

RETAINERS

Some operating conditions in certain territories require the use of retainers. If the condition should arise where dynamic brake is inoperative or if the use of full dynamic brake and an 18 pound brake pipe reduction will not control the train at the allowable speed, train must be stopped, retainers on all loads placed in operative position, and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by the Chief Dispatcher or other proper authority. This rule is to be used in conjunction with instructions contained in Time Tables rules, 5A through 5K and applies in those territories.

When retainers are activated, a speed of 15 M.P.H. must not be exceeded.

When calculating operative dynamic brake for retainer rule application, head end locomotive units with operative dynamic brake up to 24 axles, plus all helper locomotive units with operative dynamic brake are to be included.

When retainers are being used, the SHORT CYCLE METHOD of braking should be used. This method consists of making frequent brake applications and short holds. If brake pipe pressure is gradually reducing and cannot be regained by slower train speed, train must be stopped and air brake system recharged.

a.) **Crater to Bond, Winter Park to Fraser and East Portal to Leyden**

On freight train if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	2000 tons
SD-40, SD-45	3000 tons
SD-50, SD-40 (P.T.C.)	4000 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

b.) **Tennessee Pass to Minturn**

On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	1500 tons
SD-40, SD-45	2000 tons
SD-50, SD-40 (P.T.C.)	2700 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

c.) **Leadville to Malta**

On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	1000 tons
SD-40, SD-45	1300 tons
SD-50, SD-40 (P.T.C.)	1750 tons

beginning at head end of train, use ten retainers plus one retainer for each additional 200 tons. If dynamic brake is inoperative, retainers will be used on all cars.

d.) **Fir to Sierra**

On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	1500 tons
SD-40, SD-45	1800 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

e.) **Fir to La Veta**

Use retainers on all loaded cars. If dynamic brake is inoperative use retainers on all cars.

f.) **Sunnyside Branch**

Sunnyside to Columbia Jct: Use retainers on all loaded cars. Columbia Jct. to Mounds: If dynamic brake is inoperative retainers in forward one-half of train.

g.) **Kyune to Castle Gate**

On freight trains, if actual tonnage per unit with operative dynamic brakes exceeds:

GP-30, GP-35, GP-40	1800 tons
SD-40, SD-45	2200 tons
SD-50, SD-40 (P.T.C.)	3000 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

h.) **Castle Gate to Helper and Summit to Rio Xov**

On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	2000 tons
SD-40, SD-45	3000 tons
SD-50, SD-40 (P.T.C.)	4000 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

i.) **Pleasant Valley Branch**

On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	1000 tons
SD-40, SD-45	1300 tons
SD-50, SD-40 (P.T.C.)	1700 tons

If dynamic brake is inoperative, the forward one-half of train will be used Skyline to Colton.

j.) **Tintic Branch**

Use retainers on all loaded cars Burgin to Pearl

k.) **Bingham Branch**

On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	1000 tons
SD-40, SD-45	1300 tons
SD-50, SD-40 (P.T.C.)	2000 tons

beginning at head end of train use ten retainers plus one retainer for each additional 100 tons Leadmin. If dynamic brake is inoperative, retainers will be used on all cars.