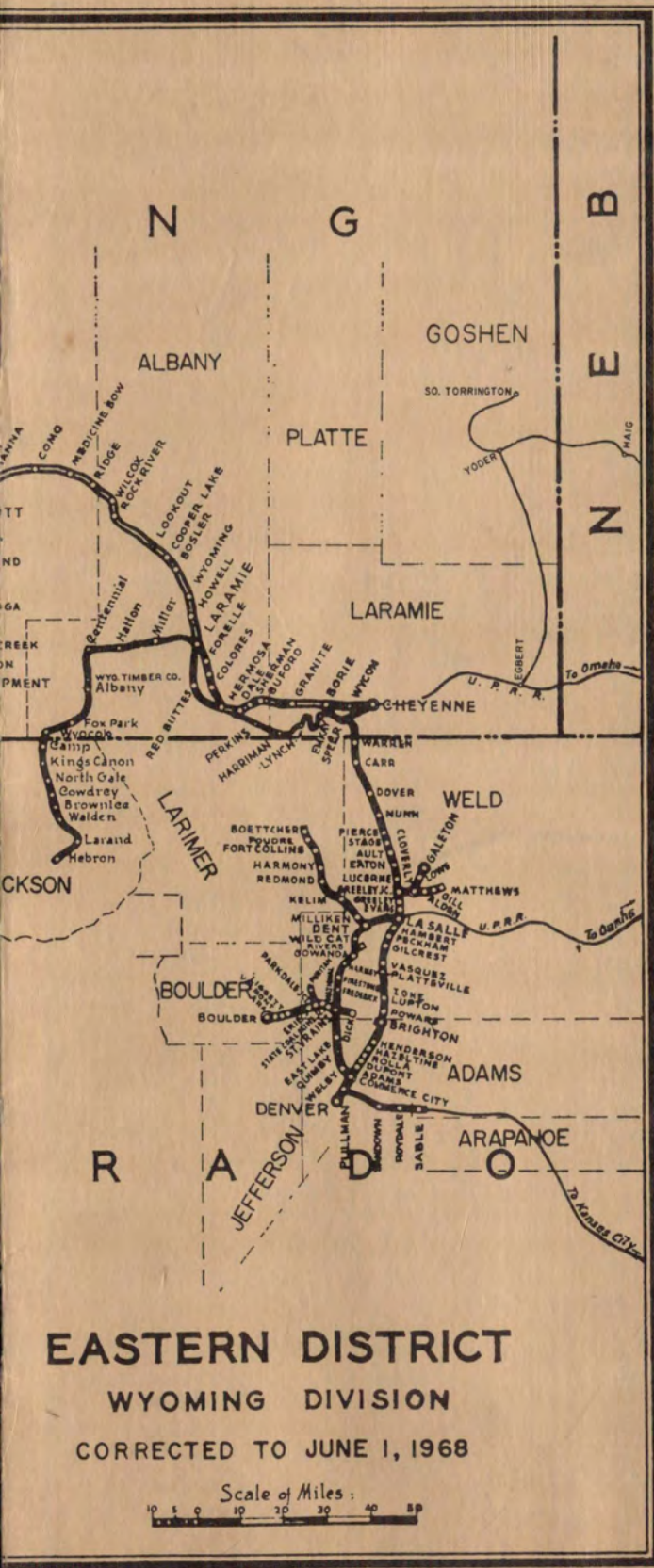




UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION

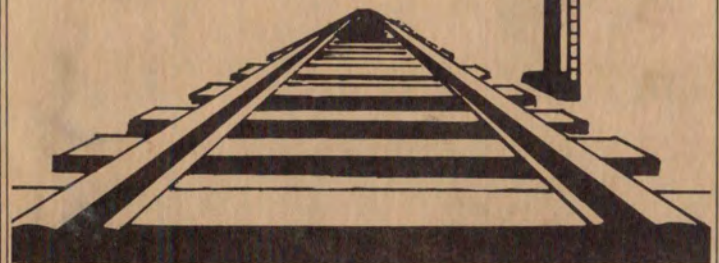
TIMETABLE NO. 50

Effective Sunday,

Sept. 9, 1973

at 12:01 A.M. Mountain Time

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



FOR EMPLOYEES ONLY

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

J. E. PETERSEN
General Superintendent

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

FIRST AND SECOND SUBDIVISIONS

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

THIRD AND FOURTH SUBDIVISIONS

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

Assistant Chief Dispatchers

J. E. ROWAN Cheyenne, Wyo.
T. D. HARDING Cheyenne, Wyo.
J. H. STORRS Cheyenne, Wyo.
R. J. WALKER Cheyenne, Wyo.
D. CARROLL, JR. Cheyenne, Wyo.

SYMBOLS AND ABBREVIATIONS

6. The following letters, placed before the time in a schedule, indicate:

- s — regular stop;
- f — flag stop to receive or discharge traffic;
- A — arrive.

6. (A). The following letters, placed in column with station name, in time-table indicate:

- D — day operator;
- N — night operator;
- R — train register;
- YL — yard limits.

6 (B). The following letters, placed in column provided in the time-table, indicate:

- A — automatic interlocking;
- F — fueling station;
- I — manual interlocking;
- P — dispatcher's telephone;
- T — turntable;
- X — cross-over;
- Y — wye.

Time
per
Mile

Mile
per
Hour

Time
per
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Mile
per
Hour

Time
per
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per
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30"	120.	52"	69.2	1'15"	48.
31"	116.1	53"	67.9	1'20"	45.
32"	112.5	54"	66.6	1'25"	42.3
33"	109.1	55"	65.4	1'30"	40.
34"	105.9	56"	64.2	1'35"	37.9
35"	102.9	57"	63.1	1'40"	36.
36"	100.	58"	62.	1'45"	34.3
37"	97.3	59"	61.	1'50"	32.7
38"	94.7	1'	60.	1'55"	31.3
39"	92.3	1' 1"	59.	2'	30.
40"	90.	1' 2"	58.	2'15"	26.6
41"	87.8	1' 3"	57.1	2'30"	24.
42"	85.7	1' 4"	56.2	2'45"	21.8
43"	83.7	1' 5"	55.3	3'	20.
44"	81.8	1' 6"	54.5	3'30"	17.1
45"	80.	1' 7"	53.7	4'	15.
46"	78.3	1' 8"	52.9	5'	12.
47"	76.6	1' 9"	52.1	6'	10.
48"	75.	1'10"	51.4	7'	8.6
49"	73.5	1'11"	50.7	8'	7.5
50"	72.	1'12"	50.	10'	6.
51"	70.6				

LOCATION OF STANDARD CLOCKS

Denver "U. D." Telegraph Office
Denver 23rd Street Engineer's Register Room
Denver, 24th Street Engineer's Register Room
Denver, 24th Street Switchmen's Register Room
Denver Conductor's Room, 19th Street
Denver 36th Street Register Room
Denver, 36th Street Switchmen's Register Room
La Salle Telegraph Office
Cheyenne Train Dispatcher's Office
Cheyenne Telegraph Office
Cheyenne Yard Office
Laramie Depot Telegraph Office
Laramie Switchmen's Locker Room
Laramie Conductor's Room
Rawlins Telegraph Office
Rawlins Yard Office
Rock Springs Telegraph Office
Rock Springs Switchmen's Locker Room
Green River Telegraph Office
Green River Switchmen's Locker Room
Evanston Telegraph Office
Ogden 28th St. Telegraph Office
Ogden Crew Dispatcher's Office, 33rd Street

MILEAGE

Main Line 628.23
Branches 328.02
Total 956.25

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

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

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

GENERAL

Location	MPH		Location	MPH	
	Psgr.	Frt.		Psgr.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	On main lines – tangent track.		35
When using No. 20 turn-outs, unless a different speed is specified.	40	40	On main lines – curves.		25
When using No. 14 turn-outs located on: straight track.	30	30	On branch lines.		25
curves.	20	20	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using other turn-outs.	15	15	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	Trains handling continuous welded rail or continuous lengths of jointed rail:		
Within yard limits protected by continuous block signal system, unless a different speed is specified.	35	35	On unrestricted track.		40
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30 MPH or less, must not exceed 10 MPH		
When using tracks other than main tracks unless a different speed is specified.	15	15	Through cross-overs or turn-outs.		10
When using sidings in CTC territory.	20	20	Trains handling diesel units dead in train:		
Wye tracks, except those portions used as main track or siding.	6	6	Yard-switch units of any type.		35
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	Foreign line, government, export or commercial diesel units other than yard-switch type.		45
Other road freight locomotives.	75		Union Pacific road-switch units of Alco type.		45
Yard switch locomotives in road service:			Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.		40
1000-1100 class.	35	35	Trains handling specially equipped cars for company wheels and axles.		
1800 class.	50	50	UP 99000-99014 inclusive and		50
Car body type unit backing up light or backing up as leading unit at front of train.	30	30	UP 99500-99962.		
When multiple unit engine is controlled from other than leading unit.	30	30	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Diesel locomotive running light, on descending grade in excess of 1 per cent, when necessary to use engine brake to control speed.		25	Trains handling open top hopper cars U.P. 85000 to 88999 loaded.		50
Trains handling wrecking derricks:			When loaded with ballast.		35
American hoist derricks 903045, 903046, 903047.		60	Trains handling empty bulkhead flat cars, except those equipped with special Toyota racks.		50
Other derricks with 6-wheel trucks.		40	Trains with one diesel unit handling ore between Echo and Ogden.		35
Derricks with 4-wheel trucks.		35	Coal trains consisting of cars with friction bearings, originating at Hanna or Rock Springs, for first 10 miles.		25
For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)		20	Unit Coal Trains, when loaded		50
			when empty		60
			Trains handling ore cars 27000-27299		50
			Trains handled with RCS units.		60

FIRST SUBDIVISION

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

SPEED RESTRICTIONS FIRST SUBDIVISION		
Location	Miles Per Hour	
	Psgr.	Frnt.
Maximum speed between Denver and Carr.	79	60
Maximum speed between Carr and Borie.	79	50
Light engines.		45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.		
Denver, within city limits over street crossings.	35	25
Between Mile Posts — Denver Yard 0.4 and 3.0 both tracks.	30	25
Commerce City 56th Avenue, MP 4.26. 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	40 40 20	35 35 20
Brighton within city limits. 17.9 and 19.5	40	25
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50
Evans 49.4 and 49.7 50.4 and 50.7	70 60	50 50
Greeley 50.8 and 52.4	20	20
Lucerne 58.2 and 58.4 58.8 and 59.3	70 60	60 45
Carr 86.30 and 86.45	70	50
Warren 91.8 and 92.2 93.3 and 97.4	70 60	50 40
Cheyenne Side 97.73 and 97.76	30	20
Borie Side 97.73 and 97.76	30	20

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

CLEARANCE REQUIREMENTS

Clearance need not be received at Speer or Borie.

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

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

WESTWARD ↓				FORT COLLINS BRANCH				↑ EASTWARD			
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973									
CARS	FEET	STATIONS		MILE POST	RULE 6(B)						
17	984	DENT YL		0.0	Y						
		1.7 MILLIKEN YL		1.7							
		7.3 G. W. CROSSING		9.0							
		0.1 KELIM		9.1							
37	2055	10.4 HARMONY		19.5							
48	2644	5.5 FORT COLLINS YL		25.0	Y						
		0.2 C. & S. CROSSING		25.2							
		0.1 C. & S. CROSSING		25.3							
		2.6 POUDRE YL		27.9							
		2.1 BOETTCHER YL		30.0							
		0.8 END OF TRACK YL		30.8							
		(30.8)									

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

CLEARANCE AND REGISTER REQUIREMENTS

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

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

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

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

WESTWARD ↓				GREELEY BRANCH				↑ EASTWARD			
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973									
CARS	FEET	STATIONS		MILE POST	RULE 6(B)						
		D			HG						
		GREELEY		0.0	PY						
		2.3 GREELEY JCT. YL		2.3	PY						
30	1657	3.7 CLOVERLY YL		6.0	Y						
		2.4 ALDEN YL		8.4							
35	1960	2.0 GILL YL		10.4							
		0.6 END OF TRACK YL		11.0							
		(11.0)									

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

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

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

SECOND SUBDIVISION

WESTWARD ↓				Time-Table No. 50 May 1, 1973				↑ EASTWARD			
RULE 6(B)	LENGTH OF SIDINGS		MILE POST	STATIONS				MILE POST	LENGTH OF SIDINGS		RULE 6(B)
	CARS	FEET							CARS	FEET	
FTPI XY			509.5					509.5			
IP			510.8					510.8			
P			514.5					519.0	118	6489	PX
PX	93 23	5164 1315	519.1					525.8	113	6217	P
PX	75	4173	528.6					534.2	116	6408	P
P	C 106	5852	536.6					542.7	122	6722	P
PY			540.4					549.5	111	6134	P
PX			544.8					554.3			P
P	C 115	6336	547.9						C 115	6336	P
P	87	4789	554.0								
P	242	13344	563.0					556.8	106	5849	
FPXY			566.0					566.0			FP XY
	C 77	4285						574.1			P
								577.7			P
	C 78	4301						585.3			P
	E 11	641						590.6			PX
	C 134	7380						593.9			P
	C 108	5944						605.3			PXY
	E 94	5214						609.0			P
	C 108	5985						622.9			PY
	C 67	3738						632.6			P
	W 100 E 214	5510 11772						643.1			PXY
	C 25	1375						651.8			P
	C 111	6116						657.0			P
	C 57	3148						661.9			P
	C 67	3698						667.6			P
	C 104	5742						676.3			P
	W 210 E 347	11602 19126						682.8			FIP XY

3.7
WYCON
4.6

9.5
BORIE
8.0
GRANITE
8.0
BUFORD
3.8
SHERMAN
4.4

CTC
AND
ACS

DALE
3.1
HERMOSA

CTC
AND
ACS

DALE
3.1
HERMOSA

6.1
COLORES
9.0
FORELLE
3.0

CTC
AND
ACS

8.9
RED BUTTES
9.2

TRACK 2

8.1
HOWELL
3.6
WYOMING
7.6
BOSLER
5.3
COOPER LAKE
3.3
LOOKOUT
11.2
ROCK RIVER
3.7
WILCOX
13.6
MEDICINE BOW
9.3
COMO
10.5
HANNA
8.7
DANA
5.2
EDSON
4.9
WALCOTT
5.7
FORT STEELE
8.6
SINCLAIR
6.5

DN-R
LARAMIE
K

DN
HANNA
HN

DN-R
RAWLINS YL
RS

DOUBLE TRACK

DOUBLE TRACK

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AND
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(VIA SHERMAN 173.3)

(VIA HARRIMAN 181.8)

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

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

CLEARANCE AND REGISTER REQUIREMENTS

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

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

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

SPEED RESTRICTIONS – SECOND SUBDIVISION

Location	MPH	
	Psg.	Frt.
Maximum Speeds Between Cheyenne and Laramie, No. 1 and 2 tracks. With Operative Dynamic Brakes. Without Operative Dynamic Brakes.	70 70	55 40
Important – For movement on descending grades see Special Rule 1042 (R).		
Between Cheyenne and Dale on No. 3 track and between Cheyenne and Speer on No. 4 track, passenger trains	60	
Freight trains, westward		55
Freight trains, eastward		
Less than 100 tons per operative brake with operative dynamic brake		55
without operative dynamic brake		45
100 tons or more per operative brake with operative dynamic brake		40
without operative dynamic brake		30
Between Laramie and Rawlins	90	70

(continued on page 7)

SPEED RESTRICTION – SECOND SUBDIVISION

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

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		STATIONS	
CARS	FEET				
				WALCOTT	0.0
				MEADS	6.8
4	269			OVERLAND	12.3
6	345			SARATOGA	24.1
19	1090	D		COW CREEK	32.7
8	456			CANYON	39.3
10	548			ENCAMPMENT YL	44.4
15	854				
				(44.4)	

SPEED RESTRICTIONS		SPEED RESTRICTIONS	
Location	MPH	Location	MPH
Encampment Branch Maximum speed.	40	Coalmont Branch Maximum speed.	25
Between Mile Posts – 24.1 and 44.5	15	Between Mile Posts – 15.2 and 16.0	20
Over bridge 24.29	5	17.0 and 17.3	20
Over bridge 37.72	5	29.5 and 30.0	20
Clearance Requirements Clearance need not be received at Walcott.		37.0 and 48.3	10
On single track, except in CTC Territory, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.		48.3 and 56.5	20
		56.5 and 62.3	10
		62.3 and 64.5	20
		64.5 and 78.0	10
		94.0 and 108.0	10

THIRD SUBDIVISION

WESTWARD ↓		Time-Table No. 50 September 9, 1973		↑ EASTWARD		SPEED RESTRICTIONS				
LENGTH OF SIDINGS				MILE POST	RULE 6(B)	Location	Miles Per Hour			
CARS	FEET	STATIONS						Psg.	Frt.	
W 210 E 347	11602 19126	BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS	DN-R	RAWLINS YL RS	682.8	FIP XY	Maximum speed.	90	70	
C 143	7917			7.4 HADSELL 10.5	690.2	P	Between Rock Springs and Green River	90	60	
W 110 E 89	6056 4920			RINER 4.6 CHEROKEE 6.7	700.7 705.3	PX P	Jim Bridger spur MP 777.9		25	
C 68	3745			CRESTON 4.0 LATHAM 8.2	712.0 716.0	PY P	Spurs not otherwise shown		10	
W 52 C 68	2865 3767			DN	WAMSUTTER WM	724.2	PXY	Rawlins, sidings, in accordance with signal indications not exceeding	30	30
C 68	3749				4.9 FREWEN 3.6 RED DESERT 7.3 TIPTON 3.4 ROBINSON 3.3	729.1 732.7 740.0 743.4	X P PX P	Green River, over hand operated switches between M.P. 816 and M.P. 817.3 until engine has passed over such switches.	20	20
W 105 E 89	5791 4910				TABLE ROCK 5.0 MONELL 5.0	746.7 751.7	P P	(continued on page 9)		
				DN	BITTER CREEK BK	756.7	PXY			
					9.2 BLACK BUTTES 5.3 HALLVILLE 5.9 POINT OF ROCKS 7.0 THAYER 4.5 SALT WELLS 7.1 BAXTER 6.4	765.9 771.2 777.1 784.1 788.6 795.7	P PX P PX P P			
				DN	ROCK SPRINGS SG	802.1	PXY			
					6.9 KANDA 8.0	809.0	P			
				DN-R	GREEN RIVER YL GR	817.0	FIP TXY			
					(134.2)					

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

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

WESTWARD ↓		SOUTH PASS BRANCH		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		MILE POST	RULE 6(B)
CARS	FEET				
		DN	ROCK SPRINGS YL SG	0.0	PXY
			9.5 WINTON JUNCTION YL	9.5	
			(9.5)		
On South Pass Branch, yard limits are continuous from junction switch Rock Springs to and including Winton Junction.					
SPEED RESTRICTIONS					
Location					MPH
South Pass Branch Maximum speed					15
On spur and wye, M.P. 6.0					5

SPEED RESTRICTIONS – THIRD SUBDIVISION (Continued)

WESTWARD TRACK

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

EASTWARD TRACK

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

FOURTH SUBDIVISION				PARK CITY BRANCH			
WESTWARD ↓		↑ EASTWARD		WESTWARD ↓		↑ EASTWARD	
LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973		LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973	
CARS	FEET	MILE POST	RULE 6(B)	CARS	FEET	MILE POST	RULE 6(B)
STATIONS		STATIONS		STATIONS		STATIONS	
DN-R GREEN RIVER YL GR		817.0	FIP TXY	DN-R ECHO YL HO		0.0	P
C 69	3816			5.7 COALVILLE		5.7	
C 104	5737			7.7 WANSHP		13.4	
				11.1 KEETLEY JCT.		24.5	
				2.7 BROADWATER SPUR		27.2	
				1.2 D-R PARK CITY YL KD		28.4	Y
				(28.4)			
W 241		13267		SPEED RESTRICTIONS			
C 105	5795			Location		MPH	
C 87	4812			Park City Branch Maximum Speed.		25	
C 87	4801			Between Mile Posts — 0.0 and 4.3		15	
				5.1 and 5.2		15	
C 114	6277			13.2 and 13.5		15	
C 87	4788			14.8 and 21.0		15	
C 110	6068			24.0 and 24.1		15	
C 16	1002			25.1 and 25.2		15	
C 105	5807			26.3 and 28.4		15	
E 98	5410			Park City, all yard tracks between freight yard junction and depot, and all track above depot on highline.		5	
C25	1500			WESTWARD ↓ ONTARIO BRANCH ↑ EASTWARD			
W161	8875			LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973	
E150	8264			CARS	FEET	MILE POST	RULE 6(B)
C 79	4367			STATIONS		STATIONS	
				2.2 KEETLEY JCT.		0.0	
				3.0 PHOSTON		2.2	
				1.8 KEETLEY		5.2	
				7.0 CRANMER YL		7.0	
				(7.0)			
C 105	5797			SPEED RESTRICTIONS			
E106	5845			Location		MPH	
W101	5556			Ontario Branch Maximum speed.		15	
C 99	5489			Cranmer Spur Between Keetley and end of track.		15	
C 99	5483			WESTWARD ↓ HILL FIELD BRANCH ↑ EASTWARD			
C 100	5546			LENGTH OF SIDINGS		Time-Table No. 50 September 9, 1973	
W 100	5499			CARS	FEET	MILE POST	RULE 6(B)
C 99	5494			STATIONS		STATIONS	
				2.6 OGDEN JUNCTION YL		0.0	
				0.8 ORCHARD YL		2.6	
				0.8 COZYDALE YL		3.4	
				0.8 ROY YL		4.2	
				1.1 SUNSET YL		5.3	
				1.4 ARSENAL YL		6.7	
				0.1 END OF TRACK YL		6.8	
				(6.8)			
Westward trains must keep to the left from Mile Post 931.5, 1.1 miles east of Curvo, to Ogden.				Location		MPH	
Eastward trains must keep to the left Ogden to Mile Post 931.5, 1.1 miles east of Curvo.				Hill Field Branch Maximum speed.		15	
Note 2 to Rule 99 is in effect on Fourth Subdivision.				Between Mile Posts — 4.4 and 4.8		10	
Rules 251 to 253 inclusive are in effect on Fourth Subdivision.				On Hill Field Branch, yard limits are continuous from Ogden Junction, to and including End of Track MP 6.8.			
CLEARANCE REQUIREMENTS							
For interdivisional runs, see Special Rules 219 (S-1) and 219 (S-2).							
Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.							
On single track, westward trains are superior to trains of the same class in the opposite direction — See Rule 72.							

Westward trains must keep to the left from Mile Post 931.5, 1.1 miles east of Curvo, to Ogden.

Eastward trains must keep to the left Ogden to Mile Post 931.5, 1.1 miles east of Curvo.

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

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

CLEARANCE REQUIREMENTS

For interdivisional runs, see Special Rules 219 (S-1) and 219 (S-2).

Trains from Park City Branch need not receive clearance at Echo, but must obtain verbal authority from train dispatcher before occupying Fourth Subdivision tracks.

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

SPEED RESTRICTIONS — FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Maximum speed between: Green River and Evanston.	90	65	Green River, over hand operated switches between M.P. 816 and M.P. 817.3 until engine has passed over such switches.	20	20	Granger, westward siding and Idaho Division Siding.	40	40
Evanston and Ogden.	79	50				Riverdale By-pass Track	40	40
Stauffer Spur		25	Westvaco running track		10			
Spurs not otherwise shown.		10						

Between Mileposts — WESTWARD TRACK

	M.P.H.			M.P.H.			M.P.H.	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Green River 817.0 and 818.2	35	25	Carter 878.2 and 878.5	70	55	925.9 and 926.2	70	50
819.3 and 820.7	60	50	880.1 and 880.3	60	50	926.5 and 928.8	60	35
822.4 and 823.6	60	50	Antelope 881.4 and 881.7	70	55	928.8 and 935.8	35	30
Peru 825.4 and 826.6	70	55	882.5 and 883.9	60	50	Castle Rock 937.0 and 939.4	50	40
827.9 and 828.4	70	60	884.6 and 885.0	60	45	941.1 and 941.9	55	45
Bryan 833.6 and 834.1	70	60	Bridger 886.4 and 886.7	70	55	Emory 942.9 and 945.5	50	40
Westvaco 844.8 and 845.4	80	65	887.3 and 887.5	65	50	946.9 and 951.1	50	40
Granger 849.9 and 850.2	70	60	888.3 and 890.5	70	55	952.1 and 952.5	35	35
Church Buttes 860.1 and 860.3	70	55	Leroy 891.6 and 895.1	70	55	Echo 953.3 and 954.5	60	45
862.2 and 862.5	70	55	896.1 and 900.6	60	45	Henefer 958.1 and 959.5	70	50
Hampton 866.7 and 866.9	70	60	901.7 and 903.5	50	40	959.8 and 962.8	60	50
868.0 and 869.2	70	60	Altamont 904.9 and 905.3	60	45	963.1 and 965.1	45	30
Elkhurst 870.9 and 871.5	70	55	906.3 and 908.6	60	45	967.2 and 967.8	60	50
872.3 and 872.5	70	60	909.3 and 910.4	75	65	972.4 and 972.6	75	50
873.0 and 873.6	70	55	Millis 913.1 and 913.4	70	60	974.1 and 976.1	55	35
874.0 and 874.5	70	60	915.4 and 915.6	70	55	977.0 and 977.3	60	50
			916.0 and 917.5	60	35	978.7 and 980.3	40	30
			Evanston 917.9 and 919.1	60	45	980.5 and 983.8	45	35
			920.6 and 921.1	70	50	Uintah 985.5 and 985.8	70	50
						987.9 and 989.0	65	45

Between Mileposts — EASTWARD TRACK

	M.P.H.			M.P.H.			M.P.H.	
	Psg.	Frt.		Psg.	Frt.		Psg.	Frt.
Ogden 989.0 and 987.9	65	45	Wahsatch 927.6 and 926.5	60	35	Antelope 880.3 and 880.1	60	50
985.7 and 985.4	60	45	926.2 and 925.9	70	50	878.5 and 878.2	70	55
Uintah 984.8 and 984.4	60	45	921.2 and 920.6	70	50	874.5 and 874.0	70	60
Gateway 983.5 and 981.0	50	40	919.1 and 917.9	60	45	Carter 873.6 and 873.0	70	55
981.0 and 980.3	45	35	917.5 and 916.0	60	35	872.5 and 872.3	70	60
980.3 and 978.7	40	30	Evanston 915.6 and 915.4	70	55	871.5 and 870.9	70	55
977.3 and 977.0	60	50	913.4 and 913.1	70	60	Elkhurst 869.2 and 868.0	70	60
976.1 and 974.1	55	40	Millis 910.4 and 909.3	75	65	866.9 and 866.7	70	60
Peterson 972.6 and 972.4	75	50	908.6 and 906.3	60	45	Hampton 862.5 and 862.2	70	55
Morgan 967.8 and 967.2	60	50	905.3 and 904.9	60	40	860.3 and 860.1	70	55
965.1 and 963.1	45	30	Altamont 903.6 and 901.9	25	20	Verne 850.2 and 849.9	70	60
962.8 and 959.8	60	45	Aspen 901.3 and 896.7	60	45	Granger 845.4 and 844.8	80	65
Devils Slide 959.5 and 958.1	70	50	894.4 and 894.0	70	55	Westvaco 834.1 and 833.6	70	60
Henefer 954.5 and 953.3	60	45	893.4 and 890.9	70	55	Bryan 828.4 and 827.9	70	60
Echo 952.5 and 952.1	35	25	Leroy 890.5 and 888.3	70	55	826.6 and 825.4	70	55
951.1 and 946.9	50	35	887.5 and 887.3	65	50	Peru 823.6 and 822.4	60	50
945.5 and 942.9	50	35	886.7 and 886.4	70	55	820.7 and 819.3	60	50
Emory 941.6 and 940.9	60	45	Bridger 885.0 and 884.6	60	45	818.2 and 817.0	35	25
939.1 and 929.2	60	45	883.9 and 882.5	60	50	Green River		
Curvo 928.8 and 927.6	60	35	881.7 and 881.4	70	55			

SPECIAL RULES - ALL SUBDIVISIONS

Standard Time

2 (R). Wrist watches approved for use under Rule 2 are:
Ball "Official Railroad Standard";
Ball "Automatic Trainmaster" model;
Bulova "Accutron-Railroad Approved" model, including Calendar model;
Elgin "B. W. Raymond" model;
Hamilton electric "Railroad Special";
Longines Model "T-905" Railroad Watch;
Longines "Ultra-Chron Railroad Watch".

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

Engine Whistle Signals

14 (R). Referring to Rule 14(1): Within the State of Wyoming, duration of complete whistle signal approaching public crossings must be not less than twenty seconds.

Markers

19 (R). Referring to Rule 19(B). Except within the State of Colorado, reflectorized metal flags may be used as markers.

Superiority of Trains

72 (R). On single track, except in CTC territory, westward trains are superior to trains of the same class in the opposite direction (See Rule 72).

Clearances

97 (R). Within CTC territory, assigned locals, work trains or helper engines, having received Clearance Form 2643 at their starting point, may thereafter move in either direction within CTC territory while on continuous tour of duty being governed by indication of signals or instructions from train dispatcher without receipt of additional Clearance Form 2643.

Maintenance of Way Rules

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

Switches

104 (R). Unless otherwise specified No. 14 turnouts are installed at all dual controlled switches in CTC territory.

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

Indicators

241 (R). In Rule 251 territory, when a train has entered siding account indication displayed by a siding indicator (Operating Rule 241-A), a member of crew must immediately communicate with train dispatcher for instructions.

241 (S). When a train is stopped by an automatic block signal to which "Hold" indicator is attached, member of crew must communicate with dispatcher or operator for instructions before proceeding even though "Hold" indicator is not illuminated.

"Hold" indicators are located on following signals:

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

Dual Control Switches

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

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

Automatic Cab Signals

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

Block Signal Rules

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

Rules cited above are revised accordingly.

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

Cabooses

714 (R). Stoves in road cabooses must be left burning at all times during cold weather to prevent freezing of water pipes.

714 (S). Doors and windows of cabooses must be locked at all times when caboose is left unattended, either enroute or at terminals.

Inspection of Trains

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

Employees must not remain in bay on side next to an adjacent track when meeting or passing another train on that track.

Inspection of such train must be made from rear platform of caboose.

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

Switching Cars

804 (R). Cabooses, outfit cars, flat cars loaded with trailers or containers, flat cars or multi-level cars loaded with motor vehicles must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike such cars, or a draft containing such cars.

806 (R). Outfit cars converted from passenger train cars contain equipment highly subject to damage from slack action or rough handling. These cars must be handled with air brakes cut in and operative.

Continuous Welded Rail Trains

809 (R). Equipment for handling continuous welded rail, or continuous lengths of bolted rail, consists of 26 permanently coupled flat cars with buffer at each end and caboose for MofW supervisor. Couplers are blocked against slack and are highly susceptible to damage from rough handling.

This equipment, loaded or empty, must be handled as a unit with air brakes cut in and operative, must not be switched with and must not be humped. These cars must not be cut off while in motion. Other cars must not be cut off while in motion and allowed to couple to these cars or to a draft containing these cars. The following applies:

When Loaded

Maximum speed when loaded:

On unrestricted track — 40 MPH;

On restricted track — 20 MPH less than published speed restriction.

Where published speed restriction is 30 MPH or less, maximum speed will be 10 MPH;

Through cross-overs or turnouts — 10 MPH.

After entering siding or yard track, train must not proceed until authority is received from MofW supervisor in charge.

Train and engine crews must be alert for any signal or communication from rail train supervisor while train is moving.

This equipment must not be combined with other traffic except that outfit cars, cars containing track material or related items may be handled behind the CWR equipment as directed by the Chief Dispatcher, who will authorize such handling only upon instructions from Chief Engineer. Total consist must not exceed 50 cars.

When Empty

CWR equipment may be handled with other traffic but total consist must not exceed 50 cars. CWR equipment must be handled at rear of train. A speed of 50 MPH must not be exceeded.

Position of Cars in Trains

809 (S). DODX flat cars 39095-39199 must be handled in rear end of train only.

Aluminum covered hopper cars SN 5501-5510 do not have complete center sill and must be entrained at rear of train not more than 15 cars from rear. Instruction and exhibition cars 200-209 must be handled in rear of train only.

809 (T). The following tank cars are in service for movement of phosphorus from points in Idaho to various destinations.

MONX 23000 Series, gross weight, loaded, 414,000 lbs.

MCPX 23000 Series, gross weight, loaded, 414,000 lbs.

FMLX 19000 Series, gross weight, loaded, 315,000 lbs.

Additional cars of similar capacity and high gross weight may be placed in this service. When being returned to loading points, these cars carry water ballast. The following governs handling:

When Loaded With Phosphorus:

MONX 23000 and MCPX 23000 series cars must be separated from the locomotive, from each other, and from any car with gross weight exceeding 263,000 lbs. by not less than three cars of a gross weight not exceeding 263,000 lbs. Must be handled at speeds not exceeding 50 MPH.

FMLX 19000 series cars, single or not more than two such cars coupled, must be separated from locomotive and from any other car exceeding 263,000 lbs. gross weight by not less than three cars of a gross weight not exceeding 263,000 lbs.

When Loaded With Phosphorus or With Water Ballast:

These cars must be coupled carefully, must not be humped and must not be cut off while in motion. In switching operations, they must be handled with air brakes cut in and operative.

Except at loading or unloading facilities where derail protection is provided, if necessary to set these cars out or to leave them unattended, they must be coupled to another car of a different type, hand brakes applied on both cars and air reservoirs drained to determine that hand brakes are sufficient to hold the cars.

809 (V). In freight trains, freight cars 85 feet or more in length must not be coupled to any car 39 feet or less in length.

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

Units Dead in Train

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

Inspection of Trains

811 (R). In addition to making inspection of train as often as practicable as per Operating Rule 811, when visibility does not permit close observation of train, or when, for any reason, in judgment of conductor or engineer additional inspection of train is necessary, such inspection must be made.

Hot Box Detectors

812 (R). Hot box detectors are located as follows:

Westward		Eastward	
Location	Read-Out	Location	Read-Out
MP 545.4	Cheyenne	MP 925.6	Evanston
MP 575.0	Laramie	MP 884.1	Carter
MP 597.3	Rock River	MP 845.5	Green River
MP 613.6	Cheyenne	MP 792.3	Cheyenne
MP 634.1	Cheyenne	MP 764.3	Bitter Creek
MP 672.9	Rawlins	MP 732.8	Wamsutter
MP 713.4	Wamsutter	MP 721.5	Cheyenne
MP 748.6	Bitter Creek	MP 692.2	Rawlins
MP 773.8	Rock Springs	MP 660.3	Cheyenne
MP 792.3	Cheyenne	MP 651.7	Hanna
MP 839.7	Green River	MP 617.8	Cheyenne
MP 867.7	Carter	MP 576.9	Laramie
MP 909.1	Evanston	MP 545.4	Cheyenne
MP 968.9	Cheyenne		
MP 986.2	Riverdale		

Riding on Engines

816 (R). If there is a trailing "A" unit in locomotive consist, employees in train or engine service required to deadhead on a freight train may occupy cab of such unit.

Rule 816 is modified accordingly.

Unattended Locomotives

871 (R). Referring to Operating Rule 871 (A) and Air Brake Rule 1003:

When a locomotive is left unattended at Cheyenne, Laramie, Rawlins, Green River, Ogden and Denver, the following instructions will govern:

1. Reverse lever will be removed from control stand and placed in receptacle provided.
2. When locomotive is equipped with operative safety control feature, hand brakes need not be set unless engines are shut down.

When a locomotive is left unattended at Rock Springs, Evanston, LaSalle and Greeley, the following instructions will govern:

1. Reverse lever will be removed from control stand and placed in receptacle provided.
2. When locomotive is equipped with operative safety control feature, hand brakes need not be set unless engines are shut down.
3. Windows will be closed and latched and cab doors will be locked.

Unless otherwise instructed, on locomotives left unattended or set out at all other locations, the following instructions will govern:

1. Hand brake will be set.
2. Brake valve handles and reverse lever will be removed from control stand and placed in receptacle provided for same. If receptacle is not provided, handles must be left with agent or operator when possible.
3. Engines will be shut down (unless temperature is below 35 degrees F).
4. Windows will be closed and latched, and cab doors will be locked.
5. Wooden blocking will be placed under front and back of one pair of wheels.
6. Battery switch will be pulled.

Engine Service

876 (R). Referring to Rule 876. The fireman, when competent, may handle the locomotive under the close supervision of the engineer, under the following conditions, the engineer being responsible:

In road freight service;

In yard service provided the fireman is a promoted engineer.

The fireman must not be permitted to handle the locomotive in road passenger service except in emergency.

883 (R). In territory where rail detector cars are operating, trains and engines must use sand where necessary to overcome slippery condition caused by solution from detector car deposited on rails. Train dispatchers will advise engineers where detector cars are working.

Track Restrictions

899 (R). Units of 5000 HP or more must not be operated on branch lines or on industry tracks without permission from train dispatcher or other officer.
SD-24 units with 6-wheel trucks (400-429, 445-448, 400B-444B) must not be operated on mine trackage or on branch lines except the South Pass Branch.

Air Brake Rules

1001 (R). Hostlers must know before moving an engine, that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

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

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

When moving light engines, particularly around engine houses and servicing facilities, the following additional rules and instructions also apply:

1. Safety control feature must be cut in.
2. On road freight power, after throttle is initially opened, sufficient time must be allowed for engine and generator to build up sufficient current to move the locomotive.
3. In case of emergency requiring shorter stop than can be made with independent brake, automatic brake valve must be placed in "Emergency" position, which will automatically reduce engine speed to "Idle."

1005 (R). Standard brake pipe pressure of 80 pounds on Eastern District for freight trains as prescribed in Rule 1005 (A) of Rules and Instructions Governing Operation of Air Brakes, etc., is changed to 90 pounds.

1030 (R). Air Brake Rule 1030 (D) is cancelled.

1039 (R). Certain foreign line units operating jointly with Union Pacific are not equipped with dynamic brake interlock feature whereby the locomotive air brakes will be released during dynamic braking when train brakes are applied.

When operating with foreign line units in any consist, whether all of one road or mixed with Union Pacific units, locomotive brakes must be released by actuating brakes off when automatic brake valve is used to apply train brakes during dynamic braking.

Retaining Valves

1042 (R). The following tables govern operation of freight trains and use of retaining valves, in territories shown. This does not modify the requirements of Air Brake Rule 1042:

1. Dynamic brake must be placed in operation and tested at a convenient location prior to reaching designated descending grades.
2. When use of retaining valves is required, these valves must be placed in "HEAVY HOLDING" position on all cars in train.
3. On branch lines, retaining valves must be used on all cars in train descending grades 1.50% or more unless handled by locomotive with effective dynamic brake on units providing not less than one horsepower per trailing ton.

Eastward Sherman-Cheyenne

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less than 1 HP per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Cheyenne.
	1/2 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne. Stop and remain standing 10 minutes at Granite and Borie to cool wheels.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Cheyenne
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Cheyenne	20 MPH Sherman to Cheyenne

Eastward Sherman to Carr via Borie — Speer to Carr

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less Than 1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels
80-100	1 HP Per Trailing Ton	Not required	35 MPH Sherman to Carr.
	1/2 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr. Stop and remain standing 10 minutes at Borie to cool wheels.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Sherman to Carr.
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Sherman to Carr	20 MPH Sherman to Carr.

**Westward
Hermosa to Laramie
No. 2 Track**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds
	Less than 1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
80-100	1 HP Per Trailing Ton	Not required	35 MPH Hermosa to Red Buttes.
	1/2 HP Per Trailing Ton	Not required	25 MPH Hermosa to Red Buttes.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.
Over 100	1 HP Per Trailing Ton	Not required	30 MPH Hermosa to Red Buttes.
	Less than 1 HP Per Trailing Ton	Retaining valves must be used Hermosa to Red Buttes	20 MPH Hermosa to Red Buttes.

**Fourth Sub-Division
Wahsatch to Ogden**

Tons Per Operative Brake	Effective Dynamic Brake On Units Providing	Retaining Valves	Speed Must Not Exceed
Less than 60		Not required	Time-table speeds.
60-80	1 HP Per Trailing Ton	Not required	Time-table speeds.
	Less than 1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
80-100	1 HP Per Trailing Ton	Not required	25 MPH Wahsatch to Castle Rock.
	1/2 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden.
	Less than 1/2 HP Per Trailing Ton	Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo 25 MPH Echo to Ogden
Over 100	1 HP Per Trailing Ton	Not required	20 MPH Wahsatch to Castle Rock. 30 MPH Castle Rock to Ogden
	Less than 1 HP Per Trailing Ton	*Retaining valves must be used Wahsatch to Echo	20 MPH Wahsatch to Echo. 25 MPH Echo to Ogden.

*EXCEPTION: If the train consists entirely of ore cars in series 26000-26499 or 27000-27299 and dynamic brake is equal to one-half HP per trailing ton retaining valves need not be used. Speed must not exceed 20 MPH.

1043 (R). In territory where pressure maintaining braking is being used for extended periods, brake pipe cut-off valve may be placed in Passenger position. Position of brake pipe cut-off valve must not be changed except when brake valve is in Release position.

When operating in Passenger position extreme care must be used as any slight movement of brake valve toward Release position will result in complete release of automatic brakes throughout the train.

Pressure maintaining braking must not be used for extended periods at speeds exceeding 30 MPH. To do so will result in damage to wheels and brake shoes. Application and release method of braking must be used at speeds exceeding 30 MPH, reducing speed sufficiently before release to insure sufficient time for cooling of wheels and recharging brake pipe before it is necessary to again apply brakes.

1044 (R). That portion of Air Brake Rule 1044 which reads, "When a train is stopped on a grade, air brakes must be released, and air brake system immediately recharged" is cancelled.

When a train, not required to use retaining valves, is stopped on descending grade, if train cannot be held with independent brake, automatic brakes must not be released until sufficient retaining valves, but not less than 25, have been placed in holding position on head end of train to permit train to be held with independent brake. Before proceeding it must be known that the brake system is properly charged.

Air Brake Rule 1044 is modified accordingly.

1048 (R). When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive power units in the train, or connected to the train, brake pipe must be connected, angle cocks opened and the brake pipe cut out cock to the brake valve must be closed, and the brake valve handles kept in the prescribed position.

This rule does not modify Air Brake Rule 1048 through 1048 (E) in any way.

1066 (R). When locomotive is to be detached, or when a train, or cut of cars being handled with air brakes is to be separated, angle cock at point of separation must not be closed until engineer has made 20-pound brake pipe reduction and has sounded one long sound of engine whistle. In all cases, angle cock must be left open on portion of train or cars left standing.

Those portions of Air Brake Rule 1066 relative to handling angle cocks are modified accordingly.

This does not modify the requirements of Air Brake Rules 1030 (B) or 1044 (B).

Mechanical Instructions

1090 (R). If diesel unit is not loading or not making transition, high voltage cabinet contactors must not under any circumstances be manually operated.

To determine if the contactors are picking up as they should, the diesel engine must be isolated, then restored to power.

Proper report must be made to the next maintenance terminal.

1090 (S). Ground relay protection knife switches are applied for use by electrical forces in making tests of equipment. Under no circumstances may the seal on ground relay knife switch be broken, or knife switch be opened. When seal on ground relay knife switch is broken or is found broken or missing, such information must be included on locomotive inspection report.

1090 (T). When operating with RCS in service and train is to be separated between control unit and remote units, feed valve on remote units must be cut out and remote units must be isolated before separating train.

While control unit is separated from portion of train containing remote units, "Feed Valve Out" indicating light must be on continuously.

Feed valve on remote units must not be cut in, nor may "Mode Selector Switch" be moved from "Isolate" position until the train has been reassembled and brake pipe pressure is being restored on caboose at rear of train from control unit.

1090 (U). To avoid damage to traction motors and failures thereof, when diesel freight locomotives consists are mixed with units having different gear ratios, the unit having lowest ratio or lowest maximum speed will govern maximum MPH. The unit having highest maximum continuous speed will govern the slower speeds. Short time rating must not be exceeded on any unit in consist.

When operating close to continuous rating under full power, "Minimum Continuous Speed" or "Maximum Amperage," whichever occurs first, is controlling.

Attention is directed to the fact that short time ratings may not be used continuously; that is, a unit cannot be operated for 15 minutes at the 1/4 hour rating, then for 30 minutes at the 1/2 hour rating, etc.

If unable to proceed within the limits prescribed, train must be stopped, facts reported to train dispatcher who will instruct as to reducing tonnage or providing additional power.

Cars or Loads of Excess Dimension

For all cars (both loads and empties) which have over-all dimensions exceeding published clearances or whose movement is subject by regulation by State Public Service Commissions, maximum over-all dimensions will be furnished from the Office of General Superintendent of Transportation to District Superintendents of Transportation, General Managers and Superintendents, along with the applicable coded standard operating procedures for certain specific measurements and conditions which are common to most of such cars. The codes involve the use of a number and a letter in co-ordinated sequence, i.e., 1-A, 2-B, 3-C, etc., and are self-policing against error and are enumerated below with the restrictions and protective requirements indicated.

- 1A Protect against other loads over 12 ft. wide, also all loads and equipment having a width over 12 ft. due to track curvature and through turnouts, by arranging definite meeting and passing points where track centers will provide safe clearance.
- 2B This load must not pass or be passed on parallel, tangent or curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 3C This load must not pass or be passed on curved tracks except at arranged meeting and passing points where track centers will provide safe clearance.
- 4D See that loads and equipment are back of fouling points to clear extreme width of this shipment.
- 5E Separate this load from locomotive or any other heavy load exceeding 177,000 lbs. gross weight, by at least three cars not exceeding 177,000 lbs. gross weight each.
- 6F Load must be placed on carrying car so that all axles are equally loaded.
- 7G Account too large to move direct via Aspen Tunnel must route east from Ogden over westbound main track through the Altamont Tunnel between Ogden and Granger.
- 8H Cannot be handled direct to Spokane and must move via Hooper Junction and Colfax or Thornton to Spokane.
- 9I Route via the westbound main track No. 5 through the Spokane passenger terminal.
- 10J Do not detour via team tracks No. 1 and 5 under James Street Railway Viaduct at Kansas City.
- 11K Deleted.
- 12L Deleted.
- 13M Cars are of standard dimensions on the Utah Division but high and/or wide in states of California and Nevada.
- 14N Cars are of standard dimensions for the State of Idaho but high and/or wide in states of Oregon and Washington.

Detailed instructions will be issued to provide proper protection for any conditions not specifically provided for in codes 1-A through 14-N.

It must be fully understood that there is to be no change in the present method of issuing, train orders for these excess dimension cars.

SPECIAL RULES — FIRST SUBDIVISION Dent, Fort Collins, Boulder, and Greeley Branches

Use of Engine Bell

30 (R). Engine bell must be rung continuously while train or engine is moving within city limits of Fort Collins.

Movement in Yards

93 (R). At Denver, trains and engines may move against the current of traffic between 20th Street and Commerce City, without being preceded by a flagman, except when view is obscured.

Railroad Crossings and Junctions

98 (R-1). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Commerce City (M.P. 4.9)	B.N.		C. T. C. Signals
Eaton (M.P. 59.3)	G.W.	U.P.	Semi-automatic Interlocking Special Rule 98 (R-2)
Erie (M.P. 15.1)	B.N.	U.P.	Stop signs
Valmont Spur (M.P. 1.0)	C. & S.	U.P.	Gate.
C. & S. Crossing (M.P. 26.0) Boulder Branch	C. & S.	C. & S.	Gate.
Kelim (M.P. 9.0)	G.W.	G.W.	Stop signs.
Fort Collins (M.P. 25.2)	C. & S.	C. & S.	Derails. Special Rule 98 (R-3).
Fort Collins (M.P. 25.3)	C. & S.	C. & S.	Gate.

98 (R-2). At Eaton, when a train or engine is stopped by signal governing movement over Great Western Railroad crossing (MP 59.3) and no conflicting movement is evident, member of crew must communicate with dispatcher and be governed by his instructions, but need not receive Clearance Form C. If authorized to proceed, movement over crossing must be made as prescribed by Operating Rule 613.

98 (R-3) At Fort Collins C. & S. Crossing, M.P. 25.2 eastward U.P. trains must stop clear of the crossing and not proceed until the derail is lined.

Public Crossings

103 (R). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Brighton Sugar Factory — Main Street;
Fort Collins — North College Avenue.

103 (S). Eastward trains on Dent Branch which are stopped at Commerce City must remain west of Brighton paved road until movement can be made.

103 (T). At Greeley, when moving over public or private crossing on any track other than main track, a speed of 5 MPH must not be exceeded.

A member of crew must precede movement and act as crossing watchman as follows:

13th Street Crossing — all movements to or from Sixth Avenue or Rogers Spur;

8th Street Crossing — all movements to or from West House or House track.

Cars must not be left closer than 200 feet on either side of 16th Street crossing on South Pass.

Trains or engines must not exceed 5 MPH on Great Western Sugar factory spur on 16th Street.

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

Switches

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

LaSalle — switch from DP main track to Julesburg main track.

Speer — Turnout from DP main track to No. 4 main track at Center Speer.

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

Clearance Requirements

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

Movements Controlled by Switchtender

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

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

Spreaders and Snow Plows

738 (R). Spreaders and snow plows will not clear brick platform at Greeley.

Wedge snow plows must not be operated on following tracks:
Denver — All D.U.T. Co. tracks.

Handling Cars With Air Brakes

806 (S). Air brakes must be cut in and operative on all cars being handled on trackage of Tenneco Oil Company or Continental Oil Company at Commerce City.

Track Restrictions

899 (S-1). Engines must not be operated on following tracks:

Location	Track
Brighton	Over flume bridge, No. 8 track, Great Western Sugar Factory.
Valmont	On sharp curve west end, Public Service Company track.
Boettcher	Cement plant track No. 7 east of cement truck crossing.
Boettcher	Cement plant, from point 200 feet west of highline switch to end of track.

899 (S-2). Only engines of the types shown below may be used on Greeley Branch:

GP-7 units 100-129 inc., not exceeding 10 MPH.
GP-9 units 130-349B inc., not exceeding 10 MPH.

Close Clearances

900 (R-1). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or obstruction	Clearance of engine or car is close at —
FIRST SUBDIVISION		
Denver	Signal 24	Side.
M.P. 15.58	Bridge	Side.
M.P. 16.36	Bridge	Side.
FORT COLLINS BRANCH		
M.P. 26.79	Bridge	Side.

900 (R-2). At Denver, freight cars of excess height or loads of excess height or width must not be moved under umbrella sheds Denver Union Station.

Such cars or loads must be handled through Denver Union Station on Track 10.

SPECIAL RULES — SECOND SUBDIVISION Coalmont and Encampment Branches

Engine Whistle Signals

14 (S). In multiple track territory on Second Subdivision, the following whistle signals must be used for recalling flagman:

The standard whistle signal as provided by Rule 14(d) and 14(e) followed by one short sound of the whistle for No. 1 track, two for No. 2, three for No. 3, and four for No. 4 track.

Movements in Yards

93 (S). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when view is obscured:

Cheyenne — Between east cross-over and Tower A.

93 (T). At Rawlins, between extreme east and west switches, trains and engines may move against the current of traffic without being preceded by a flagman except when view is obscured.

Movements Beyond Yard Limits

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

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

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

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

97 (S-2). At west end Laramie, when westward movement on eastward main track is authorized by signal indication, movement may be made to "End of Block" sign located near M.P. 569.4 without clearance and without being preceded by a flagman.

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

Clearance Requirements

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

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

Switches

104 (U-1). No. 20 turnouts are located as follows:

Tower "A"	Two cross-overs between No. 1 and No. 2 main tracks; west cross-over between No. 2 and No. 3 main tracks;
Dale	Both switches of the three crossovers; Switch at Junction of No. 2 and No. 3 tracks;
Speer	Turnout from DP main track to No. 4 track at center Speer.
Laramie	Two cross-overs at east end between No. 1 and No. 2 main tracks; Two cross-overs at west end between No. 1 and No. 2 main tracks;
Rawlins	Switch from westward main track to westward siding, East Rawlins; Switch from westward siding to westward main track, M.P. 682.70; Switch from eastward main track to eastward siding, West Rawlins; Switch from eastward siding to eastward main track, M.P. 681.25.

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

Tower "A"	Cross-over between No. 3 and No. 4 main tracks.
Speer	crotch switch at east end of center siding;
Buford	crotch switches at both ends of center siding;
Hermosa	crotch switches at both ends of center siding;
Laramie, east end	Switch from No. 2 track to yard lead.

104 (U-2). Switches will be set normally at:

Harriman Switch from No. 1 siding to No. 2 siding at west end, for No. 1 siding.

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

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

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

Use of Sidings

105 (R). At Rawlins, trains or engines must not enter or foul westward siding at any hand operated switch between east switch and dwarf signal at MP 681.9 until authority has been obtained from operator at Rawlins.

Trains or engines must not enter or foul eastward siding at any hand operated switch between west switch and dwarf signal at MP 683.6 until authority has been obtained from operator at Rawlins.

Eastward movements on westward siding must stop before passing Stop

sign (MP 681.9) and must not proceed beyond this point without authority from operator at Rawlins.

Westward movements on eastward siding must stop before passing Stop sign (MP 683.6) and must not proceed beyond this point without authority from operator at Rawlins.

Block Signals

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

Indicators

241 (T). Yard track indicators, showing by number the track to be used, are located near entering signals at Laramie.

If a train is leaving main track on signal indication and indicator does not indicate track to be used, train must be governed by instructions from yardmaster, stopping if necessary to obtain this information.

Automatic Cab Signals

457 (R). ACS is inoperative for movements through cross-overs as follows: at Dale, three crossovers (No. 20 turnouts) between No. 1 and No. 2 tracks between M.P. 544.5 and M.P. 545.1.

At Laramie, two cross-overs at east end and two cross-overs at west end (No. 20 turnouts) between No. 1 and No. 2 tracks.

Trains will be governed by the indication of block signals for movements through these cross-overs. A speed of 40 MPH must not be exceeded through cross-overs and to next governing signal.

Spreaders and Snow Plows

738 (S-1). On the tracks shown below, rotary snow plows with wings out will not clear the following bridges:

Bridge Number	Track	Bridge Number	Track
560.09	No. 1 track.	567.86	Both main tracks.
		573.35	Both main tracks.

Spreaders and snow plows will not clear brick platforms at Cheyenne, Laramie and Rawlins depots.

738 (S-2). Wedge snow plows must not be operated on the following tracks:

Cheyenne	— Stockyards tracks;
Granite	— Under tipples over quarry tracks;
Granite	— Tracks at chip loading conveyor;
Laramie	— Stockyards tracks.
Coalmont Branch;	
Encampment Branch;	
Medicine Bow	Tracks at truck loading platform on tail of wye;
Sinclair	Beyond highway crossing on lead to Sinclair Refining Plant.

738 (S-3). In movement of wedge plow, stop must be made before passing cross-overs shown below, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail:

Station	Location of Cross-Over	Direction Plow Headed
Cooper Lake	West Switch of siding.	West
Hanna	All cross-overs in yard.	East

Handling Cars With Air Brakes

806 (T-1). Air brakes must be cut in and operative on all cars being handled on trackage of Husky Refinery, Cheyenne.

Use of Hand Brakes

806 (T-2). At Granite gravel pit, hand brake must be set on all loads.

On empty cars, hand brake must be set on every third car, with hand brake applied on car on each end of each cut.

Track Restrictions

899 (T). Engines, cabooses, or cars other than cars being placed for gravel or ballast loading must not be operated under tipples in gravel pit at Granite.

Track Restrictions

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

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

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

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

899 (U-3). At Medicine Bow, on South spur track, engines or cars other than hopper cars must not be moved beyond sign restricting such equipment located 550 feet west of switch.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at —
SECOND SUBDIVISION		
Hermosa	Hermosa Tunnel	Side and top on No. 1 track.
Hermosa	Hermosa Tunnel	Side and top on No. 2 track.
M.P. 560.09	Bridge	Side on No. 1 track.
M.P. 567.86	Bridge	Side on both tracks.

Air Brake Rules

1029 (R). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at the following points:

Sherman	— Eastward;
Sherman	— Westward;
Speer	— Eastward.

SPECIAL RULES — THIRD SUBDIVISION South Pass Branch

Movement in Yards

93 (U). At Rawlins, between extreme east and west switches, trains and engines may move against the current of traffic without being preceded by a flagman except when view is obscured.

Clearance Requirements

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

Movements Beyond Yard Limits

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

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

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

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

Public Crossings

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

103 (U-2). At Wamsutter and Bitter Creek, between 8 A.M. and 5 P.M., crossing east of depot must not be blocked longer than 10 minutes. Between 5 P.M. and Midnight these crossings must not be blocked longer than 30 minutes.

Switches

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

Rawlins Switch from westward main track to westward siding, East Rawlins;
Switch from westward siding to westward main track, M.P. 682.70;
Switch from eastward main track to eastward siding, West Rawlins;
Switch from eastward siding to eastward main track, M.P. 681.25;
Green River Two cross-overs, East Green River.

Use of Sidings

105 (S). At Rawlins, trains or engines must not enter or foul westward siding at any hand operated switch between east switch and dwarf signal at MP 681.9 until authority has been obtained from operator at Rawlins.

Trains or engines must not enter or foul eastward siding at any hand operated switch between west switch and dwarf signal at MP 683.6 until authority has been obtained from operator at Rawlins.

Eastward movements on westward siding must stop before passing Stop sign (MP 681.9) and must not proceed beyond this point without authority from operator at Rawlins.

Westward movements on eastward siding must stop before passing Stop sign (MP 683.6) and must not proceed beyond this point without authority from operator at Rawlins.

Indicators

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

Movements at Green River

261 (R). At Green River, between dual control switch locations at West Green River and at East Green River, train and engine movements may be made in either direction on either main track being governed by indication of signals or instructions from operator, Green River.

Following signals are located to the left of the track:

Signals governing westward movements on eastward main track:

Stop signal, MP 814.6

Stop signal, MP 815.0

Stop-and-Proceed signal 8161-2

Signals governing eastward movements on westward main track:

Stop signal, MP 817.4

Stop-and-Proceed signal 8160-1

Stop signal, MP 814.8

Block Signals

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

Spreaders and Snow Plows

738 (T-1). On the tracks shown below, rotary snow plows with wings out will not clear the following bridges:

Bridge Number	Track	Bridge Number	Track
		814.28	Both main tracks.
806.42	Both main tracks.	814.83	Both main tracks.

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

738 (T-3). In movement of wedge plow, stop must be made before passing cross-overs shown below, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail:

Station	Location of Cross-Over	Direction Plow Headed
Wamsutter	Cross-over, east end.	West
Green River	All cross-overs in yard,	East or West

Track Restrictions

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

Rock Springs

— Sweetwater No. 1 safety spur.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at—
THIRD SUBDIVISION		
M.P. 814.28	Bridge	Side on eastward track.
M.P. 814.83	Bridge	Side on westward track.

SPECIAL RULES — FOURTH SUBDIVISION

Park City, Ontario and Hill Field Branches

Inspection and Repair Protection

26 (R). At Ogden, mechanical blue flag protection is in service on icing platform tracks.

When blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Clearance Requirements

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

Movements Beyond Yard Limits

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

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

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

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

Public Crossings

103 (W). All trains and engines must stop, and member of crew must be sent ahead to act as crossing watchman, before passing over the following crossings:

Keetley — All crossings.

Switches

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

East Green

River Two crossovers.

Granger

East switch to Westward siding

Crossover between main tracks MP 844

Two crossovers between main tracks MP 846.8

Two crossovers between Westward siding and westward main track MP 846.8

East switch to Idaho Division siding, Idaho Division MP 0.0

West switch to Idaho Division siding MP 1.58

Aspen

Cross-over between eastward and westward main tracks (MP 900.1);

Altamont

Cross-over between eastward and westward main tracks (MP 904.9).

Clearances — Interdivisional Trains

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

Westward interdivisional trains enroute to Utah Division must receive Utah Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Ogden.

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

Westward trains enroute to Idaho Division at Granger must receive Idaho Division clearance in addition to Wyoming Division clearance at Green River and need not receive clearance at Granger.

Movements at Green River

261 (S). At Green River, between dual control switch locations at West Green River and at East Green River, train and engine movements may be made in either direction on either main track being governed by indication of signals or instructions from operator, Green River.

Following signals are located to the left of the track:

Signals governing westward movements on eastward main track:

Stop signal, MP 814.6

Stop signal, MP 815.0

Stop-and-proceed signal 8161-2

Signals governing eastward movements on westward main track:

Stop signal, MP 817.4

Stop-and-Proceed signal 8160-1

Stop signal, MP 814.8

Movements on Signal Indication

261 (S-1). At Granger, between dual control switch locations at M.P. 844 and M.P. 846.8, train or engine movements may be made in either direction on either main track and on Wyoming Division westward siding, being governed by indications of signal or instructions from train dispatcher at Cheyenne.

Stop signal governing westward movements on eastward main track (MP 846.8) is located to left of track for westward trains.

261 (S-2). Between absolute signals at Aspen (MP 900.1) and absolute signals at Altamont (MP 905.0), Rule 261 is in effect on westward track only.

At Altamont, when signal A-9036 governing movement from siding to eastward main track displays Stop indication, in addition to complying with Rule 517, a member of crew must communicate with train dispatcher and be governed by his instructions.

261 (S-3). Between absolute signals at Riverdale and Signal 9920 just east of Ogden Union Station, Rule 261 is in effect on eastward track only. Cab signals will not indicate conditions ahead when moving west on eastward track.

A westward train stopped by signal 9909 or 9915, or an eastward train stopped by signal 9920, 9916 or 9910 must communicate with the yardmaster at 33rd Street, Ogden and be governed by his instructions.

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

CTC Stop Signals

269 (R). Switch at west end Idaho Division siding at Granger (M.P. 1.58) is controlled by train dispatcher at Cheyenne.

Eastward trains stopped by Stop signal governing movement over this switch must communicate with train dispatcher, Cheyenne, as required by Rule 269.

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

Mechanical Time Lock

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

Automatic Cab Signals

457 (S). ACS is inoperative for movement through cross-overs (No. 20 turn-outs) at Aspen and Altamont. Trains will be governed by the indication of block signals for movement through these cross-overs. A speed of 40 MPH must not be exceeded through cross-overs.

Hand Operated Switches — Granger

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

Spreaders and Snow Plows

738 (U-1). On the tracks shown below, rotary snow plows with wings out will not clear the following bridges:

Bridge Number	Track	Bridge Number	Track
814.28	Both main tracks.	963.85	Both main tracks.
814.83	Both main tracks.	964.26	Both main tracks.
880.23	Both main tracks.	978.25	Both main tracks.
939.03	Westward track.	978.42	Both main tracks.
840.27	Eastward track.	979.04	Both main tracks.
940.41	Westward track.	979.28	Both main tracks.
941.46	Both main tracks.	979.58	Both main tracks.
945.16	Both main tracks.	981.01	Westward track.
960.41	Both main tracks.	984.05	Westward track.
963.13	Both main tracks.	984.20	Eastward track.
963.56	Both main tracks.		

738 (U-2). In movement of wedge plow, stop must be made before passing cross-overs shown below, and it must be ascertained that plow point properly clears 131-pound rail at connection with 100-pound rail:

Station	Location of Cross-Over	Direction Plow Headed
Green River	All cross-overs in yard.	East or West

Track Restrictions

899 (W-1). SD-24 units with 6-wheel trucks (Nos. 400-429, 445-448 and 400B-444B) must not be operated on Westvaco plant trackage, Allied Chemical Co. spur or Stauffer spur.

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

Location	Tracks
Park City	Safety track, Park City Consolidated Mine from point 125 feet beyond frog.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at —
FOURTH SUBDIVISION		
Granger	Westward interlocking signal.	Side on westward track.
Leroy	Signal 8907	Side on westward track.
Spring Valley...	Signal 8975	Side on westward track.
Aspen	Aspen tunnel	Side and top.
Altamont	Altamont tunnel ..	Side and top.
Evanston	Signal 9177	Side on westward track.
M.P. 921.2	Clearance detector	Side and top on eastward track.
M.P. 930.13	Tunnel No. 4	Side and top on eastward track.
M.P. 931.27	Tunnel No. 5	Side and top on westward track.
M.P. 931.12	Tunnel No. 6	Side and top on eastward track.
M.P. 935.53	Tunnel No. 7	Side and top on eastward track.
M.P. 960.41	Bridge	Side and top on westward track.
M.P. 961.45	Signal 9615	Side on westward track.
M.P. 963.13	Bridge	Side and top on eastward track.
M.P. 963.21	Tunnel No. 8	Side and top on both tracks.
M.P. 964.01	Tunnel No. 9	Side and top on both tracks.
M.P. 976.48	Signal 9765	Side on westward track.
M.P. 982.09	Tunnel No. 10	Side and top on eastward track.
Ogden	Union depot sheds	Side.
Ogden M.P. 0.14	24th St. viaduct...	Side and top.
PARK CITY BRANCH		
Coalville	Stockyards	Side.

Air Brake Rules

1025 (R). Air brakes must be cut in and operative on all cars handled on Stauffer spur and on Allied Chemical spur.

Before departure from Stauffer Chemical Co. plant yard, or Allied Chemical Company plant yard on these spurs, terminal test of air brakes must be made as prescribed by Air Brake Rule 1025.

Movements from Stauffer Chemical Co. plant to Stauffer must stop at yellow sign indicating crest of grade, and make brake-pipe test as prescribed by Air Brake Rule 1041.

1029 (S). On passenger trains, running air test as required by Air Brake Rule 1029 must be made at the following points:

Wahsatch — Westward.

UNION PACIFIC EMPLOYES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
A. T. Haley	District Surgeon	Denver, Colo.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
F. J. Winget	District Surgeon	Salt Lake City, Utah	J. W. Allely	Surgeon	Greeley, Colo.
W. Gillette	Surgeon	Boulder, Colo.	J. H. Soffici	Surgeon	Green River, Wyo.
A. J. Allegetti	Physician	Cheyenne, Wyo.	N. M. Soffici	Surgeon	Green River, Wyo.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. G. Iverson	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. A. Anderson	Oculist	Cheyenne, Wyo.	R. H. Jesson	Oculist	Laramie, Wyo.
D. J. Lawler	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	G. F. Kearns	Surgeon	Ogden, Utah
R. I. Williams, Sr.	Aurist	Cheyenne, Wyo.	K. A. Stratford	Surgeon	Ogden, Utah
G. L. Smith	Aurist	Cheyenne, Wyo.	C. S. Feeny	Physician	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	F. W. Seager	Physician	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
H. E. Barmatz	Ophthalmologist ..	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
W. L. Bennett	Physician	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
R. C. Spangler	Surgeon	Denver, Colo.	J. E. Cashman	Surgeon	Rawlins, Wyo.
R. T. Quigley	Physician	Denver, Colo.	F. B. Fishburn	Physician	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. A. Holt	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.
D. R. Daines	Surgeon	Evanston, Wyo.			
J. H. Waters	Surgeon	Evanston, Wyo.			
J. B. Bennett	Surgeon	Evanston, Wyo.			

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

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

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

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

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

OFFICE OF CMO

4-1-73

