at Starr.

Where train is blocked as between roller bearing and friction bearing equipment, only friction bearing equipment need be inspected.

Exception: Freight trains consisting entirely of roller bearing equipment may be handled between Milford and Provo without stopping to be inspected at Lynndyl or Starr.

Track Restrictions

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

Continued on Page 15.

899 (R). Continued.

No engines are permitted on the following tracks:

- Pleasant Grove —Plant trackage which connects to United Concrete Pipe Spur.
- Hardy —Loading track beyond point 700 feet east of switch.
- Western Warehouse Spur —Over hopper under track.
- Provo —Pipe Plant Highline.
- Nephi —Thermoid pit on track 1.
- Industrial Center —Coal unloading bin at heating plant building No. 15;
—Track through thaw shed at Filtrol Corp.
- Milford —Jefferson Coal spur, inside of gate.

Note: Referring to All Subdivisions Special Rule 899 (S): Curvature on following tracks is in excess of 16 degrees:

Industrial Center	—Eaton Metal Spur	22°
	—Silver Steel Spur	22°
	—Deere & Company Spur	19°
	—Mayflower Moving & Storage	34°
	—Madsen Toy Spur	23°
	—Sowall Brothers Spur	20°
	—Western Electric Spur	24°15'
Eureka	—Runaway Track	21°30'
Pipemill	—Track 2	16°40'
	—Track 3	20°
Provo	—Hide House & Spur	30°
	—Texas Oil Spur	28°
	—Auto Dock	30°
	—South Track — Commercial Welding	16°30'
Nephi	—East Leg of Wye	19°

899 (U). At Tooele Army Depot, Warner, or Deseret Chemical Warfare Depot, Clover, when necessary to go beyond derail on stem of wye, member of crew must communicate with agent at Warner if he is on duty, or with train dispatcher in other cases, who will arrange for U.S. Government yardmaster to supervise the movement.

Close Clearances

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

Location	Structure or Obstruction	Clearance of engine or Car is close al—
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.
Eureka	Cars near derail on Hannifin Spur	Side.
M.P. 601.13	Bridge	Side.
PROVO SUBDIVISION		
M.P. 754.42	Bridge	Side.
M.P. 735.76	D.&R.G.W. overhead crossing	Side.
Santaquin	Overhead highway crossing	Side and Top

900 (V). At Oasis, Seed Company has mobile rail mounted platform on track providing runway between buildings. Before spotting or coupling to cars on this spur, it must be seen that platform wings are raised and device is sufficient distance from car to eliminate danger of damage.

Air Brakes

1005 (S). Trains from Milford destined Provo and trains originating at Provo destined Milford will carry 70 pounds brake pipe pressure between those points.

Movements handled by yard crews, Provo switching district, will carry 70 pounds brake pipe pressure when use of air brakes is required.

1025 (R). Before departing from Eureka or Silver City, air brake test as prescribed by Air Brake Rule 1025 must be made. Retaining valves must be placed in heavy holding position on all cars, and speed of 6 MPH must not be exceeded at any point. Not more than 16 cars may be handled from Eureka or Silver City to Tintic.

Exception: From Eureka to Tintic, trains handled by engine with pressure maintaining in operation may handle not more than 25 cars and must not exceed 12 MPH.

1041 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1041 must be made by all freight trains at following points:

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

**SPECIAL RULES — THIRD SUBDIVISION
CEDAR CITY, IRON MOUNTAIN, PIOCHE
AND MEAD LAKE BRANCHES**

Movement of Trains

83 (U). Before using Fibreboard Spur, trains or engines must first receive authority from train dispatcher.

Train Register

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

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

Yard Limits

93 (X). Caliente yard limit includes entire Pioche and Prince Branches. Conductors of trains operating on Pioche Branch must contact dispatcher at Salt Lake City and agent Caliente before leaving Caliente.

Clearances

96 (V). Mead Lake Branch trains need not receive Clearance Form B at Las Vegas and Cedar City Branch trains need not receive Clearance Form B at Milford as required by Operating Rule 266.

Clearance Form 2643 received by Mead Lake Branch trains at Las Vegas confers authority to enter CTC territory at Las Vegas and confers the same authority on Mead Lake Branch as when received at Moapa.

Clearance Form 2643 received by Cedar City Branch trains at Milford confers authority to enter CTC territory at Milford and confers the same authority on Cedar City Branch as when received at Lund.

Westward trains destined Cedar City Branch must identify opposing trains between Milford and Lund.

Flag Protection

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

Iron Mountain Mead Lake

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

Mead Lake; Pioche; Prince.

Public Crossings

103 (X). On Fibreboard Spur, highway crossing between Freeway Bridge and Apex must not be blocked by standing cars.

Switches

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

- Caliente —Spring switch at west end of Track No. 2, for eastward trains using Track No. 1;
- Milford —At roundhouse, when engines are received from oil track spur or from a crossover between inbound and outbound enginehouse leads, switches must be left lined for lead movements;
- 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;
- Fibreboard —Switch from lead to two highline bulk loading tracks, for highline.
- Nellis Field —Switch at east end of run-around track, for run-around track.

Main Track Derails

104 (Z). At Cedar City, spring point derail is located in main track just east of balloon track switch and must be locked in derauling 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.

Sidings and Side Tracks

105 (T). 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 (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 crossover at depot.

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

Train Order 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.

Switch Point Indicators

240 (S). Color light switch point indicators governing facing point movements over main track spring switches at east switch, Desert Mound, and east Comstock wye switch, M.P. 10.91, Iron Mountain Branch, display indications as follows:

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

240 (T). When "Hold" indication (Rule 240-M) is displayed on cantilever signal just east of road crossing, Caliente, westward trains approaching this signal on either main track or east drill track must stop and communicate with dispatcher before proceeding.

Centralized Traffic Control System

266 (U). Clearance Form B will not be required by trains entering CTC territory from Cedar City or Mead Lake Branches, 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.

267 (R). In CTC territory between Milford 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 (U). 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 (V). At Las Vegas, when westward dwarf signal at west end of passenger station or westward high signal just west of west passenger siding switch displays Stop aspect, freight train may pass signal to enter ice-house track without stopping, provided the switches are properly lined for movement and proper hand signal is received from trainman or yardman, but movement must be made at restricted speed. Trainman or yardman must receive permission from dispatcher before lining switch for ice-house track.

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 and selector lever on derail must also be hand operated.

267 (X). Eastward trains at Caliente must remain clear of public crossing east of depot until authorized to proceed by dispatcher or by signal indication.

267 (Y). Eastward freight trains leaving Las Vegas will, unless otherwises directed, use drill track and leave yard at extreme east switch.

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 and selector lever on derail must also be hand operated.

Mechanical Switch Lock

533 (R). Switch to Industria! Spur at M.P. 340 near Wann is equipped with mechanical lock. Operating Rules 533, 534 and 535 govern.

Riding Engines

802 (Y). At Milford, brakeman handling light engine movements to enginehouse must ride engine to rest on designated track before leaving engine.

Handling Cars

802 (Z). At Iron Springs, the main track must not be used in weighing cars.

803 (S). At Fibreboard, movement must be stopped before entering building.

Use of Hand Brakes

804 (U). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:

LOCATION	REQUIREMENTS
Milford	—Sufficient hand brakes must be set to keep cars from moving but not less than four hand brakes must be applied on east end of train left standing on east or west drill track.
Iron Mountain Comstock Desert Mound Iron Springs	—Sufficient hand brakes must be set on low end to hold cars standing on any track, but not less than four hand brakes per track on empties, not less than eight hand brakes per track on loads. In addition, at Desert Mound, not less than three hand brakes must be set on upper end of tracks above tipple.
Moapa	—Cars left standing between siding and steam plant gate must have all hand brakes applied. —Cars left standing inside steam plant gate must have not less than one hand brake applied on west end.
Fibreboard Spur	—Sufficient hand brakes must be set to keep cars from moving but not less than 5 hand brakes must be applied on low end of cars left standing at any point.

Switching Cars with Air Brakes Operative

804 (Y). At Iron Mountain, when ore is handled from upper to lower yard, sufficient air brakes must be used to control movement.

At Desert Mound, when necessary to perform switching, air brakes must be cut in and operative.

At Comstock, air brakes must be cut in and operative on all loads switched from load tracks to departure track.

At Moapa, air brakes must be cut in and operative on cars handled between Moapa and steam generating plant.

Air brakes must be cut in and operative on all cars handled between Lovell and Government Ordnance area, and on Fibreboard Spur.

Position of Cars in Trains

807 (Y). All empty flat cars moving westward between Crestline and Moapa and eastward Iron Mountain to Iron Springs must be entrained near rear of train.

Position on Train

823 (R). On Fibreboard Spur, a member of crew must ride rear car on all movements, in either direction, between Fibreboard and Apex.

Leaving Locomotives Unattended

875 (R). Train or engine crews desiring to eat at Caliente must notify dispatcher as much before arrival as practicable, but not later than at Caliente initial switch.

While crew is eating, engine must be left on train with air coupled, and in addition a member of crew, mechanical employe or road officer must remain on engine at all times.

Crew of westward through train must leave train on east drill track while eating unless advised otherwise by dispatcher.

Track Restrictions

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

Exception: Gas Turbine Electric and 5000 HP Diesel Electric locomotives may operate on Cedar City Branch Lund to M.P. 21 and to M.P. 0.90 on Pioche Branch.

Gas Turbine Electric and 5000 HP Diesel Electric locomotives must not be operated on sidings at Minto, Caliente, Leith and Carp.

No engines are permitted on the following tracks:

- Milford —Jefferson Coal spur, inside of gate.
- Caselton —Main Mill Spur over track hopper.
- Prince Branch —All tracks beyond M.P. 8.7.
- Moapa —Nevada Power Co. Hopper.

Note: Referring to All Subdivisions Special Rule 899 (S), curvature on following track is in excess of 16 degrees:

- Nellis —Shell Oil Spur 18°

Close Clearances

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

Location	Structure or Obstruction	Clearance of engine or car is close at—
THIRD SUBDIVISION.		
M.P. 527.60	Bridge	Side.
M.P. 487.89	Tunnel No. 18	Side and Top.
M.P. 474.63	Tunnel No. 17	Side and Top.
M.P. 474.26	Tunnel No. 16	Side and Top.
M.P. 473.97	Tunnel No. 15	Side and Top.
M.P. 472.81	Tunnel No. 14	Side and Top.
M.P. 471.74	Bridge	Side.
M.P. 471.46	Bridge	Side.
M.P. 471.38	Tunnel No. 13	Side and Top.
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. 468.06	Bridge	Side.
M.P. 463.26	Tunnel No. 12	Side and Top.
M.P. 462.78	Tunnel No. 11	Side and Top.
M.P. 458.56	Bridge	Side.
M.P. 455.97	Tunnel No. 10	Side and Top.
M.P. 453.31	Tunnel No. 9	Side and Top.
M.P. 451.34	Tunnel No. 8	Side and Top.
M.P. 450.92	Tunnel No. 7	Side and Top.

Continued on Opposite Side.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of engine or car is close at—
M.P. 449.05	Tunnel No. 6	Side and Top.
M.P. 447.89	Bridge	Side.
M.P. 444.56	Bridge	Side.
M.P. 441.95	Tunnel No. 5	Side and Top.
M.P. 437.22	Bridge	Side.
M.P. 433.67	Tunnel No. 4	Side and Top.
M.P. 433.47	Bridge	Side.
M.P. 431.82	Bridge	Side.
M.P. 430.68	Bridge	Side.
Carp	Mail Crane	Side.
M.P. 419.30	Bridge	Side.
M.P. 414.11	Bridge	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.
M.P. 397.32	Bridge	Side.
M.P. 397.04	Bridge	Side.
M.P. 395.42	Bridge	Side.
PIOCHE BRANCH.		
M.P. 0.68	Bridge	Side.

High and Wide Cars

900 (W). 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 except as indicated below.

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 handholds 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 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

Continued on Page 19.

900 (W). Continued.

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.

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' 5½" 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 5'5½" from center line of car, to enable them to take necessary precautions to safeguard employes 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.

The Public Service Commission of the State of Nevada has granted permission for the operation of "High-Cube" cars of a maximum height of 17 ft. from top of rail to top of running-board within the State of Nevada.

The following will govern the handling and movement of such cars in Nevada:

If train length permits, such cars shall be entrained at least five cars distant from the caboose.

The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that the members of the train crew are forbidden to ride on top of any such cars.

Air Brakes

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

1025 (T). For movements on Fibreboard Spur, terminal test of air brakes as required by Air Brake Rule 1025 must be made before departing from Apex or Fibreboard.

1029 (R). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at Crestline, eastward and westward.

1030 (S). Inspection required by Air Brake Rule 1030 (C) and Special Rule 1030 (R) must be made on all trains at Las Vegas.

1039 (T). From Iron Mountain to Desert Mound, diesel locomotives will handle ore trains of maximum cars as follows:

No. Units	Type Locomotive	No. cars ore can be handled
Dynamic brake not in operation.		
1	GP 9	45
1	SD 7	45
2	GP 9	45
2	SD 7	65
3	GP 9	65
Dynamic brake in operation on number of units shown.		
1	GP 9	45
1	SD 7	65
2	GP 9	65
2	SD 7	89
3	GP 9	89

1041 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1041 must be made by all freight trains at following points:

- Crestline —Westward when angle cock has been turned or air hose separated.

1042 (R). Dynamic brake of westward freight trains departing Crestline must be placed in service and tested for proper operation between west switch, Crestline and east switch, Brown.

Westward freight trains being handled by locomotive with less than three units of dynamic brake in operation must use retaining valves as follows:

Trains averaging 65 tons or more per operative brake must use all retaining valves Islen to Minto.

Trains averaging 55 tons or more per operative brake must use not less than 25 retaining valves on the head end Islen to Minto, length of train permitting.

Trains averaging less than 55 tons per operative brake must use not less than 25 retaining valves on the head end Islen to Minto, length of train permitting, if in judgment of conductor or engineer their use is necessary.

When in the judgment of conductor or engineer the use of retaining valves is necessary to properly control train, retaining valves will be used at any point.

Westward freight trains required to use retaining valves between Islen and Minto or being handled by locomotive with dynamic brake not in operation must stop and be inspected at Islen.

1042 (S). Freight trains handled by diesel locomotive with dynamic brake not in operation must use retaining valves as follows:

- Prince to Prince Junction;
- Pioche to M.P. 30, Pioche Branch;
- M.P. 27 to M.P. 22, Pioche Branch.

1042 (T). From Iron Mountain to Iron Springs, Duplex retaining valves must be placed in 20-pound position on loaded conventional cars and foreign line ore cars, and in 10-pound position on system ore cars Nos. 26000-26499 and on all empties. Retaining valves must not be turned down until train stops in extension track at Iron Springs.

EXCEPTION: Desert Mound to Iron Springs—50% of retaining valves in train must be placed in 20-pound position on head end of train.

On other grades, conductor and engineer will see that as many retaining valves are used as necessary to control train.

When retaining valves are in use, speed of 20 MPH must not be exceeded.