

**UNION PACIFIC SYSTEM**  
UNION PACIFIC RAILROAD COMPANY

**Wyoming Division**

**Special Rules  
No. 2**

**Effective Saturday,  
September 1, 1934**

Superseding Special Rules No. 1.

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

**C. C. BARNARD, Superintendent**

**N. A. WILLIAMS,**  
General Manager

**G. L. WHIPPLE,**  
General Supt. Transportation

Serial No 4930



**MAP OF THE  
WYOMING DIVISION  
UNION PACIFIC RAILROAD**

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MAY 15, 1933

SCALE OF MILES  
0 10 20 30 40 50



4 (B). Rule 4(A) of the Rules and Instructions of the Transportation Department is changed as follows:

"From 24 hours prior to, and for six days after a new time-table takes effect, train dispatchers must deliver to all conductors and enginemen, and at all times to conductors and enginemen of other railroads, newly employed or promoted men, and to men from other subdivisions, a '19' train order reading, 'Acceptance of this order is acknowledgment of receipt of time-table No. .... taking effect ..... M. .... 19.....'."

7 (B). At points where there are close clearances, trainmen will work on the opposite side of train from them; and, if necessary, the fireman will receive the signals and communicate them to the engineman.

8 (A). Electric lanterns may be used for displaying white light only. Their use for displaying colored lights for signaling purposes is not permitted.

9 (R). Lights will not be kept burning at night in train order signals at Superior and Coalville, and trains will be governed by the day indication.

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed".

10 (j). Rule 10 (f) is hereby amended as follows:

Color	Indication
Purple.	Stop. (Night indication for derail switches on sidings.)

10 (k). That part of Rule 10 (g) of the Rules and Instructions of the Transportation, Maintenance of Way, and Signal Department, reading, "unless a different speed is specified by train order, bulletin or time-table", is changed to read as follows: "unless a different speed is specified by train order, bulletin or Special Rules".

10 (r). By day and by night, a red, yellow, or green light is displayed on color light block signals. See Rule 526 (A).

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

10 (r). In applying Rule 10 (g) where trains use the track to the left on Eighth Subdivision, the signals and roadway signs will be placed on the fireman's side of the track where there is not room between the tracks for them to be placed on the engineman's side.

14 (w). Relative to Rules 14 (l) and 14 (u), instead of starting the first of the long sounds at the whistling post, as required by Rule 14 (u), the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must be not less than 10 seconds.

The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents.

The engine-bell must be ringing continuously until the engine has passed over the crossing.

17 (C). When rules require headlight to be displayed, electric headlights on road engines must be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

17 (R). Lights must be burning in passenger cars, headlights, and markers, before entering and while passing through Aspen Tunnel.

19 (F). When passenger trains are being switched, the markers must be removed to prevent obscuring the view of the engine men.

22 (R). When helper engines are cut off train at any point, whistle signal for backward movement of train engine must not be given by the helper engine when hand signals can be seen, and, when the whistle signal is necessary it must not be given until engineman of helper engine has been so instructed by conductor of the train.

26 (A). Blue flag or blue light must in all cases be displayed on the same side of train at each end.

26 (B). When necessary to protect against the moving or coupling into, of certain bad order cars on repair tracks with other cars, some of which it may be necessary to move, a red flag by day and a red light by night must be displayed on such cars to indicate that they must not be moved or coupled into under any circumstances.

These instructions do not change or modify Rule 26 in any way.

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

83 (R). Clearance card (Form 2643) must be received by all trains at Evanston Telegraph Office.

84 (B). Rule 84 (A) of the Rules and Instructions of the Transportation Department is changed as follows:

"On freight trains approaching sidings, if everything is all right, the conductor will, if practicable, signal the engineman to proceed. This will be answered by 14 (b)."

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Cheyenne	Wamsutter	Green River	Evanston	Superior
Buford	Bitter Creek	Granger	Wahsatch	Winton
Laramie	Thayer Jct.	Carter	Echo	Coalville
Hanna	Rock Springs	Aspen tunnel	Ogden	Keetley Jct.
Rawlins				

Yard limit sign Keetley Junction is located east of Homer Spur and includes territory from its location to end of Ontario Branch and end of Park City Branch.

98 (A). When pulling into a siding, rear end of train must be clear of main track, when practicable, before train is stopped.

Trainmen and enginemen will be held responsible for striking cars on sidings or for damage done in making emergency stop to avoid striking cars. If view is obstructed, brakeman must be sent ahead.

As an additional protection, when cars are set out on sidings where dispatcher cannot be notified so that train order may be immediately put out covering, one torpedo must be placed at each end of siding a sufficient distance to permit train heading in to stop. (See Transportation Department Rule 825.)

98 (B). Where a train is required to stop at a railroad crossing at grade not protected by interlocking plant or automatic crossing signals, and the view from either side is obstructed more than 200 feet, a member of the crew must precede the train and give proceed signal from the crossing, if safe to proceed, and the train must not proceed over the crossing until the proceed signal has been received.

#### 98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or Junction with	How Governed
Cheyenne. (M. P. 508.4)	Westward freight trains cross No. 2 track.	When there is not an eastward first class train due, westward freight trains will cross over at east switch Cheyenne yard under block signal protection. If an eastward first class train is due, they must not cross over without permission from the train dispatcher, and, if an eastward train is seen approaching on No. 2 track, switch must not be opened or cross-over occupied until approaching train has stopped.



Location	Railroad Crossed, or Junction with	How Governed
Tower A. (M. P. 510.8)	Westward, Wyo. Div. freight trains cross Colo. Div. main track and Wyo. Div. No. 2 track. Eastward Wyo. Div. freight trains cross Colo. Div. main track.	Interlocking Plant.
Borie.	Westward, Colo. Div. crosses Wyo. Div. No. 2 track.	Interlocking Plant.
Hermosa Jct. (M. P. 549.7)	Old line and new line cross-over.	Interlocking Plant.
Laramie.	Old line and new line cross-over.	When a train or engine is stopped by a block signal governing cross-over movement, Rule 509 (A) will govern.
Granger.	O. S. L.	At Granger eastward O. S. L. first class trains will make crossover movement under block signal protection. If a westward Wyoming Division first class train is seen approaching, junction switch must not be opened or crossover occupied until approaching train is stopped. All Union Pacific trains must approach O. S. L. crossover prepared to stop.
Lionkol Junction.	South Pass Branch.	Eastward trains from Lionkol Branch must stop at stop board 200 feet from clearance point at junction switch.
Reliance Junction.	South Pass Branch.	Eastward trains from Reliance Branch must stop at stop board 200 feet from clearance point at junction switch.
Hay Junction.	Winton Branch.	Eastward trains from Dines Branch must stop at stop board 200 feet from clearance point at junction switch.

99 (R). When a train order is received reading, "All eastward (or westward) extra trains wait at.....until.....", the train addressed is relieved from protecting its rear end against following extra trains until the time named in the order.

On Wyoming Division, use of this train order is authorized only on all branch lines.

101 (F). Trains must not pass over broken rails on curve until joint bars have been placed on both sides of the rail and securely fastened. In case of square break on tangent track, trains may proceed at slow speed after stopping at least 200 feet from the break.

101 (G). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which would indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office, except that permissive block signals in horizontal position will be reported at first stop, or open telegraph office, or summit of grade, if no previous opportunity for reporting.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by train dispatcher.

103 (A). Cars must not be handled ahead of engine between stations, except as follows:

- When necessary to take cars to or from a spur;
- On work trains;
- Trains on Winton, Superior, Grass Creek, Weber, and Ontario Branches;
- From lower yard to depot and high line at Park City.

When this is done, it must be for no greater distance than necessary, and the movement must be at slow speed, with air brakes cut in and operative on cars ahead of the engine.

In switching with an engine equipped with footboards, when there are no cars ahead of the engine, a yardman or trainman (and not more than one) must ride on leading footboard of engine in direction the engine is moving, on either yard or main tracks, except as follows:

- When the switches to be passed over can be plainly seen to be properly lined;
- Where the movement is over a crossing protected by a crossing watchman on duty. See Rule 802 (A).

Employees are prohibited from riding on engines or cars as follows:

- On engine footboard between engine and cars when cars are being pushed or pulled, except when necessary to make cut between engine and first car;
- On leading footboard while coupling engine to cars;
- On engine pilots;
- On deadwood, drawbars, brake beams, journal boxes, or brake wheels;
- On end of cars containing loads which may shift.

103 (B). Engines must not be run under any coal mine tipple, nor over hoppers at coal chutes. Air must be working on all cars when putting up coal and before starting up incline leading to beet trestles at sugar factories.

103 (C). A trainman, when one available, must ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (R). Engines must not use coal trestle located immediately adjacent to east side of power house at Ogden terminal.

104 (F). Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

After a train or engine has started through a spring switch, the switch must be set **by hand for tracks over which movement is being made** before a reverse movement is made, or before backing to take up slack.

104 (G). Roadway machines, such as ditchers, pile drivers, rail loaders, bridge derricks and the like, must not be dropped, either alone or with other cars, but must be shoved to a stop.

Cars of any kind must not be "poled" or "staked" by yard or road crews.

104 (H). Relative to Transportation Department Rule 104 (A) and Maintenance of Way Department Rule 104 (E), on all cross-overs between a main track and any other track, both switches must be equipped with switch locks and they must be locked while trains are passing over them and must be left locked after they have been used.

104 (K). While being used, derail switches equipped with a switch stand must be locked. See Rule 104 (D).

D-151 (R). Between extreme east and west switches in Laramie, Rawlins, Rock Springs, Green River, and Evanston yards; west of ice house in Cheyenne yard; and at Buford, on eastward track between Signal "A" located 240 feet east of west end of eastward siding and the cross-over located 1321 feet west of Signal "A", trains and engines may move against the current of traffic without being preceded by a flagman, except when on the time of a first class train.



152 (C). Snow plows must not be operated through drifts when trains are seen approaching or are passing on an adjacent track. Flangers must be raised when passing over bridges, highway crossings, railroad crossings, frogs and switches, and through interlocking limits.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without cabooses. Freight engines used in passenger service on branches, must not exceed the speed specified for those engines in freight service.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	60	45	
At any point.	45		With freight engines.
At any point.	45	45	Light engines.
At any point.	45	45	With Mallet type engines—simple.
At any point.	40	40	With Mallet type engines—compound.
At any point.	40	25	Passing coaling stations.
At any point.		35	Trains handling any gravel loaded in Hart Convertible (wooden) cars.
At any point.	30	30	Trains handling system or foreign scale test cars.
At any point.	20	20	Engines backing up with or without cars.
Within yard limits.	40	25	Speed must be as much slower as conditions may require.
On wye tracks and sidings.	15	15	Speed must be as much slower as rules or conditions may require.
Over spring switches.	15	15	When using turnouts.
When using cross-overs or turn-outs.	10	10	
<b>Fifth Subdivision.</b>			
At any point.	50	35	
At any point.	30	30	Light engines.
At any point.		25	Gravel trains.
Sherman.	10	10	On siding.
Hermosa Jet. crossing.	10	10	Westward.
On curves as follows:			
Between mile posts—			
538.00 and 539.71	45		
549.69 and 552.00	45		On No. 1 track.
560.40 and 561.30	45		On No. 1 track.
<b>Sixth Subdivision.</b>			
At any point.		40	
All snow sheds.	40	30	
Ft. Steele.	10	10	On siding.
On curves as follows:			
Between mile posts—			
615.96 and 616.42	30	30	On No. 1 track.
627.17 and 627.50	45	35	
628.40 and 628.69	45	35	
657.25 and 657.64	45	35	On No. 1 track.
667.60 and 667.90	50		
<b>Seventh Subdivision.</b>			
Between mile posts—			
738.50 and 735.50	40	30	On No. 2 track.

152 (R). Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
<b>Seventh Subdivision.</b>			
On curves as follows:			
Between mile posts—			
782.15 and 785.75	45	35	
798.00 and 798.40	45	35	
809.62 and 810.86	45	35	
<b>Eighth Subdivision.</b>			
Fish Cut,			
M.P. 820.0 to M.P. 820.5	30	30	On No. 2 track.
Mahoney's Cut,			
M.P. 822.4 to M.P. 822.7	20	20	On No. 2 track.
Through Aspen tunnel.	15	15	
M. P. 908.	30	30	On No. 1 track, over sink holes just east and west of M.P. 908.
Between mile posts—			
928.47 and 935.00	35	30	On No. 1 track.
Echo.	25	25	Westward, passing coal chute.
M.P. 959.0 to M.P. 959.5	45	30	Looking out for fallen rocks.
Gateway.	10	10	Through siding.
On curves as follows:			
Between mile posts—			
868.85 and 869.12	45	35	On No. 2 track.
889.50 and 889.94	45	35	
898.25 and 898.43	45		On No. 2 track.
937.30 and 939.32	45	35	On No. 1 track.
944.82 and 945.45	45	35	
947.13 and 948.18	45	35	
952.10 and 952.60	30	25	
963.15 and 964.62	35	25	
974.87 and 975.30	45	35	
979.63 and 981.01	30	25	
981.01 and 983.40	45	35	On No. 1 track.
Superior Branch.	15	15	
Gunn Branch.	15	15	
South Pass Branch.	15	15	
Lionkol Branch.	15	15	
Reliance Branch.	15	15	
Winton Branch.	15	15	
Dines Branch.	15	15	
Park City Branch.			
At any point.	25	25	
Between mile posts—			
14 and 21	20	20	
Ontario Branch.	20	20	
Grass Creek Branch.	10	10	
<p><b>Note.</b>—To permit exchange of U. S. mail, trains will reduce speed passing station platforms, as follows: No. 21 at Walcott; No. 27 at Parco; No. 7 or No. 27, at Granger, when handling working mail car.</p> <p>On Sundays, No. 27 will reduce speed passing station platform at Henefer, Devil's Slide, Morgan, Peterson, and Uintah, to permit dispatching of newspapers picked up at Echo.</p>			

152 (S). Rotary snow plows with wings out will not clear bridge at M.P. 560.09 on new line between Laramie and Hermosa, bridge at M.P. 567.86 just west of Laramie, and bridge at M.P. 573.35 just east of Howell.



**D-152 (R).** At Cheyenne, movements through cross-over just east of east leg of the wye, may be made under block signal protection. If a train or engine is seen approaching, switch must not be opened or cross-over occupied until approaching train or engine has stopped. See Rule 509 (R).

**211 (C).** Rule 211 (B) of the Rules and Instructions of the Transportation Department is changed as follows:

"A '19' train order must not be used for restricting the superiority of a train except in block signal limits, and the '31' form must be used there in the following cases; as required in Rules 208 (A), 217 and 219; when a train order is sent to a train at a point within block signal limits, restricting its superiority at a point not protected by block signals; when moving trains against the current of traffic, as per train order Form D-R; and when using a section of double track as single track, as per train order Form D-S."

**504 (D).** A "Permissive Home Block Signal", is: "A fixed signal at the entrance of a block to govern trains in entering and using that block", and Rule 530 (R) gives the location of them.

These signals have a home and distant arm on the same post. The home arm is painted yellow with a black stripe, and has a pointed end. The distant arm is painted yellow with a black stripe, and has a forked end; the shape of the stripe on each corresponding with the shape of the end. Below the two arms is a round disc, painted yellow, and, on it is the letter "P".

When the home arm of one of these signals is horizontal, its indication is, "Block occupied, proceed prepared to stop", and its name is, "Permissive Signal". See Rule 530.

When the home arm extends downward at an angle of 60 degrees, its indication is, "Proceed", and its name is, "Clear Signal".

The same rules for other distant signals, govern the observance of the distant arm on these signals.

**509 (E).** Relative to Rule 509 (B), except in yard limits, flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

**509 (F).** When a train is stopped by a block signal, on double track when ready to proceed as per Rule 509 (C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) must be given before the train proceeds.

**509 (G).** On single track, when a light engine, or a motor train with only one trainman, is stopped by a block signal under conditions making it necessary to send a flagman ahead to comply with Rule 509 (A) or 509 (E), after placing two torpedoes immediately at rear of train, it may proceed at slow speed, not exceeding six miles an hour, expecting to find a train in the block, broken rail, obstruction, or switch not properly set, without sending a flagman ahead.

**509 (R).** Automatic block signal No. 5092 located at west end of cross-over on north side of No. 1 track, east of ice house, Cheyenne, governs trains or engines moving against current of traffic on No. 1 track to signal No. 5083. Signal No. 5083 is located at the east switch of Cheyenne yard, and governs westward trains or engines on No. 1 track. When a train or engine is stopped by either of these signals, Rules 509, 509 (A), and 509 (B), will govern.

**509 (S).** At Borie, eastward trains must not pull out of siding if the one-arm home signal at east end of passing track indicates "stop", unless it is known positively that train coming from west has stopped.

**509 (T).** When Home Block Signal 9290 at west end of Wahsatch tunnel is at "stop" position, trains will be governed by Rule 509 (A).

**509 (U).** Color light block signals, see Rules 10 (r) and 526 (A), are located at the following points:

Signal Number	Location
6051	Two-tenths mile east of Rock River Depot.
6052	One-tenth mile east of Rock River Depot.

**D-511 (R).** Before a train may come out from a siding onto a main track through a spring switch, two torpedoes must be placed at least one-half mile from this switch in the direction from which trains may approach. Trains governed by this rule need not comply with Rule D-511.

**D-511 (S).** Trains moving from center siding to eastward main track at Morgan will be governed by Dwarf Signal 9680. When its arm extends horizontally, and in addition it shows a red light at night, after having stopped for it, a train may move from center siding to the eastward main track, after complying with Rules 511 (B) and D-511 (R), and without complying with Rule D-511. When its arm extends downward, and in addition it shows a yellow light at night, a train may move from center siding to eastward main track without complying with Rules D-511 and D-511 (R).

**D-511 (T).** Where color light dwarf signals have been installed in connection with spring switches, the following will govern movements from siding to main track, by day or by night:

When a red light is displayed, a train or engine on siding must stop for it, and may then move from siding to main track, after complying with Rules 511 (B) and D-511 (R), and without complying with Rule D-511.

When a yellow light is displayed, a train or engine may move from siding to main track without complying with Rules D-511 and D-511 (R).

If the light is not burning, trains and engines must stop and be governed by Rules 509 (C) and D-511 (R).

**D-511 (U).** Color light dwarf signals, see Rule D-511 (T), are located as follows:

Location	Governing
Buford, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Laramie, east end of north ice house lead.	Trains moving from north ice house lead to eastward main track.
Rock River, east end of center siding.	Trains moving from center siding to eastward main track.
Hanna, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Hanna, west end of westward siding.	Trains moving from westward siding to westward main track.
Cherokee, west turn-out on westward siding.	Trains moving from westward siding to westward main track.
Latham, east end of center siding.	Trains moving from center siding to eastward main track.
Wamsutter, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Bitter Creek, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Black Buttes, east end of center siding.	Trains moving from center siding to eastward main track.
Point of Rocks, east end of center siding.	Trains moving from center siding to eastward main track.
Rock Springs, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Green River, east end of yard.	Trains moving from south lead to eastward main track.
Marston, east end of center siding.	Trains moving from center siding to eastward main track.
Carter, east turn-out on center siding.	Trains moving from center siding to eastward main track.
Carter, west turn-out on center siding.	Trains moving from center siding to westward main track.
Antelope, east end of center siding.	Trains moving from center siding to eastward main track.
Wahsatch, east end of center siding.	Trains moving from center siding to eastward main track.

Continued on page 6.



**D-511 (U). Continued.**

Location	Governing
Castle Rock, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Castle Rock, west end of westward siding.	Trains moving from westward siding to westward main track.
Echo, east end of eastward siding.	Trains moving from eastward siding to eastward main track.

**D-511 (V).** Trains moving from west end of wye to westward main track at Wahsatch will be governed by Indicator Signal 9287. When its arm extends horizontally, and in addition it shows a red light at night, after having stopped for it, a train or engine may move to clearance point and stop. After remaining there for two minutes, and if no westward train or engine is approaching, it may move from west end of wye to westward main track after complying with Rules 511 (B) and D-511 (R), and without complying with first paragraph of Rule D-511. When its arm extends downward, and in addition it shows a yellow light at night, a train may move from west end of wye to westward main track without complying with Rules D-511 and D-511 (R).

**525.** If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employe of the Signal Department or by instructions from the proper officer.

**525 (A).** If a Home Block Signal fails to indicate "stop", or a Distant Block Signal fails to indicate "caution", when a light engine, or a motor train with only one trainman, enters a block, the train dispatcher must be notified from the first available point of communication, and report must be sent to the superintendent by wire.

**526 (A).** By day or by night, if the light is not burning on a color light block signal, trains and engines must stop and be governed by Rules 509 (A), 509 (B), and 509 (E), on single track, and by Rule 509 (C) on double track.

**530.** When the home arm of a permissive signal is horizontal, or, if either or both lights are not burning at night on a permissive signal, the train may proceed without stopping, prepared to stop before overtaking a preceding train or encountering an obstruction, broken rail, or switch not properly set.

**530 (R).** Permissive signals, see Rules 504 (D) and 530, are located as follows:

Eastward	Location
Signal No. 7252—At west end of Wamsutter yard.	
Signal No. 7208—2 miles plus 2829 feet east of east switch at Wamsutter to and including signal No. 7124—100 feet west of west switch at Creston.	
Signal No. 6942—One mile west of Knobs to and including signal No. 6906—1300 feet west of west switch at Hadsell.	
Signal No. 5652—150 feet east of east switch, east end Laramie Yard, to and including signal No. 5478—1000 feet west of east switch at Hermosa, except Signal No. 5496, which is a one-arm distant signal.	
Westward	Location
Signal No. 8177—400 feet east of Green River bridge to and including signal No. 8241—2000 feet east of east switch at Peru.	

**605 (R).** Trains between Aspen and Altamont will be governed by indication of interlocking signals. See Rules 605, and, 661 to 673 inclusive.

**632 (R).** By day and by night, a red, yellow, or green light is displayed on color light interlocking signals.

The indication of these lights is as follows:

Color	Indication
Red.	Stop.
Yellow.	Proceed at slow speed.
Green.	Proceed.

By day or by night, if the light is not burning, trains and engines must stop and be governed by Rules 628 and 663.

**674 (R).** To indicate the route to be used through the interlocking plant at Tower A, Cheyenne, the following engine and motor whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

Stock yard,	— o —
Colorado Division main track,	— o
New yard south lead,	— — o
Wyoming Division eastward main track,	o — o
Wyoming Division westward main track,	o — o —

**703 (A).** Each employe governed by Hours of Service Law must notify superior officer of the time the law requires him to be off duty early enough that he may be relieved, if necessary, before exceeding the hours of service permitted by law.

**703 (B).** Train, yard, and engine men (except regular assigned passenger engine men) must register on book provided for that purpose, on arrival at home terminal at completion of each trip or days work, their accumulated mileage, or hours, including arbitraries and overtime, for the current month, including all mileage or hours to date and any over-run from the previous month.

**713 (A).** A member of the crew must be stationed on the rear end in position to give or receive necessary signals when meeting trains on double track or when meeting trains on sidings. At stations where there is a depot, to be on the rear end when passing depot and at blind sidings to be on rear end when passing station board, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

**714 (B).** The use of alcohol or oil lamps or other heating devices not a part of car equipment, by passengers or employes in passenger train cars, is strictly prohibited under all circumstances.

**720 (A).** Stockmen must be given an opportunity to board cabooses without necessity of doing so while trains are in motion.

**720 (B).** When practicable, outfit cars should be moved on local or mixed trains, and women or children occupants thereof should ride in the place provided for passengers on those trains. When it is necessary to move occupied outfit cars on through freight trains, if there are women or children with those cars whom it is not practicable to move in any other way, they may remain in the outfit cars during such movement when requested by foreman and authorized by the superintendent.

**720 (R).** Passengers may be carried on freight trains between stations at which the trains stop, as follows:

Persons in charge of live stock or other freight when provided with proper transportation.

Employes with annual pass or with trip pass so endorsed.

Passengers with revenue tickets when presented for passage on:

Trains	Between Stations
Mine Run	Rock Springs and Superior;
Mine Run	Rock Springs and Winton.

Passengers must not be loaded on freight trains until work is completed and train ready to leave.

Agents and conductors must notify passengers that local freight or mixed trains will stop with caboose opposite platform for them to get on or off.

**722 (A).** Dead engines, disabled engines, or engines with one or more rods taken down, must not be hauled in fast freight trains when it is possible to avoid it.

With side rods or main rods down, a speed of fifteen miles an hour must not be exceeded.

With side rods and main rods in place, the maximum speed may be increased to twenty-five miles an hour, unless otherwise restricted.



724 (A). When it is necessary to cross a track when going between their homes and places of employment, or in going from one point to another at stations, employes must use regular street crossings or established foot crossings.

They must keep a sharp lookout for engines or cars when using such crossings and the crossing of tracks at any other point is prohibited.

802 (A). When one or more cars are being switched or pushed over a road crossing not protected by a watchman or employe assigned as such, or, when a road engine, with or without cars, is backing over such a crossing at a station, a member of the crew must precede the movement and act as crossing watchman, and he must not get on front end of the leading car or on rear of tank until it has passed over the crossing.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

When a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

802 (R). Westward freight trains must cut crossing east of Wamsutter station while taking coal and water during the following hours:

8 A.M. to 9 A.M.; 12 Noon to 1 P.M.; 3:45 P.M. to 4:15 P.M.

802 (S). At Rock Springs, all trains and engines, with or without cars, must stop, and a man must be sent ahead to act as crossing watchman, before passing over West Flat Street crossing just north of old rip track. Train and engine crews will be held equally responsible for knowing that the crossing is properly protected.

802 (T). At Rock Springs, when making station stop at C Street, passenger trains must stop with entire train east of the crossing.

Eastward freight trains stopping for coal or water, must stop west of C Street and engine cut off to go for coal or water, or, the train must be taken to east end of yard and the engine brought back through passing track.

802 (U). At Wahsatch, light engines making back-up movements on the wye, must stop before passing over the highway crossing, and after two long and two short sounds of the engine whistle have been given, they may proceed if no vehicle is seen closely approaching from either direction.

802 (V). Exceptions is made to the requirements of Rule 802 (A) in movements on Winton, Superior, Grass Creek, Weber and Keetley Branches, where cars are handled ahead of engines between stations. These movements, however, when approaching public crossings, must be made at slow speed, but need not be preceded by a trainman.

802 (W). On Grass Creek Branch, trains and engines in both directions must stop, and a man must be sent ahead to act as crossing watchman, before passing over highway crossing above Grass Creek Junction.

802 (X). On Park City Branch, trains and engines in both directions must stop, and a man must be sent ahead to act as crossing watchman, before passing over Keetley highway crossing just west of Keetley Junction.

803 (A). Before occupied outfit cars or drover cars are coupled into, the occupants must be notified. When such occupied cars are being switched, either in yards or on road, the air must be coupled through.

803 (B). Before placing cars at coal chutes, the engine foreman or conductor must consult with the coal chute foreman or employe in charge, and it must be known positively that there are no men about the cars where they might be injured, before permitting any move to be made.

805 (A). Cars must not be left on, nor foul of, what are known as "Lead Tracks" in the various yards when it can be avoided. When it is necessary to do so, the yardmaster, agent, or operator, must be immediately advised and he will notify trains entering or leaving the yard. This does not relieve trainmen, yardmen, or enginemen, from proper observance of yard rules, and they will be held strictly accountable for yard accidents on lead tracks, as well as on any other track in yard, whether such notice is received or not.

807 (A). When a train is delayed, trains following must be allowed to pass as promptly as possible, and the conductor and engineer of the delayed train will be held jointly responsible for delay resulting from failure to comply with these instructions.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 24 on Form 1216, "Conductor's Car and Tonnage Report".

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).
Between Cheyenne and Evanston.	6000 lbs.	3000 lbs.
From Evanston to Ogden.	6000 "	3000 "
From Ogden to Evanston.	3000 "	3000 "
From Echo to Park City.	3000 "	3000 "
From Park City to Echo.	6000 "	

824 (B). Trains setting out cars account hot box will remove packing from box which was running hot. Brasses and oil soaked waste removed from cars on road must be retained and exchanged for new, leaving old waste in bucket, and brasses on caboose platform.

824 (C). When necessary to remove keys from brake heads, or when working on brake rigging, cut-out cock in branch pipe must be closed and reservoirs bled. Where cut-out cock is located in cylinder pipe, the latter only need be closed. All keys must be replaced before brakes are cut in, to avoid personal injury.

824 (D). Conductors must report by wire to superintendent and trainmaster, from first open telegraph office where train stops, cases of brakes sticking, giving car numbers and initials.

824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

Borie	—Eastward trains using retainers—remain standing 10 minutes;
Granite Canon	—Eastward—remain standing 10 minutes;
Buford	—Eastward, when necessary to turn up retainers;
Hanna	—Eastward and westward;
Bitter Creek	—Eastward;
Echo	—Westward, except when necessary to take siding at Castle Rock, Henefer, Devil's Slide, or Morgan, if the train is running properly, inspection may be made at one of those stations instead of at Echo.

Gravel trains, in addition to regular designated inspection points, must stop for inspection and remain standing 10 minutes at Borie, Otto, Granite Canon, Ozone, Hermosa Jct., Medicine Bow, Walcott, Riner, Bitter Creek, Wamsutter, Point of Rocks, Rock Springs, Granger, Carter, Castle Rock, Echo, and Gateway, and must stop and turn up retainers at Hermosa Jct. and Wahsatch.

**Note.**—The term gravel trains, as referred to in this rule, applies to any train when more than 50% of the tonnage is gravel.

826 (A). When employes, passengers, or others are injured, call the nearest railroad surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of local relief authorities, after immediate necessary attention has been given by the railroad surgeon.

When necessary to call surgeons, other than those regularly employed by the railroad, it should be with the distinct understanding that their services will not be required after arrival of the railroad surgeon.

835 (A). Passengers in coaches or chair cars are permitted to place packages, traveling bags, etc., in the racks provided for that purpose when they can be safely carried there, but when not, they must be placed on floor, but not in aisle of car where they might cause someone to fall. The reason for this requirement must be explained to the owner.

837 (A). Gate at front end of first coach next to baggage or mail cars must be closed at all times in order to prevent possibility of personal injury to passengers, account buffers between these two cars not being protected by curtains.

When occupied passenger equipment is being switched, or while standing uncoupled, open ends of cars must be protected by closed gates. Also, rear gate must be closed on moving trains.



**847 (A).** When passenger train cannot be properly heated, wire report thereof must be made to superintendent.

During snow storm or extremely cold weather, engine must not be detached from passenger train if it can be avoided; if it becomes necessary to do so, or if train is separated for any reason, trainmen and enginemen must exercise care, drain steam line and disconnect steam hose between cars, if necessary, to prevent freezing.

Engine or detached portions of train must be recoupled and steam line again connected as quickly as possible to avoid discomfort to passengers.

**847 (B).** As a precaution against personal injuries to passengers, trainmen will use the words "Please Watch Your Step", when passengers are boarding or alighting from train.

**847 (C).** When engines equipped with track sprinklers are used on trains carrying passengers, sprinklers are to be operated day or night when speed of train is in excess of 20 miles an hour, over and approximately 100 feet on each side of open road crossings at grade, entering and leaving station grounds, at known dusty locations, passing trains on adjacent tracks, and as indicated by sprinkler signs.

Sprinklers must not be operated when passing depots if there are any persons on the station platform, and are not to be operated on station platforms when train is making a station stop.

Enginemen must handle in such a way as to result in comfortable condition to passengers on observation platform.

**849 (A).** Trainmen must use every effort to keep unauthorized persons off their trains, and when unable to do so peaceably, chief dispatcher must be notified by wire so that officers may be called to assist.

**865 (A).** 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.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Between points where separate trains are operated for freight service only, cars containing explosives must not be handled in a train that carries passengers. (BE 676).

Between points where only mixed train service is operated, or where passengers are carried in the caboose of a freight train, a car containing a freight shipment of explosives, or a tank car placarded "Inflammable" may (unless otherwise instructed) be hauled, but such cars must not be placed next to a car carrying passengers. (BE 676).

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must be not nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, or other cars carrying passengers, if the length of the train will permit. (BE 677-a).

Cars placarded "Explosives" may be placed in local freight, local pick-up and local set-out trains not nearer than the second car from the engine, electric locomotive, motor car, caboose, or other cars carrying passengers, when placing them near the middle of the train would require additional switching at way stations. (BE 677-b).

Cars placarded "Explosives" must have hand and air brakes in service and must not be placed next to cars placarded "Inflammable" or "Corrosive Liquid", nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns, or occupied by attendants. (BE 676-677c-677d).

Placarded tank cars must not be placed in trains next to cars placarded "Explosives", nor next to cars containing lighted heaters, stoves or lanterns, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive, motor car, caboose, or other cars carrying passengers. (BE 677-e).

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 "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains. (BE 675).

BE numbers shown above refer to correspondingly numbered regulations of the Bureau of Explosives, Interstate Commerce Commission.

**865 (B).** Cars designated below must be handled in rear of train, and next to caboose in the order named:

Drover cars, occupied or unoccupied;

Scale test cars;

Cars with emergency drawbars;

Outfit cars;

Emigrant movables (except steel underframe cars may be placed near head end when so requested by attendant in charge);

All wooden underframe cars;

Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars. (See Special Rule 865-C.)

Switching must not be done with drover cars, except in handling to or from trains.

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order drawbars may be handled in trains under the following conditions:

(a) When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired;

(b) When containing live stock or perishables, may be chained up in train and handled to first repair point;

(c) When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good drawbar can be coupled to the caboose and in addition is secured by chain, and has air and hand brakes operative. On ascending grades, a trainman must ride the car.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

**865 (C).** When not used on head end of train, helper engine must be cut in ahead of caboose, and when there are wooden underframe cars or drover cars on the rear end, the helper engine must be cut in ahead of them.

**865 (R).** The following will govern in use of helper engines:

On Fifth Subdivision—

Helper engines on westward trains must go through to Sherman;

Helper engines on eastward trains must go through to Buford, and must be on head end of train from Laramie to Buford.

On Eighth Subdivision—

Helper engines on eastward freight trains must go through to Wahsatch, and must be on rear of train from Ogden to Wahsatch. See Rule 865(C).

**865 (S).** Cars must not be handled behind caboose as follows:

Between Cheyenne and Laramie —Eastward and westward;

Ogden to Altamont —Eastward.

**865 (T).** Tank cars empty or loaded, other cars of highly inflammable commodities, carloads and LCL shipments of explosives, including house merchandise cars placarded "Explosives", must not be handled in mixed trains Nos. 319 and 320 between Cheyenne and Ogden.

**877 (A).** Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

**881 (A).** When engines under steam are standing, whether coupled to other equipment or not, the engineman must personally see that the throttle is closed and latched, cylinder cocks opened and reverse lever latched in center notch; and that straight air is applied on engines so equipped.

**882 (A).** The engineman or fireman must not move the engine or any part of its machinery, unless he knows that it can be done without injury to anyone.

**882 (B).** Due to the extremely high temperatures developed in cylinders, superheated engines cannot be drifted with tightly closed throttle without serious damage to lubrication, cylinder packing, rod packing, building up carbon deposits, and

Continued on page 9.



882 (B). Continued.

seriously injuring the service of the engine. It is therefore necessary to keep a certain amount of steam in the cylinders of superheated engines while they are moving.

The following rules must be observed on all superheated engines:

On all drifting grades the main throttle of all engines must be partly opened or cracked a sufficient amount to prevent a vacuum in the cylinders. Mallet engines when descending heavy grades may be drifted with closed throttle after moving a sufficient distance with the drifting throttle to permit cylinders to cool below the flash point of the oil.

In approaching a stop, a small amount of steam should also be worked through the cylinders. The throttle should never be entirely closed but the pressure gradually reduced with the throttle until freight engines are down to approximately 4 miles an hour when throttle should be closed. On engines in passenger train service, the throttle may be closed approximately one train length before the stop when this is necessary in order to make a satisfactory stop. However, it is permissible when conditions are favorable, such as working slowly to a stop up heavy grades, to work steam to an entire stop.

While drifting, the reverse lever should be in the highest cut-off consistent with proper cushioning of the moving parts.

On engines approaching or stopping at passenger stations and working a light throttle, the reverse lever should be moved towards the corner sufficiently so that the engine will drift smoothly and without pounding in the rods and boxes; the drifting pressure can be controlled in this way with the reverse lever as well as with throttle. These rules do not apply to emergency stops.

Mallet engines must not be cut into simple except to assist in starting train.

883 (A). Blow-off cocks must not be opened on either side of engine at any point where liable to cause personal injury or damage to property.

883 (B). Enginemen operating 3-cylinder locomotives must use special care to see that cylinder cocks are opened and cylinders thoroughly drained when starting out at terminals or at other times when engine is cold; must also exercise special caution in preventing high water in boilers which carries over into cylinders. Much damage has been done to 3-cylinder engines by neglecting these precautions. Enginemen must know positively that dope cups and oil cavities on inside main rod are properly filled and lubricating.

884 (A). Enginemen going on duty must know that the stoker lubricators and oil cups are filled and feeding, and that stokers are operating properly. First slide over conveyor may be opened before engine leaves ash pit and stoker should be operated sufficiently to know that it will run properly.

When standing on sidings or drifting on long grades, stoker engines and jets must be shut off and engine hand-fired except when coal is out of reach of fireman or when necessary to comply with safety instructions.

All except the first slide over conveyor trough must be closed while taking coal and descending designated grades. All slides must be closed when approaching terminals where engine is to be removed from train, and elevator screw must be emptied of coal before necessity for firing ends, except where tank is full of coal and it is almost impossible to close first slide. Steam to stoker lubricator must be shut off in time for lubricator to cool at points where it is to be filled. Stoker valve at steam turret, coal control lever, and crusher cover must be closed when leaving engine.

Report must be made if stoker or steam jets use an excessive amount of steam, or when there are defects in connection with the conveyor trough and slides.

886 (A). Conductors must report promptly by wire to the proper officer, all cases of rough handling of trains in their charge between terminals, also all rough handling of trains by road or yard engines at terminals that may come to their attention, and all cases of excessive whistling or other noise made by trains going by or around passenger trains, or at passenger stations.

When a passenger train is roughly handled, the conductor must call the engineman's attention to the fact at the first stop and explain to him just what occurred.

Conductor will be held responsible for failure to make report of any improper handling of the train.

886 (B). Enginemen on passenger and freight trains, when making maximum speed, must make application of air brakes approaching curves and on heavy curves keep brakes applied sufficient length of time around curve to steady train.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and

1051 (A) must be made at the following points:

- Buford —Eastward;
- Sherman —Westward;
- Wahsatch —Westward, approaching east yard limit board.

In addition to literal observance of Air Brake Rules 1040 to 1043, inclusive, when making test as prescribed by Rule 1043, an additional test as prescribed by Rule 1044 (A) must be made as follows:

- On Fifth Subdivision —by all freight trains;
- Wahsatch to Uintah, both inclusive —by all westward freight trains.

On freight trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at—

- One mile east of Echo —Westward.

At Buford, eastward freight trains must come to a full stop, and may then proceed if maximum air pressure is indicated on caboose gauge.

887 (S). Retainers must be used as follows:

- Buford, until train has passed Corlett Junction—on all eastward freight trains;
- Buford to head-in switch at Cheyenne —on all eastward gravel trains;
- Hermosa Junction to M.P. 554.8 —on all westward gravel trains;
- Wahsatch to Echo —on all westward freight trains;
- Gateway to Uintah —on all westward freight trains;
- All Branch Lines—on all freight and mixed trains descending heavy grades.

Exception.—Trains averaging not to exceed fifty-five gross tons per car may be handled without the use of retainers when handled by engines equipped with two air compressors which are operative.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

887 (T). Standard brake pipe pressure of 90 pounds must be maintained as required by Air Brake Rule 1014 for designated heavy grades, as follows:

- Sherman to Cheyenne —Eastward freight trains;
- Hermosa Jet. to Laramie —Westward gravel trains;
- Wahsatch to Ogden —Westward gravel trains;
- On all branches —All freight trains on descending grades.

887 (U). On Fifth Subdivision, the tonnage shown below must not be exceeded with the engines named:

- Engines equipped with—
- Only one 8½ inch air compressor —3500 tons;
- Only one No. 5 air compressor —2500 tons.

888 (A). While passing through cities, towns, and yards, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine. □

888 (B). Train and engine men must not wash up or change clothes while on duty going into terminals. They must be ready to handle any emergency which might arise, and washing up and changing clothes must not be started until after the train has been tied up or they are relieved from duty. ¶

889 (A). Rule 889 of the Rules and Instructions of the Transportation Department is changed as follows:

"See that engine is supplied with twelve torpedoes, not less than three red fuses and equipment for proper hand and train signals. While running at night, have in cab, where it cannot be seen by passing trains, a red light, and, in case of danger, signal approaching trains."

891 (A). Enginemen on freight engines which are equipped with smoke deflectors, must test deflectors before entering tunnels and if it is found they are inoperative by air pressure, train must be stopped, and deflectors raised by hand. Such cases of inoperative deflectors must be reported to superintendent and master mechanic by wire from first open telegraph office at which stop is made, and in addition thereto, must be reported on arrival at terminal.

891 (R). Respirators are furnished for use of enginemen and head trainman in passing through tunnels on the Fifth and Eighth Subdivisions. They must know that respirators are in good order, and must use them when passing through tunnels. They will be held responsible for proper care and use of respirators and must report to proper officer any that are not in good order.



893 (A). On double track, whenever a train is stopped for any reason other than an ordinary stop made by the engineman, or when livestock, vehicles, or any other object has been struck by a train, it must be known that the opposite main track is not obstructed before permitting a train to pass on that track.

894 (A). Except in making emergency stop, when sand is used in anticipation of reducing speed or stopping, sand must be under entire train before setting the brakes. Sand must not be used over spring switches.

894 (B). Enginemen, before starting each trip, must inspect ashpans and when pans are found to be defective, must not leave a point where repairs can be made, without written authority from district foreman regardless of delay to any train.

Before leaving any point where ashpan doors have been opened, enginemen must know that they have been tightly closed and securely fastened.

When fire is observed falling from ashpans, report must be made by wire to superintendent and master mechanic from first open telegraph office where stop is made, and attention must be called to it on work report at end of run.

Enginemen on engines equipped with ashpan sprinklers must, except in freezing weather, use the sprinkler before starting trip, and each time after the grates are shaken or at any time when there are live coals in the ashpan. During freezing weather the use of ashpan sprinkler must be regulated by necessity in such manner as to avoid freezing up sprinkler or ashpan doors.

895 (A). Engines must not take coal while passenger trains are standing or passing on opposite track. Lumps of coal are liable to fall through windows of passenger cars, causing personal injury.

Enginemen must not move engines from coaling stations until they are sure that employes are off the tank.

895 (T). Westward passenger trains will take full tank of coal at Echo, except on engines that cut out at Ogden.

896 (R). 5000 class engines must not go on the following tracks:

- Lookout —Stockyard track and wye track;
- Rock River —Casting yard track;
- M. P. 619.7 —Tie spur on No. 2 track;
- Evanston —Scale track.

9000 class engines must not go on the following tracks:

- Laramie —Cross-over from No. 2 track to ice house track, just east of Laramie River bridge, M.P. 567.86;
- Rawlins —Sheep track on south stockyard track; No. 2 stockyard track; Nos. 1, 3, 4 and 5 coal storage tracks; Wye tracks; Nos. 1 and 2 team tracks;
- Hadsell —Wool loading track;
- Wamsutter —East turnout water track; Pump house track; East switch middle storage track; Switch from storage track lead to westbound passing track; East switch north storage track located west of coal chute;
- Tipton —Wye tracks;
- Point of Rocks —Pumphouse track;
- Rock Springs —All belt line tracks from South Pass Branch to main line; Outfit spur immediately south of coal chute; Wye tracks; Stable track on South Pass Branch;
- Green River —Spur track to sand plant and electric light plant; Either end of Seventh and Eighth Subdivision ca-boose tracks; Independent Gas & Oil Co. spur at tail of wye; Rip track lead; Business car spur; Heating plant spur; M. of W. tracks 1 and 2; B & B tracks 1 and 2;

- Evanston —Asylum spur; Scale track; Track which connects the two legs of the wye, between the east wye track switch and the switch east of the west wye track switch; Becker spur; West end of house track; Electric Light Co. spur; Power House track; Almy spur;

- Curvo —Westward siding;
- Devil's Slide —Cement company tracks;
- Riverdale —Storage track;
- On any branch track.

3600 and 9000 class engines must not go on the following tracks:

- Howell —Business spur;
- Lookout —Stockyard track and wye track;
- Rock River —Casting yard track;
- M. P. 619.7 —Tie spur on No. 2 track;
- Edson —Business spur;
- Ft. Steele —Tie yard.

3600, 5000, 7000, 8000 and 9000 class engines must not cross bridge at—  
Hanna —On No. 3 mine track.

Mallet and Mikado type, 5000, 8000 and 9000 class engines, must not go on the following tracks:

- Point of Rocks —Mine spur;
- Old Thayer —Business track;
- Granger —Standard Timber Co. tracks;

- Spring Valley —Pit tracks; Old water spur; Old mine spur; Standard Timber Co. spur;
- Millis —Cement spur beyond cross-over switch;
- Devil's Slide —Canning factory spur;
- Morgan —Gravel pit track.
- Strawberry

At Point of Rocks, on old mine spur, cars must not be stored east of the Lincoln Highway crossing, and engines must not go beyond the derail at west end of that track.

At Kanda pumping plant, 3600, 5000, and 9000 class engines must not pass over coal hopper.

At Granger, engines larger than 200 class must not use prop tracks. Spur track beyond red building is out of service. Engines or cars must not be placed on gravel pit track beyond 15 rail lengths from frog.

At Griffith, engines must not use bridge on the spur.

On Dines Branch, Mikado and Mallet type, 5000, 8000, and 9000 class engines must not go on bridges 1.57-S-1, 1.57-S-2, and 1.57-S-3, located between scales on upper end of tipple tracks.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track, special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

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—
At all stations....	Mail cranes.....	Side on both tracks.
Cheyenne.....	Central Ave. viaduct.....	Top on all tracks.
Granite Canon....	Standpipe.....	Side on No. 2 track.

Continued on page 11.



Location	Structure or Obstruction	Clearance of Engine or Car Is Close at—
Buford.....	Train order signal.....	Side on No. 1 track.
Dale Creek.....	Water tank spout.....	Side and top on No. 1 track.
Hermosa.....	Hermosa tunnel.....	Side on No. 1 track.
Hermosa.....	Hermosa tunnel.....	Side and top on No. 2 track.
Red Buttes.....	Water tank spout.....	Side and top on No. 1 track.
M.P. 560.09.....	Bridge.....	Side on No. 2 track.
Laramie.....	Block Signal 5676.....	Side on No. 2 track.
M.P. 567.86.....	Bridge.....	Side on both tracks.
Howell.....	Standpipe.....	Side on both tracks.
Rock River.....	Coal chute.....	Side on both tracks.
M.P. 648.....	Block Signal 6480.....	Side on No. 2 track.
M. P. 814.28.....	Bridge.....	Side on E. B. track.
M. P. 814.83.....	Bridge.....	Side on W. B. track.
M. P. 928.35.....	Tunnel No. 3.....	Side and top on No. 2 track.
M. P. 960.41.....	Bridge.....	Side and top on W. B. track.
M. P. 963.13.....	Bridge.....	Side and top on E. B. track.
M. P. 963.85.....	Bridge.....	Side and top on E. B. track.
M. P. 964.26.....	Bridge.....	Side on E. B. track and top on both tracks.
M. P. 979.58.....	Bridge.....	Side and top on W. B. track.
Gateway.....	Water crane.....	Side on center siding.
Ogden.....	Union Station train sheds.....	Side.

1060 (B). Conductors handling cars with air brake cut out, must wire superintendent at first opportunity in addition to complying with Air Brake Rule 1060 (A).

1063 (B). That part of Air Brake Rule 1063 (A) reading:

"If the train has not more than 8 cars, release brakes so that they will be about off when the stop is completed, this being called 'pre-release'. With longer trains hold the brakes applied until stopped."

is changed to read as follows:

"If the train has not more than 12 cars and stop is being made, except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called 'pre-release'. With longer trains hold the brakes applied until stopped."

#### RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS.

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains. With helpers Cheyenne to Buford, add 66 $\frac{2}{3}$  per cent.

Type of Engine	Numbers (Inclusive)	Cheyenne to Buford	Buford to Rawlins	Rawlins to Evanston	Evanston to Ogden	Ogden to Evanston	Evanston to Rawlins	Rawlins to Laramie	Laramie to Buford	Buford to Cheyenne	With train made up at Green River	With train made up at Rock Springs	
											Green River to Wamsutter	Rock Springs to Wamsutter	Wamsutter to Rawlins
C 57 — 22 — 182	150 to 158	950	1700	1700	2200	845	1700	1700	1350	2650			
C 57 — 30 — 184													
C 57 — 22 — 187	201 to 358	975	1850	1850	2600	880	1850	1850	1650	3500			
C 57 — 30 — 191													
C 57 — 21 — 162	400 to 499	900	1700	1650	2300	800	1650	1700	1150	2650			
C 57 — 30 — 171													
T 73 — 20 — 148	1330 to 1347	550	1000	1000	2200	460	1000	1000	850	2200			
T 73 — 28 — 148													
MK 57 — 23 $\frac{1}{2}$ — 206	1900 to 1949	975	2000	1900	2800	1000	1900	2000	1900	3500			
MK 57 — 30 — 206													
MK 63 — 26 — 214	2200 to 2320	1000	2150	2250	4000	1600	2250	2150	1900	3500	2350	3300	
MK 63 — 28 — 228													
MK 63 — 26 — 222	2480 to 2499			2350	4000	1700	2350				2500	3750	2400
MK 63 — 30 — 222													
MC 57 — 26 & 41 — 457	3600 to 3664	2000	4500	4100	4900	3000	4100	4100	3700	5000		5500	
MC 57 — 32 — 464													
TTT 63 — 29 $\frac{1}{2}$ — 285	5000 to 5089	1600	2500	3400	4900	2000	3400	3000	2500	3500		4300	
TTT 63 — 30 — 295													
FTT 63 — 25 — 288	8000	1750	3000					3000	3000	3500			
FTT 63 — 28 - 30 — 288													
UP 67 — 27 — 368	9000 to 9087	2100	4000	4300	4900	3200	4300	4300	3700	4000		5800	
UP 67 — 31 - 32 — 372													

#### EXPLANATION

"C"..... Consolidation Engines  
 "P"..... Pacific Type  
 "S"..... Switch  
 "T"..... Ten Wheelers  
 "MC"..... Mallet  
 "MK"..... Mikado Type  
 "TTT"..... 2-10-2 Type  
 "FTT"..... 4-10-2 Type  
 "UP"..... 4-12-2 Type

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 — 21 — 162  
 30

Note.—Tipton to Green River, 150 loaded or empty cars is the tonnage rating limit.