

**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**

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**Colorado Division**

**Special Rules**  
**No. 4**

**Effective Thursday,**  
**August 1, 1940**

Superseding Special Rules No. 3.

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

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**A. L. COEY, Superintendent**

**C. P. CAHILL,**  
General Manager

**P. J. LYNCH,**  
Supt. Transportation

Serial N<sup>o</sup> 1646

3 (R). Conductors and enginemen of westward C. R. I. & P. first class trains who have made and registered watch comparison at Phillipsburg or Goodland will not be required to make or register watch comparison at Limon.

27 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at the following locations:

- On Boulder Branch;
- On Fort Collins Branch, between Fort Collins and Buckeye;
- On Greeley Branch;
- On Pleasant Valley Branch.

30 (R). The bell must be kept ringing while an engine is moving (with or without cars) within the city limits of Fort Collins.

83 (R). A clearance must be received as follows:

- At Oakley —all trains;
- At Limon —all trains;
- At 36th Street —all C. R. I. & P. second class and extra trains going to Denver Subdivision;
- At La Salle —all trains;
- At Galeton —all trains between the hours of 8 A. M. and 5 P. M. daily except Sunday.

Trains are not required to receive a clearance as per Rule 83 (D) as follows:

- At Pullman;
- At Sand Creek Jct.;
- At Buckeye;
- At Cloverly;
- At Purcell;
- At Ara.

When there is no operator on duty, trains are not required to receive a clearance as per Rule 83 (D) as follows:

- At St. Vrains;
- At Dent;
- At Briggsdale.

At St. Vrains, trains on Dent Subdivision and on Boulder Branch must observe and be governed by the indication of the train order signal at all times.

A Clearance Received At	By The Only Section Of	Will Confer The Same Authority On	As When Received At
Hugo	Westward trains	Northern Subdivision	Pullman.
Limon	Westward C. R. I. & P. trains	Northern Subdivision	Pullman.
Denver	First class trains going to Denver Subdivision	Denver Subdivision	Pullman.
Denver	First class trains going to Dent Subdivision	Dent Subdivision	Sand Creek Jct.
36th Street	Second class trains going to Denver Subdivision	Denver Subdivision	Pullman.
St. Vrains	Eastward trains	Northern Subdivision	Sand Creek Jct.
Boulder	Eastward trains	Boulder Branch	Ara.
La Salle	Eastward trains going to Denver via Dent Subdivision	Northern Subdivision	Sand Creek Jct.
La Salle	Eastward trains going to Fort Collins Branch	Fort Collins Branch	Dent.
Fort Collins	Eastward trains	Dent Subdivision	Dent.
Greeley	Greeley Branch trains	Pleasant Valley Branch	Cloverly.

83 (S). Conductors of the following trains will register by registering ticket, Form 2642, per Rule 83 (A):

- At Sharon Springs —first class trains;
- At Hugo —first class trains;
- At Limon —first class trains;
- At La Salle —first and second class trains;
- At Sterling —Union Pacific first class trains.

Information required by Rule 83 will be given by train order to these trains at Sharon Springs, Hugo, Limon, La Salle and Sterling, per Rule 83 (C).

83 (T). All trains must register at 36th Street.

No. 333 and No. 334, all Union Pacific first class trains and all C. R. I. & P. trains may register at 36th Street by registering ticket.

The information required by Rule 83 must be received by all eastward Denver Subdivision trains at 36th Street unless otherwise given; such information may be accepted as applying at Pullman.

The information required by Rule 83 must be received by all westward Northern Subdivision trains, except first class trains, at 36th Street.

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

Ellis	Brighton	{St. Vrains, including	{Dent, including
Wakeeney	La Salle	Frederick, Firestone	Milliken
Oakley	Greeley	and Parkdale Jct.	
Sharon Springs	Eaton		{Fort Collins, in-
Hugo	Speer	{Ara, including	cluding Poudre
Limon	Borie	Valmont	and Boettcher
{Denver, including	Julesburg		
{Pullman and	Sterling		Buckeye
{Sand Creek Jct.			

98 (R). In all cases where two railroads shall cross each other, every train on approaching such crossing shall come to a full stop immediately before it reaches such crossing, except where there is a system of derailing switches, interlocking or automatic switches and signals, or other safety appliances or devices, which render it safe to permit engines and trains to pass over such crossings without stopping.

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or Junction with	Trains Which Have Precedence	How Governed
Limon. (M. P. 550.5)	C. R. I. & P.	U. P.	
Limon Junction. (M. P. 550.6)	C. R. I. & P.		
Pullman. (M. P. 2.2)	Outbound main track.	Northern Subdivision.	Block signals.
Denver 36th Street. (M.P. 1.8)	Outbound main track.	Westward.	Block signals and signal from switch tender.
Sand Creek Junction. M. P. 4.9)	C. B. & Q.	U. P.	Interlocking.
Eaton. (M. P. 59.3)	G. W.	U. P.	Semi-Automatic Interlocking.
Borie. (M. P. 519.0)	Wyo. Div.		Interlocking.
Tower A, Cheyenne. (M. P. 510.8)	Colo. and Wyo. Divs.		Interlocking.
St. Vrains (M. P. 22.2)	U. P.	Dent Subdiv.	Gate.
Wild Cat. (M. P. 40.9)	G. W.	U. P.	Gate.
Julesburg. (M. P. 365.4)	Nebr. Div.		Interlocking.

Location	Railroad Crossed, or, Junction with	Trains Which Have Precedence	How Governed
Sterling. (M. P. 57.2)	C. B. & Q.	U. P.	Interlocking.
Union. (M. P. 81.0)	C. B. & Q.		Eastward trains must stop clear of C. B. & Q. junction switch unless it has been ascertained that all overdue superior trains have arrived or left.
Erie. (M. P. 15.1)	C. B. & Q.	U. P.	
Ara. (M. P. 26.0)	C. & S.	C. & S.	Gate.
Ara. (M. P. 26.1)	C. & S.		
Boulder. (M. P. 26.5)	C. & S.		
Milliken. (M. P. 2.0)	G. W.	U. P.	Gate.
Kelim. (M. P. 9.0)	G. W.	G. W.	
Fort Collins. (M. P. 25.2)	C. & S.	C. & S.	Westward U. P. trains must throw derail, and it must not be released until the entire train is clear of the crossing. Eastward U. P. trains must stop clear of the crossing and not proceed until the derails are thrown.
Fort Collins. (M. P. 25.3)	C. & S.	C. & S.	Gate.

98 (U). Eastward trains or engines using Greeley branch main track between Greeley Junction and cross-over located at Mile Post 53.1 (near rendering plant) will stop clear of that cross-over unless it is known cross-over switches are properly lined and track is clear.

99 (R). Referring to Rule 99 (K), trains may be relieved from protecting against following extra trains by the use of Example (7) of Form E as follows:

- On Ellis Subdivision;
- On Hugo Subdivision;
- On Denver Subdivision;
- On Sterling Subdivision, between Union and La Salle;
- On Julesburg Subdivision;
- On Greeley Branch;
- On Pleasant Valley Branch;
- On Fort Collins Branch, between Fort Collins and Buckeye;
- On Boulder Branch, between Erie and Ara.

103 (R). Referring to Rule 103 (A), a yardman or trainman need not ride on the leading footboard of engine as follows:

- Between Denver and Sand Creek Jct., continuous main track movements;
- At Denver, on stockyards lead, over Wynkoop Street and Brighton Boulevard;
- At Fort Collins, continuous main track movements between passenger depot and wye.

103 (S). Referring to Rule 103 (C), cars may be handled ahead of engine when necessary on coal runs, between St. Vrain and Parkdale Jct.

104 (R). If a person is observed near a switch leading from a track a train is using in violation of Rule 104 (A), the train must be brought to a stop and wire report made to superintendent.

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

Note.—The designation "Str." includes all streamline trains.

The designation "Psgr." includes all other passenger, mail, and express trains.

The designation "Frt." includes freight trains, mixed trains, and light engines with or without cabooses.

When steam engines are used on streamline trains, unless otherwise provided, the speed specified under "Psgr." must not be exceeded.

When a freight engine is used in passenger service on branches, the speed specified under "Frt." must not be exceeded.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Frt.	
At any point.	90	70	45	Maximum speed permitted.
At any point.		55		U. P. Engines 2200 to 2320, and 2480 to 2499.
At any point.		40	40	With Mallet type engines.
At any point.		45		With freight engines not otherwise shown.
At any point.		45	45	Light engines.
At any point.		60		Diesel power units, running light will observe other speed restrictions that apply to conventional passenger trains.
At any point.		85		Passenger trains pulled by Diesel or Steam Turbine power on straight track.
At any point.	60	40	30	Passing coaling stations.
At any point.			35	Trains handling gravel loaded in wooden Hart Convertible cars, when total gravel does not exceed 50% of tonnage.
At any point.			25	When more than 50% of the tonnage is gravel.
At any point.			30	Trains handling scale test cars.
At any point.		20	20	Engines running backward, with or without cars.
At any point.		5	5	On tracks laid with rail weighing less than 70 pounds per yard, with engines weighing more than 172,000 pounds on drivers.
Within yard limits.	60	40	25	Speed must be as much slower as conditions may require.
Within yard limits.		25	25	Mixed trains with or without freight equipment.
On heavy curves.		30	30	With U. P. 9000 class engines.
Over spring switches.	15	15	15	When using turnouts.
Over spring switches.	20	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frnt.	
Over spring switches.	20	20	20	When not using turnout, but when movement is over facing point switch.
On sidings.	15	15	15	Speed must be as much slower as rules or conditions may require.
On wye tracks.	20	10	10	
When using cross-overs or turnouts.	15	15	15	
When using cross-overs or turnouts.		6	6	With Mikado, Mallet type, and 800, 5000 and 9000 class engines.
Ellis Subdivision. At any point.		70		Mixed trains with no freight equipment.
At any point.			50	Mixed trains with freight equipment.
On curves as follows: Between mile posts— 305.36 and 305.79 306.20 and 306.42 331.70 and 332.09 335.04 and 335.42 336.59 and 337.01 405.48 and 405.80	50 60 60 60 50 60	45 55 55 55 45 55	35 45 45 45 35 45	Mixed trains, with or without freight equipment, are authorized to make same speed as passenger trains on curves.
On curves of two degrees and over as follows: M. P. 304.29 M. P. 306.93 M. P. 311.44 M. P. 323.27 M. P. 323.64 M. P. 330.21 M. P. 383.38 M. P. 383.97 M. P. 401.31 M. P. 419.63 M. P. 420.02 M. P. 424.88	70 65 70 65 65 70 70 70 70 70 70 70	65 60 65 60 60 65 65 65 65 65 65 65		
Hugo Subdivision. At any point.		70		Mixed trains with no freight equipment.
At any point.			50	Mixed trains with freight equipment.
On curves of two degrees and over as follows: M. P. 450.83 M. P. 454.47 M. P. 512.35	70 70 70	65 65 65		
Denver Subdivision. At any point.		70		Mixed trains with no freight equipment.
At any point.			50	Mixed trains with freight equipment.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frnt.	
Between mile posts— 536.64 and 536.73 563.00 and 567.00	20 60	20 50	20 40	
On curves as follows: Between mile posts— 558.00 and 559.24 587.19 and 587.39 588.22 and 589.08	50 60 55	45 55 50	35 45 40	Mixed trains, with or without freight equipment, are authorized to make same speed as passenger trains on curves.
On curves of two degrees and over as follows: M. P. 543.95 M. P. 544.53 M. P. 546.28 M. P. 566.94 M. P. 589.20 M. P. 598.91 M. P. 600.03 M. P. 600.56 M. P. 600.92 M. P. 605.18 M. P. 606.34 M. P. 619.29 M. P. 619.90	70 70 70 70 70 65 65 70 70 70 70 70 70	65 65 65 65 65 60 60 65 65 65 65 65 65		
U. S. Hospital Branch.		10	10	
Northern Subdivision. At any point.		70		Mixed trains with no freight equipment.
At any point.			50	Mixed trains with freight equipment.
Brighton.		20	20	Within city limits.
Between mile posts— 97 and 92. 97 and 92.		50	30 40	Eastward trains. Eastward mixed trains, with or without freight equipment.
Dent Subdivision. At any point.		30	30	With 3600, 5000, and 9000 class engines.
Wild Cat.		50	40	Over Great Western Crossing.
Over Bridge 46.14.			20	With 3600, 5000, and 9000 class engines.
Between— Signal M-51 Sand Creek Junction and Brighton paved road.		20	20	Westward trains and engines.
Cross-over switch at Signals M-501 and M- 502, LaSalle.		6	6	When making continuous movement on Dent Subdivision main track.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
Between— Sand Creek Jct. and St. Vrains.		50	45	
St. Vrains and LaSalle.		60	45	
Boulder Branch. At any point.		30	25	
Between— St. Vrains and Ara.		40		With motor trains.
Brighton and St. Vrains.		25	25	With 200 and 300 class engines.
St. Vrains and Park- dale Jct.		15	15	With 3600 and 5000 class engines.
Parkdale Jct. and Erie.		15	15	With 200 and 300 class engines.
On curves as follows— Between— St. Vrains and Ara.		30		With motor trains.
Between mile posts— 12 and 15.		30	15	
Fort Collins Branch. At any point.		40	30	
At any point.		30	30	With Pacific type engines.
Dent.		10	10	Over west wye switch.
Fort Collins.		15	15	Within city limits.
Between— Dent and Fort Collins.		40		Mixed trains with no freight equip- ment.
Dent and Fort Collins.			30	Mixed trains with freight equipment.
Fort Collins and Buck- eye.		25	25	
Greeley Branch. At any point.		20	20	
At any point.		15	15	With 200 class engines.
Pleasant Valley Branch. At any point.		20	20	
At any point.		15	15	With 200 class engines.
Puritan Branch and Rip- ple Branch.		15	15	

152 (S). Streamline trains handled by heavy Pacific type engines equipped with roller bearings, or by Engine 7002, will observe maximum speeds shown for streamline trains at all points except on curves a speed of 5 M. P. H. less than speed shown for streamline trains must be observed, and in complying with slow orders the speed shown for other passenger trains must be observed.

152 (T). Within yard limits at the following stations, maximum speed for mixed trains and No. 319 will be 40 instead of 25 M. P. H., as prescribed in Special Rule 152 (R):  
 Wakeeney Sharon Springs Brighton  
 Oakley Hugo Eaton

This will apply within block signal limits only and when visibility is not restricted. Speed must be as much slower as conditions may require.

506 (B). On a color light permissive signal if the lights are not burning, trains may proceed at restricted speed without stopping for it, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train. See Rule 509 (D).

511 (R). Color light dwarf signals, see Rule 511 (B), are located as follows:

Location	Governing
Julesburg, west end of westward siding.	Trains moving from westward siding and elevator track to westward main track.
Speer, east end of passing track.	Eastward trains moving from passing track to main track.

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

At Julesburg:

For movement from westward main track to Colorado Division or from Colorado Division to eastward main track..... — o  
 For movement from westward main track to eastward main track or from eastward main track to westward main track or from Colorado Division to westward main track..... o — o

At Sterling:

For main track..... —  
 For diverging route..... — o  
 For stockyards track..... o — o

At Tower A, Cheyenne:

For movement from any track to—  
 Stock yard..... — o —  
 Colorado Division main track..... — o  
 New yard south lead..... — — o  
 Wyoming Division eastward main track..... o — o  
 Wyoming Division westward main track..... o — o

713 (R). Referring to Rule 713 (A), a member of the crew must be stationed on rear end of train in position to give or receive necessary signals, when passing depot at the following stations:

Monument	Wild Horse	Valmont
Page City	Goodrich	Milliken
Wallace	Proctor	Gill
Arapahoe		

720 (R). Referring to Rule 720, passengers with revenue tickets may be carried on freight trains between stations at which the trains stop, as follows:

Trains	Between Stations
Freight, except those consisting mostly of stock	—In Kansas (See last paragraph hereof);
191-192	—On Greeley Branch;
193-194	—On Pleasant Valley Branch.

Within the State of Kansas, on freight trains, passengers under 15 years of age must be accompanied by parent, guardian or other competent person.

802 (R). Referring to Rule 802 (A), back-up movements over road crossings may be made without a member of the crew preceding the movement to act as crossing watchman, when the front of the leading car is equipped with tail hose, warning whistle and air valve, as follows:

At Denver, on stockyards lead over Wynkoop Street and Brighton Boulevard;  
Between Ara and Passenger depot at Boulder;  
Between Dent and Milliken;

At Fort Collins, with passenger motor cars between wye and passenger station.

Such movements must be made at speed not exceeding 10 M. P. H., and a man must ride on the front of the leading car, except with passenger motor cars, where it will be permissible for trainman to ride in leading end of car.

802 (S). The following will govern trains and engines at the highway crossings named below:

Stop at—	After stopping, proceed only as follows:
Division St., (Lincoln Highway) Brighton, sugar factory spur.	Following flagman.
North College Avenue, Fort Collins.	Following flagman.

802 (T). At Sand Creek Junction, when the interlocking signal indicates "stop," eastward trains on Dent Subdivision must stop west of Brighton paved road and remain there until "proceed" signal has been received.

807 (R). In freight trains in which passenger express refrigerator cars are included, there must be one or more cars between any two Pennsylvania Express Refrigerator cars.

807 (S). Cars must not be handled behind cabooses as follows:

Between Cheyenne and Speer —Eastward;  
Between Carr and Borie —Westward.

809 (R). The cars designated below must not be handled in mixed trains between Denver and Cheyenne:

Tank cars, empty or loaded, except when containing wine routed through Denver and Kansas City gateways;

Cars containing highly inflammable commodities;

L. C. L. or carload shipments of explosives, including house merchandise cars placarded "Explosives."

813 (R). Intake ditch of North Sterling Irrigation Company parallels Union Pacific tracks Cooper to Beta. Enginemen must be on lookout for any unusual amount of water on north side of track between Union and Beta, and when such condition is noticed, make prompt report by wire to superintendent, chief dispatcher, division engineer, and roadmaster.

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

Oakley —Eastward and westward;  
Kit Carson —Eastward and westward;  
Deer Trail —Eastward and westward;  
Carr —Eastward.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

Speer—Eastward;  
Speer—Westward, except via Borie.

Eastward freight trains between Speer and Carr must make air test as required by Air Brake Rule 1042 when angle cock has been turned or hose separated.

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

Borie to Carr, on all eastward freight trains of 2,500 tons or more, use on fifty per cent of cars in train.

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

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

891 (R). Where engines are equipped with respirators for use in passing through tunnels, train and engine men using same must know that such equipment is on engine and that it is in proper order.

896 (R). 800 class engines must not be used on Dent Subdivision.

800 class engines may use the following wye tracks but a speed of 5 M. P. H. must not be exceeded:

Denver—23rd St. —Wye track;  
Pullman —Wye track;  
Oakley —Wye track;  
Sharon Springs —Wye track;  
Kit Carson —Wye track;  
Deer Trail —Wye track;  
LaSalle —Wye track;  
Pierce —Wye track;  
Carr —Wye track;  
Sterling —Wye track;  
Julesburg —Wye track;  
Dent —Wye track.

800, 5000, 9000 class and heavier engines must not go on the following tracks:

7000 class engines may use these tracks, but a speed of 5 M. P. H. must not be exceeded:

Ogallah —Industry track;  
Voda —Industry track;  
Collyer —Industry track;  
Buffalo Park —Industry track;  
Grainfield —Industry track;  
Grinnell —Industry track;  
Campus —Industry track;  
Oakley —Industry track;  
Oakley —Coach spur;  
Oakley —Old stockyard track;  
Oakley —Enginehouse tracks;  
Monument —Industry track;  
Winona —Wye track;  
McAllaster —House track;  
Wallace —Industry track;  
Sharon Springs —No. 1 and No. 2 repair tracks;  
Sharon Springs —House track;  
Sharon Springs —Passing track;  
Sharon Springs —Enginehouse tracks;  
Weskan —Industry track;  
Arapahoe —Industry track;  
Sorrento —Stockyard track;  
Wild Horse —Industry track;  
Hugo —Repair No. 1 and No 2 tracks;  
Hugo —Cinder pit track;  
Hugo —South run around or storage track south of coal chute;  
Hugo —Enginehouse track and turntable;  
Hugo —West 300 feet of depot spur track;  
River Bend —House and stockyard track;  
Buick —Industry track;  
Agate —Industry track;  
Bennett —Industry track;  
Manila —Elevator track;  
Watkins —Industry track;  
Sable —Industry track;  
Roydale —Beet track;  
Sandown —Stock track.

5000 and 7000 class engines may use the following tracks, but a speed of 5 M. P. H. must not be exceeded.

Bunell —All side tracks.

5000, 7000 and 9000 class and heavier engines must not go on the following tracks:

Denver Yard —All industry tracks including Blake and Market Street leads;  
Denver Yard —Coach yard tracks;

Denver Yard	—Freight house tracks and leads and cross-overs leading thereto;
Denver Yard	—Stake and train yards;
Denver Yard	—D. & S. L. transfer tracks;
Denver Yard	—All Pullman Shop tracks except engine tracks leading to and from turntable and transfer table;
Denver Yard	—All coal storage tracks;
Denver Yard	—Summit track;
Dupont	—Industry track;
Hazeltine	—Industry track east of stockyard track;
Henderson	—Industry track west of highway crossing track;
Lupton	—Sugar company trestles;
Platteville	—Canning factory spur;
Peckham	—Tracks east of beet dump;
Evans	—House and mill tracks;
Greeley	—Sugar company trestles;
Greeley	—Post coal spur;
Greeley	—Weller spur;
Greeley	—Hickman spur;
Greeley	—No. 4 storage track;
Greeley	—Repair track;
Greeley	—C. & S. connection;
Lucerne	—Industry track east of stockyard;
Lucerne	—Beet track;
Eaton	—Sugar company trestles;
Nunn	—Industry track;
Dover	—Industry track;
Decker	—Industry track;
Carr	—Track No. 2;
Julesburg	—Old enginehouse track;
Ovid	—Sugar company trestles;
Sterling	—Track No. 3 east of depot;
Sterling	—West industry spur;
Sterling	—East lead to sugar factory;
Sterling	—C. B. & Q. coach spur;
Sterling	—Old repair track;
Sterling	—Charging station spur;
East Lake	—Industry track;
Frederick	—Sterling mine tipple tracks;
Frederick	—Baum Mine Tipple tracks;
Frederick	—Industry east of elevator track;
Frederick	—Frederick mine track;
Firestone	—Beet track;
Firestone	—Grant mine tipple tracks;
Gowanda	—Industry track.

9000 class engines picking up or setting out cars will hold onto sufficient cars so that engine will not pass beyond main track frog leading to industries on house tracks or pass beyond passing track frogs leading to back tracks off of passing tracks.

9000 class engines must not exceed 5 M. P. H. when backing through a facing point turn-out, and a trainman or other employe must be on the ground to watch the movement over the switch and frog.

At Sharon Springs, engines must not go on depressed track of cinder pit.

At Cedar Point, trains and engines must not exceed a speed of 5 M. P. H. on passing track between west wye switch and west passing track switch.

At Sterling, cars must not be spotted between air boxes and Chestnut Street crossing.

At Valmont, engines must not go on the sharp curve at west end of Public Service Power Plant.

At Sharon Springs, Hugo, LaSalle, and Sterling, 5000, 7000, and 9000 class engines must not be turned on turntables.

At Sharon Springs, westward back-up movement with 3600, 5000, and 7000 class engines must not be made through the east switch to the east leg of wye account sharp curvature.

2400 class engines may use tracks laid with 60-pound rail at a speed not to exceed 5 M. P. H., but must not go on any trestle tracks.

3600 and 5000 class engines must not exceed 10 M. P. H. on any coal mine lead or track.

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

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations . . . . .	Mail cranes . . . . .	Side.
<b>Ellis Subdivision.</b>		
Buffalo Park . . . . .	Standpipe . . . . .	Side.
Oakley . . . . .	Standpipe . . . . .	Side.
M. P. 405.61 . . . . .	Bridge . . . . .	Side.
M. P. 427.80 . . . . .	Bridge . . . . .	Side.
<b>Hugo Subdivision.</b>		
Sharon Springs . . . . .	Standpipe east of depot . . . . .	Side.
Sharon Springs . . . . .	Standpipe west of depot . . . . .	Side.
Sharon Springs . . . . .	Poles between main and passing tracks opposite depot platform . . . . .	Side.
Cheyenne Wells . . . . .	Standpipe . . . . .	Side.
M. P. 514.94 . . . . .	Bridge . . . . .	Side.
M. P. 518.82 . . . . .	Bridge . . . . .	Side.
M. P. 522.79 . . . . .	Bridge . . . . .	Side.
Clifford . . . . .	Standpipe . . . . .	Side.
M. P. 534.63 . . . . .	Bridge . . . . .	Side.
<b>Denver Subdivision.</b>		
Hugo . . . . .	Standpipe east of depot . . . . .	Side.
Hugo . . . . .	Standpipe west of depot . . . . .	Side.
Deer Trail . . . . .	Standpipe . . . . .	Side.
M. P. 592.09 . . . . .	Bridge . . . . .	Side.
M. P. 602.15 . . . . .	Bridge . . . . .	Side.
M. P. 607.27 . . . . .	Bridge . . . . .	Side.
Strasburg . . . . .	Standpipe . . . . .	Side.
M. P. 627.30 . . . . .	Bridge . . . . .	Side.
<b>Northern Subdivision.</b>		
Denver . . . . .	Block Signal 22 . . . . .	Side.
Denver . . . . .	Block Signal 24 . . . . .	Side.
M. P. 15.58 . . . . .	Bridge . . . . .	Side.
M. P. 16.36 . . . . .	Bridge . . . . .	Side.
Brighton . . . . .	Block Signal 192 . . . . .	Side.
Greeley . . . . .	Standpipe east of depot . . . . .	Side.
Greeley . . . . .	Train order signal . . . . .	Side.
Greeley . . . . .	Standpipe west of depot . . . . .	Side.
Eaton . . . . .	Standpipe . . . . .	Side.
Pierce . . . . .	Standpipe . . . . .	Side.
Speer . . . . .	Standpipe . . . . .	Side.
<b>Dent Subdivision.</b>		
St. Vrains . . . . .	Standpipe . . . . .	Side.
Dent . . . . .	Standpipe . . . . .	Side.
All Coal Mines . . . . .	Tipples, box car loaders, engine-houses, and other structures . . . . .	Side and top.
<b>Julesburg Subdivision.</b>		
M. P. 7.05 . . . . .	Bridge . . . . .	Side.
M. P. 33.18 . . . . .	Bridge . . . . .	Side.
M. P. 48.71 . . . . .	Bridge . . . . .	Side.
M. P. 50.34 . . . . .	Bridge . . . . .	Side.
Crook . . . . .	Standpipe . . . . .	Side.
Sterling . . . . .	First semaphore east of depot . . . . .	Side.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
<b>Sterling Subdivision.</b>		
Sterling.....	Standpipe east of depot.....	Side.
Sterling.....	Standpipe west of depot.....	Side.
Fort Morgan.....	Coal chute.....	Side.
M. P. 106.41.....	Bridge.....	Side.
M. P. 132.53.....	Bridge.....	Side.
Snyder.....	Standpipe.....	Side.
Orchard.....	Standpipe.....	Side.
Hardin.....	Standpipe.....	Side.
<b>Boulder Branch.</b>		
All Coal Mines.....	Tipples, box car loaders, engine-houses and other structures.....	Side and top.
<b>Fort Collins Branch.</b>		
Fort Collins.....	Standpipe.....	Side.
M. P. 26.79.....	Bridge.....	Side.
M. P. 31.84.....	Bridge.....	Side.
<b>Greeley Branch.</b>		
Cornish.....	Standpipe.....	Side.
Employes must not ride on top or on side ladders of cars being moved by or under tipples or other structures at coal mines.		

1014 (A). When a streamline train is helped or towed by a steam engine, or when the brake valve is changed to the automatic system, the brake pipe pressure must be reduced to 90 pounds.

1014 (R). Standard brake pipe pressure of 90 pounds must be maintained on freight trains, Borie to Denver, as required by Air Brake Rule 1014 for designated heavy grades.

1040 (A). When electrical portion of straight air brake on streamline trains fails to function, train must be stopped and automatic brake cut in and regular terminal test made while train is standing to insure all brakes apply and release; except if failure occurs on train handled by M-10000 or M-10001 it will be necessary to control train with straight air brake.

1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of two or more tracks, drawbridges, before descending heavy grades, and before reaching any hazardous point. Enginemen must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied.

1051 (B). On streamline trains, when running air test is made as required by Air Brake Rules 1051 and 1051 (A), the rear brakeman must know that the brakes apply and release properly, and after it is known that the brakes on the rear car have been released, he must signal the engineman with one sound of the communicating signal.

If the engineman does not receive this signal, a second test must be made, and if signal is not received after the second test, the train must be stopped, cause ascertained, and standing air test made if necessary.

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

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

is changed to read as follows:

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

1085 (B). Steam actuated or carrier system air conditioned cars will not operate with less than 70 pounds steam pressure. In complying with Air Brake Rule 1085 (A), steam heat must not be shut off or valve opened on rear of train until engine is closely approaching, and it is known that the train will not be delayed getting into, station grounds.



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

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

Type of Engine	Numbers (Inclusive)	Ellis to Denver	Denver to La Salle	La Salle to Carr	Carr to Borie	Speer to Cheyenne	Julesburg to La Salle	Denver to Fort Collins	
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500	3000	1450	850	3000	2000	1600
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350	2500	1250	750	2500	1600	1500
MK 57	$\frac{23\frac{1}{2}}{30}$ 206	1900 to 1949		3000	1600	900	3500	2200	
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320	1800	3000	2000	1000	3500	2500	
MK 63	$\frac{26}{30}$ 222	2480 to 2499	2200	4000	2400	1000	3500	3500	3000
MC 57	$\frac{26 \& 41}{32}$ 457 464	3600 to 3664	3500	5000	4000	3000	4500	4100	
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	2700	4000	3000	1600	3500	3750	
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087		5000	4000	3000	4500	4100	
Type of Engine	Numbers (Inclusive)	Denver to Ellis	La Salle to Denver	Carr to La Salle	Borie to Carr	Cheyenne to Speer	La Salle to Julesburg	Fort Collins to Denver	
C 57	$\frac{22}{30}$ 187 191	201 to 358	1500	2200	3000	3000	975	4500	1600
C 57	$\frac{21}{30}$ 162 171	400 to 499	1350	2000	2000	2000	900	3000	1500
MK 57	$\frac{23\frac{1}{2}}{30}$ 206	1900 to 1949		2800	3000	3000	975	4500	
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320	1800	3000	4000	4000	1000	5000	
MK 63	$\frac{26}{30}$ 222	2480 to 2499	2200	3500	4000	4000	1000	5000	3000
MC 57	$\frac{26 \& 41}{32}$ 457 464	3600 to 3664	3500	5000	5000	5000	2000	6000	
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	2700	4000	4000	4000	1300	5200	
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087		5000	5000	5000	2000	6000	

**EXPLANATION**

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

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

C 57  $\frac{21}{30}$  162