

UNION PACIFIC RAILROAD COMPANY
South-Central District

UTAH DIVISION

Special Rules
No. 16

Effective Monday,
January 1, 1962

Superseding Special Rules No. 15

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.

Spec Rules 15 eff 15 May 1959
17 15 June 1966

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."

Engine Whistle Signals

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

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).

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 with hinged cover and red reflectorized discs with marker brackets 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 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 discs are displayed, red light prescribed by Rule 19 (E) need not be displayed.

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

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). 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.

99 (S). 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."

Switches

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

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

104 (S). 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.

Sleeping on Duty

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

Employees must not sleep while on duty.

Exchanging Signals and Inspection of Trains

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

713 (S). A trainman must be stationed on rear of train in position to give or receive signals when passing depots and towers.

Fire Prevention

727 (R). Caboose, 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," or "Caution-Residual Phosphorous" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. 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

Continued on Opposite Side.

802 (R). Continued.

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.

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 Placarded "Explosives" from Other Cars in Train

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

1. Occupied passenger car; 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 equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

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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 equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns, except when 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."

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"

Continued on Opposite Side.

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 (l) 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 employe of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or 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). Cabooses, loaded rail trailer flat cars or open-top cars loaded with motor vehicles 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.

When spotting cars at trailer docks or auto unloading ramps, movement must be stopped before entering track, and member of crew must precede movement to ramp. Employes must not ride cars into any ramp track.

Movements on Yard and Other Tracks

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

All engine movements in engine house area must stop before fouling adjacent track or lead until proceed signal is received from employe at the first switch to be used.

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

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.

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

Units Dead in Train

807 (V). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, Baldwin or Fairbanks-Morse 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 type units dead in train.

Inspection of Trains

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, after which all packing must be removed from waste packed box and any remaining fire therein extinguished. Pad lubricator must be removed when practicable. 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.

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.

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.

888 (R). In moving over CTC, dual control, remote or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.

Track Restrictions

899 (S). Union Pacific and foreign line trailer flat 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 beet trestle, coal trestle, or other 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 made to know that brakes apply when independent brake valve is in application position.

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

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1001 (R). Continued.

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.

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

1024 (R). Air brake companies have modified brake pipe cut-off valve on 26-L type brake equipment. Both types of valves are in service.

With old type valve, when necessary to change from "freight" position to "cut-out" position, as must be done when making brake pipe leakage test, it is necessary to move through "passenger" position. This is also true when changing from "cut-out" position to "freight" position.

With the modified valve, change from "freight" position to "cut-out" position, or the reverse, is made without going through "passenger" position.

Engineers on locomotives equipped with 26-L type brake equipment must determine which type valve is on that particular unit, and be certain that brake pipe cut-off valve is in "freight" position before moving train, unless operating in passenger service.

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

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

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

1039 (S). Air Brake Rule 1039 (F) is cancelled.

On EMD locomotives, if dynamic brake is inoperative on any unit of a multiple unit locomotive, except the unit from which the locomotive is being operated, dynamic jumper cable must be removed from head end of defective unit, and selector switch must be positioned to correspond with number of units with effective dynamic brake ahead of defective unit.

1043 (R). In making air brake test required by Air Brake Rule 1043 (D) and Special Rule 1043 (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.
4. If train is to be handled with electric brake, upon receipt of proper signal, train brakes will be applied electro-pneumatically with a 30-pound brake application.
5. Upon receipt of proper signal, electric brakes will be released.

1066 (R). As required by Form 7170, Rules 1064, 1066, 1066 (C) and 1066 (F), when necessary to cut out brakes on passenger car equipment due to sticking brakes or defective brake rigging, cutout cock in brake cylinder pipe must be closed.

Cutout cock in brake pipe branch pipe to control valve must be used only in the event of defect causing undesired emergency application or any other defect in pipe or valve that is causing excessive loss of brake pipe pressure.

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:

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.

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93 (V). Continued.

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 20-B: "1. Trains have no time table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company trackage on Fourth West Street, Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger trains without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision."

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.

Unless otherwise provided, track assignments SLCUD are as follows:

- D&RGW passenger trains.....Track No. 3
- WP Trains Nos. 17 and 18.....Track No. 3
- UP Interchange deliveries.....Track No. 2

"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 WP main track and SLCUD track just east of 1st So. Street will be left lined for WP main track."

D.&R.G.W. Special Rule 20-F: All freight trains, switch and light engine movements, including interchange deliveries between U.P. North Yard and D.&R.G.W. Roper, 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.

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

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

D&RGW Special Rule 20-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 (U).
Becks. (M.P. 32.9)	D.&R.G.W.	D.&R.G.W.	Electric locked switches and derails. Special Rule 98 (U).
Salt Lake City. (First South and 10th West Streets, Fisher Brewery track)	W.P.	W.P.	Special Rule 98 (V).
Salt Lake City. (M.P. 781.3, Freight Line)	W.P.		Automatic interlocking. Operating Rule 612.
Salt Lake City. (Between 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 (V).
Salt Lake City. (M.P. 38.4, Provo Subdivision)	D.&R.G.W.	U.P.	Semi-automatic interlocking. Operating Rule 613.
Near Burton. (M.P. 39.7)	D.&R.G.W.	U.P.	Gate. Operating Rule 613.
Near Sandy. (M.P. 47.7)	D.&R.G.W.		Gauntlet Track. Automatic Interlocking. Operating Rule 612.
Salt Lake City. (Third West Street and Van Buren Ave.)	D.&R.G.W. (2 tracks)	D.&R.G.W.	Gates. Special Rule 98 (S)
Midvale	D.&R.G.W.		Stop Signs. Operating Rule 98 (A).
Midvale	U.S.S.M. & R. junction		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 Atwood, trains and engines moving from Midvale Branch must stop clear of derail 325 feet from main track switch, and a member of crew must see there is no conflicting movement approaching before lining switch for movement to main track.

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

On Fisher Brewery spur, member of crew must obtain permission from W.P. dispatcher to cross over W.P. track when

Continued on Page 8.

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 cross-walk in front of passenger depot unless proceed signal is received from station or yard employee or movement preceded by flagman. Switching movements over main cross walk must not exceed 4 MPH.

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

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.

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 movements to and from Armour Spur, or from Service Coal 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 cross-over, for the cross-over.
Utah Oil Field	—Switch west end Track 5, for lead.
North End West Yard	—Switches on Main 1, for Main 1; Switch from lead to Main 2, for Main 2.
Utah Junk Spur	—Switch to Linde Air Spur, for Utah Junk Spur.
North End Freight House	—Switch South end 5 Lead, for Freight House Lead.
Keyser Lead	—N. O. Nelson 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.

Continued on Opposite Side.

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 Bee Line spur is for Bee Line spur. This switch is equipped with mechanical lock which will release when switch from D&RGW main track to Cudahy spur is reversed. (See Special Rule 98-U).

When restoring switches to normal position, switch to Bee Line spur must be lined to normal position before D&RGW main track switch is restored to normal position.

Lunar indication on dwarf signal authorizes movement from Cudahy spur to Bee Line spur. Yellow indication on dwarf signal authorizes movement from Cudahy spur to D&RGW 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 cross-over 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 switchtender 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 to Toonerville yard via Freight Line will head through Main 1 pocket either via Toonerville lead or via cross-over just north of Fifth North Street. Proceed signal need not be received from switchtender at Fifth North Street for movements via this route.

Continued on Page 9.

104 (X). Continued.

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

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

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

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

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

104 (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 cross-overs and must not proceed until proceed signal is received from switchtender.

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

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

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

At North Yard, cross-overs 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 board must receive Form C clearance from dispatcher.

When a movement has cleared Passenger Line main track on Portland Cement Spur and switch has been restored to normal position, switch must not be opened, nor may main track be fouled or occupied without permission from dispatcher. Dispatcher's telephone is located at this switch.

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.

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

Continued on Opposite Side.

612 (R). Continued.

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 (T). 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 Footboards of Engine

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

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

Handling Cars

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

A member of crew must ride rear car on all movements from North Yard to Roper Yard, Middle Yard or South Yard.

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

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 1043(I), 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.
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 required. When handling cars on descending grade, at least 50 percent of hand brakes must be applied, including brake on leading car.

Track Restrictions

899 (R). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road — All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Midvale	All Tracks	Single unit DE-Road and switch
Officer	Egg House	DE Switch
	W. H. Prince Coal Co. trestle	None permitted
Salt Lake City	Salt Lake Hardware Co. spur	DE Switch
	Freight house tracks	DE Switch
	Morrison-Merrill Co. tracks	DE Switch
	Garden tracks 2, 3 and 4	DE Switch
	All industry tracks Third West St. between Ninth South and South Temple Streets	DE Switch
	Ford Motor Company spur	DE Switch
	Gantry Crane tracks	DE Switch
	Utah Power & Light Co. spur	DE Switch
	All spur tracks off north leg of wye	DE Switch
	Spur tracks at north end of freight platform	DE Switch
	Spur track on east side of Utah Ice and Storage Co. warehouse	DE Switch
	Patek Soap Company spur	DE Switch
	Cement plant tracks, Ninth South Street	DE Switch
	Bennett Oil Company spur	DE Switch
	Fisher Brewery tracks	DE Switch
	Mountain Fuel Supply Co. spur	DE Switch
	Barrett Roofing Co. spur	DE Switch
	Jones Coal Co. spur	DE Switch
	Lundin & May Foundry spur	DE Switch
	All gravel pit tracks	DE Switch
	Utah Barrel & Cooperage Co. spur	DE Switch
	Service Coal Co. trestle	None permitted
	Coach Yard Tracks	
6 and 7 over drop pits		None permitted

Continued on Opposite Side.

899 (R). Continued.

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

Salt Lake Terminal area has a great number of curves in excess of 16°, and before switching trailer flat cars 85 feet or more in length into industry tracks, it must be known that the curvature is less than 16°.

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 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.

Note.—Employees are prohibited from riding on top of freight or passenger 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 shed and umbrella sheds (See note above.)	Side and Top.
	North Temple St.	Viaduct	Side and Top.

900 (S). Passenger equipment and trailer flat cars 85 feet or more in length must not be moved through cross-over between tracks 7 and 8, near sanding facilities, Diesel Shop trackage.

Air Brakes

1005 (R). Standard brake pipe pressure for freight and mixed trains is as follows:

First Subdivision and Branches	80 pounds
Second Subdivision and Branches and Provo Subdivision	90 pounds

1043 (S). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958) and Special Rule 1043 (R) must be made on all trains at Salt Lake City.

SPECIAL RULES — FIRST SUBDIVISION CACHE VALLEY, MALAD, BEAR RIVER, 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.

96 (T). Referring to Operating Rules 96 (A) and 97 (A):

A clearance received at Ogden by regular train confers the same authority on First Subdivision as when received at initial station.

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 (T). 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

99 (U). 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 (V). 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—Bear River—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:

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 cross-over at depot, and eastward siding is located on north side of main track. Track from cross-over at depot to cross-over near stockyards, including Malad Branch old main track, is designated as a yard track, upon which movements may be made in either direction, but cars must not be stored on this track.

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

105 (S). At McCammon, cross-over 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 switchtender at Cecil Jct. for instructions.

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

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 must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Woods Cross	New Team Track Fry Roofing Spur.....	Single unit DE Road and Switch
Farmington	Westward siding	DE Road and Switch
Kaysville	Deseret Mill & Elevator Spur.....	None permitted on grain pit or beyond.
Clearfield	Westward siding	DE Road and Switch
Roy	Eastward siding	DE Road and Switch
Brigham City	Eastward siding	DE Road and Switch

Continued on Page 12.

899 (R). Continued.

Location	Track	Engines Permitted
Malad	End of spur where concrete slab is installed on coal spur at O-neida County Grain Growers.....	None permitted
Hyrum	Valley Rendering Spur.....	Single unit DE Road and Switch
Logan	M. & L. Coal Co. Trestle..... Anderson Coach Spur.....	None permitted Single Unit DE Road and Switch
Franklin	Butters Coal Spur pit.....	None permitted
Lewiston	West end lime rock track.....	None permitted
Whitney	Over dump pit on highline at sugar factory	None permitted
Bear River Branch	All tracks beyond M.P. 1.45.....	None permitted

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

Curvature on the following tracks is in excess of 16 degrees:

- Pioneer —General Motors Spur;
—Sure Seal Spur.
- Woods Cross** —**New Team Track;**
—**Fry Roofing Spur.**
- Hyrum** —**Valley Rendering Spur.**
- Logan —Anderson Coach Spur;
—Thatcher Coal Spur.
- Garland** —**Sugar Factory—Rock track;**
—**Sugar Factory—Wet wash track.**

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:

Continued on Opposite Side.

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

900 (R). Continued.

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.

Note.—Employees are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Location	Structure or Obstruction	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 cross-over.....	Side.
M.P. 1.08	Through plate girder bridge.....	Side.
Ogden	Union depot sheds..... (See note above.)	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.
Cache Jct.	Water column	Side.
Downey	Water tank	Side.
CACHE VALLEY BRANCH		
Logan	Shed, passenger depot platform.....	Side.
Preston	Stockyard platform	Side.
Preston	Oil Co. pumphouse	Side.
Preston	Preston Milling Co.....	Side.

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

Air Brakes

1005 (R). Standard Brake Pipe Pressure for freight and mixed trains is as follows:

First Subdivision and Branches.....80 pounds

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 and between Provo and Ironton.

Train Register

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

At Milford, 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 before entering Provo Switching District. Telephone is provided near Pleasant Grove for this purpose near M.P. 762.

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). All eastward trains destined Provo Subdivision must receive clearance Form 2643 at Delta. *Clearance Form 2643 when received at Delta confers same authority as when received at Lyndyl.*

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

Westward Provo Subdivision trains destined Second Subdivision need not receive CTC 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 (W).
Ironton. (M.P. 0.67)	D.&R.G.W.	D.&R.G.W.	Semi-automatic Interlocking. Operating Rule 613.
Garfield. (M.P. 767.1)	D.&R.G.W.	U.P.	Semi-automatic Interlocking. Operating Rule 613.

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

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

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

Member of crew of 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 (T). 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 (U). 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 (1) must be sounded frequently.

99 (V). 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 (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:

- 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;
- Bunker —Main highway crossing on spur track;
- Eureka —Main highway crossing on spur track.*

103 (V). 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:

- 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 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.

Main Track Derails

104 (Z). At Fillmore, main track derail is located at M.P. 31.60.

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 on Passenger Line to passenger depot Salt Lake City or to North Yard or on Freight Line to North Yard, being governed by CTC and interlocking signals.

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

Continued on Opposite Side.

267 (R). Continued.

move at restricted speed to next Stop signal (A signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to superintendent and chief dispatcher at first stop or first open telegraph office.

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

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

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. *If authorized to proceed*, movement must be made at restricted speed and in accordance with Operating Rule 267.

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

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 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

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

802 (X). *Hot metal ladle cars must be watched constantly while in motion and if observed rocking excessively, movement must be stopped immediately and speed adjusted to point where excessive rocking action is avoided.*

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 drill track. 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 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 of any cars which may become uncoupled.

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 of any cars which may become uncoupled.

Inspection of Trains

811 (T). In addition to making inspection of train as often as practicable, as provided by Operating Rule 811, all westward freight trains must stop and be inspected at Lyndyl.

EXCEPTION: Trains holding a 60 MPH order will reduce speed approaching this point sufficiently for head brakeman to roll-by half the train. When train stops, this brakeman will immediately return to engine, inspecting opposite side of train. Rear trainman will make inspection of one side of rear half of train, then roll-by opposite side of this portion as train departs.

811 (U). All trains handling coal or Cedar City Branch ore must stop and be inspected at the following points:

- Black Rock —Eastward;
- Lynndyl —Eastward;
- Starr —Westward.

Freight trains destined Provo Subdivision consisting entirely of roller-bearing equipment may be handled between Milford and Provo without stopping at Black Rock or Lynndyl for inspection.

Track Restrictions

899 (R). Unless specifically authorized, Gas Turbine Electric Locomotives must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
M.P. 781.26	Mellon Sand spur beyond point 540 feet west of switch	None permitted
Pleasant Grove	Plant trackage which connects to United Concrete Pipe Spur	None permitted
Hardy	Loading track	(No engine may go beyond 700 feet east of switch)
Provo	Texas Oil spur Pacific States Cast Iron Pipe Co. Highline	DE Switch None permitted
Ironton	All tracks in the Ironton Steel Plant area	DE Switch
Nephi	Thermoid pit on track I	None permitted
Industrial Center	Coal unloading bin at heating plant building No. 15 Track through thaw shed at Filtrrol Corp. Eaton Metal Spur	None permitted DE Switch
Milford	Jefferson Coal spur, inside of gate	None permitted

Continued on Opposite Side.

899 (R). Continued.

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

Curvature on the following tracks is in excess of 16 degrees:

- Industrial Center —Eaton Metal Spur;
—Deere & Co. Spur;
—Draper Wool Spur;
—Madsen Toy Spur;
—Souvall Bros. Spur.
- Pipemill —All curves beyond right-of-way line.
- Provo —Auto dock, Texas Oil Spur.
—Provo Hide & Fur Co.
—South track at Pipeline Service Company.

899 (U). At Warner, 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:

Note.—Employees are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Location	Structure or Obstruction	Clearance of engine or Car is close at—
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.
Bloom	Ore loading ramp	Side.
M.P. 601.13	Bridge	Side.
PROVO SUBDIVISION		
M.P. 754.42	Bridge	Side.
M.P. 735.76	D&RGW overhead crossing	Side and Top
Santaquin	Overhead highway crossing	Top.

900 (U). 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 (R). Standard Brake Pipe Pressure for freight and mixed trains is as follows:

Second Subdivision and Branches and Provo Subdivision90 pounds

Exception: 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.

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

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

1046 (R). Before moving on descending grades from Eureka or Silver City to Tintic, air brake test as prescribed by Air Brake Rule 1025 must be made. Retaining valves must be placed in full retaining 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.

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

Train Register

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

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

Clearances

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

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 and Iron Mountain Branches must identify opposing trains between Milford and Lund.

96 (W). A clearance received at Caliente by a regular train confers same authority on Third Subdivision as when received at initial station.

Flag Protection

99 (T). 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	Pioche	Mead Lake
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99 (U). 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 (1) must be sounded frequently.

99 (V). *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.

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

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;
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Continued on Opposite Side.

104 (T). Continued.

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;
Nellis Field	—Switch at west end of run-around track near highway crossing, 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 derailing position when not being used.

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

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 cross-over 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.

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.

Continued on Page 17.

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

- Milford
 - Westward high signal west of highway crossing governing main track movements;
 - Westward signals on signal bridge west of cross-overs governing movements on main track and west drill track;
 - Eastward high signal near main track cross-over east end of yard;
 - Eastward dwarf signal governing movements on east drill track.
- Caliente
 - Westward signal on cantilever west of depot governing main track movements;
 - Eastward signals on signal bridge east of depot governing movements on main track and drill track.
- Las Vegas
 - Eastward dwarf signal at east end of passenger station;
 - Eastward high signals on main track and drill track just west of Bonanza underpass;
 - Westward dwarf signal at west end of passenger station platform;
 - Westward high signal just west of west passenger siding switch.

When stopped by a "starting signal," member of crew must communicate with dispatcher or operator and be governed by his instructions. If authorized to proceed, movement must be made at restricted speed and in accordance with Operating Rule 267.

At Caliente, when a "starting signal" governing main track movements displays Stop indication, trains and engines must stop clear of fouling point of depot siding until authorized to proceed by dispatcher or signal indication.

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 icehouse 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 icehouse track.

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 (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 in Caliente yard must remain clear of public crossing east of depot until a Clear or Approach indication is displayed by starting signal on signal bridge east of depot.

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

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.

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.

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 drill track. 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 west drill track.*
- Iron Mountain }
 - 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.*
- Comstock }
 - Sufficient hand brakes must be set to keep cars from moving but not less than three hand brakes must be applied on west end of cuts of cars left standing above loading chute at the Pabco industry.*
- Desert Mound }
 - Sufficient hand brakes must be set to keep cars from moving but not less than three hand brakes must be applied on west end of cuts of cars left standing above loading chute at the Pabco industry.*
- Iron Springs }
 - Sufficient hand brakes must be set to keep cars from moving but not less than three hand brakes must be applied on west end of cuts of cars left standing above loading chute at the Pabco industry.*
- Apex
 - Sufficient hand brakes must be set to keep cars from moving but not less than three hand brakes must be applied on west end of cuts of cars left standing above loading chute at the Pabco industry.*

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 fully charged and operative.

804 (Y). Continued.

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

Air brakes must be cut in and operative on all cars handled between Lovell and Government Ordinance area.

Position of Cars in Trains

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

Inspection of Trains

811 (V). Unless otherwise instructed by conductor, swing brakeman must ride head end of train and when stop is made must commence walking inspection, continuing until meeting member of crew making inspection from rear of train, and if movement starts in meantime must make roll-by inspection. Swing brakeman must thereafter return to head end at first opportunity.

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 must not be operated on branch lines or industry tracks without permission from dispatcher or other officer.

Engines are classified as follows:

DE-Road—All F-7, GP-7, F-9, GP-9, GP-20, SD-7, SD-24 units and 6-wheel truck passenger units.

DE-Switch—Alco road-switch units Nos. 1280-1295; 1000 HP units Nos. 1000-1095, 1100-1198, 1200-1210, 1300-1304, 1800-1865 and 1870-1877.

On tracks listed below, only engines of types shown may be used:

Location	Track	Engines Permitted
Milford	Jefferson Coal spur, inside of gate	None permitted
Minto	Siding	DE Road and Switch
Caliente	Eastward and Westward sidings and No. 3 track	DE Road and Switch
	Pioche Branch	Gas Turbine Engines may operate only to M.P. 0.90.
Leith	Siding	DE Road and Switch
Carp	Siding	DE Road and Switch
Nellis Spur	Shell Oil Spur	DE Road and Switch
Iron Springs	Cedar City Branch	Gas Turbine Engines must not operate beyond M.P. 21.
Caselton	Main Mill Spur	No engine may cross track hopper.
Prince Branch	All tracks	None permitted beyond M.P. 8.7.

Note: Referring to All Subdivisions Special Rule 899 (S), curvature Shell Oil Spur which connects to Nellis Spur is in excess of 16 degrees.

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.

900 (R). Continued.

forms 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.
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.
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.
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.
CEDAR CITY BRANCH.		
M.P. 22.51	Ore tipple	Side and Top.
IRON MTN. BRANCH.		
Desert Mound	Ore tipples	Side and Top.
Comstock	Ore tipple	Side and Top.
Iron Mountain	Ore tipple	Side and Top.
PIOCHE BRANCH.		
M.P. 0.68	Bridge	Side.
PRINCE BRANCH.		
Caselton	All ore tipples	Side and Top.
Prince	Ore bin	Side and Top.

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.

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

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

Continued on Page 19.

900 (W). Continued.

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 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 employees in yard.

Observance of Cars by Employees

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

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

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

Air Brakes

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

1025 (R). 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.

Car department forces will handle air test.

1035 (R). On passenger trains, running air test as required by Air Brake Rule 1035 must be made at Crestline, eastward and westward.

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

1043 (S). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958) and Special Rule 1043 (R) must be made on all trains at Las Vegas.

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

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

1045 (R). *Dynamic brake of westward freight trains departing Crestline must be placed in service and tested for proper operation between M.P. 493.6 and M.P. 492.*

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.

1045 (T). *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.

1045 (U). 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. Trains handling empties from Iron Mountain to Comstock must use retaining valves on all cars in 10-pound position.

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.

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 weather conditions.

Type	Numbers (Inclusive)	H.P.	Salt Lake City to Ogden	Ogden to McCammon	McCammon to Ogden	Ogden to Salt Lake City	Salt Lake City to Lake Point	Lake Point to Tintic	Tintic to Lynndyl	Lynndyl to Milford	Milford to Lund	Lund to Uvada	Uvada to Crestline	Crestline to Moapa	Moapa to Las Vegas	Salt Lake City to Mount	Mount to Payson	Payson to Sharp	Sharp to Lynndyl
EMD	1000-1095	Yd. Sw 1000	1400	1050	1050	1400	2200	1050	2200	1600	1800	1800	890	1500	890	890	1150	890	1150
ALCO	1280-1295	Rd. Sw 1500	2100	1500	1500	2100	2600	1775	2700	2000	2500	1800	1475	1800	1475	1475	1800	1475	1800
EMD GP-7	100-129	Rd. Sw 1500	2500	2200	2200	2500	3410	1935	4100	2500	2900	2400	1675	3600	1675	1700	2000	1675	2000
EMD SD-7	775-784	Rd. Sw 1500 (6 motors)	3810	3300	3300	3810	4500	3100	5500	3900	4450	4350	2560	4500	2560	2560	3000	2560	3000
EMD GP-9 F-9	130-349 500-542	Rd. Sw 1750 Frt. 1750	3050	2785	2785	3050	4010	2225	4700	2875	3335	2760	1875	4250	1875	2100	2300	1875	2300
EMD	1400-1499	Frt. 1500	2500	2200	2200	2500	3410	1935	4100	2500	2900	2400	1675	3600	1675	1700	2000	1675	2000
EMD	1870-1877	Rd. Sw 2400	4720	3800	3800	4720	6220	3270	7300	4290	4920	4620	2810	6590	2890	2890	3050	2890	3050
EMD GP-20	700-729	Frt. 2000	3270	2270	2270	3270	3820	2040	4470	2550	3270	2550	1690	4040	1690	1500	1690	1640	1690
EMD SD-24	400-447	Frt. 2400	5620	3690	3690	5620	6280	3310	7370	4160	5620	6160	2740	6650	2740	2440	3740	2740	3740

Note: Diesel switch locomotives and single unit diesel locomotives with one air compressor except SD-7 type locomotives Nos. 775-784, 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.

Note: Rating of 1870-1877 class between Provo and Geneva is 7000 tons.

Type	Numbers (Inclusive)	H.P.	Las Vegas to Leith	Leith to Callente	Callente to Islen	Islen to Crestline	Crestline to Milford	Milford to Lynndyl	Lynndyl to Boulder	Boulder to Bauer	Bauer to Salt Lake City	Lynndyl to M.P. 728	M.P. 728 to Cutler	Cutler to Mount	Mount to Salt Lake City
EMD	1000-1095	Yd. Sw 1000	890	800	525	850	2200	1200	1050	1600	2000	975	1150	900	1170
ALCO	1280-1295	Yd. Sw 1500	1475	1100	775	1200	2700	2000	1775	2500	2500	1650	1800	1750	1900
EMD GP-7	100-129	Rd. Sw 1500	1675	1150	850	1200	4500	2500	1935	2500	3600	2125	2400	2000	2500
EMD SD-7	775-784	Rd. Sw 1500 (6 motors)	2560	2100	1350	2200	6000	3900	3100	4050	5000	3000	3600	2850	3900
EMD GP-9 F-9	130-349 500-542	Rd. Sw 1750 Frt. 1750	1875	1320	975	1380	5175	2875	2225	2875	4250	2400	2760	2500	2875
EMD	1400-1499	Frt. 1500	1675	1150	850	1200	4500	2500	1935	2500	3600	2125	2400	2000	2500
EMD	1870-1877	Rd. Sw 2400	2890	2220	1430	2370	6110	4290	3270	4280	6590	3050	3800	3080	4650
EMD GP-20	700-729	Frt. 2000	1690	1170	880	1150	3750	2550	2040	2370	4040	1690	2270	1740	2550
EMD SD-24	400-447	Frt. 2400	2740	2300	1420	2460	6160	4160	3310	4860	6650	3740	3690	3330	4160

Note: Rating shown is for single unit. If more than one unit, rating of combined units will govern.