

ENGINE RATING

WESTBOUND

From Mack, Colo., to Carbonera, Colo.:	
Class Eng. 40-----	300 tons
Class Eng. 50-----	525 tons
Class Eng. 51-----	525 tons
From Carbonera, Colo., to Atchee, Colo.:	
Class Eng. 40-----	225 tons
Class Eng. 50-----	525 tons
Class Eng. 51-----	525 tons
From Atchee, Colo., to Baxter Pass, Colo.:	
Shay Class Eng. 5 and 7-----	60 tons
Class Eng. 50-----	90 tons
Class Eng. 51-----	90 tons
From Rainbow Junction, Utah, to Rainbow, Utah:	
Shay Class Eng. 5 and 7-----	105 tons
Class Eng. 30-----	110 tons
Class Eng. 50-----	200 tons
Class Eng. 51-----	200 tons

EASTBOUND

From Watson, Utah, to Dragon, Utah:	
Class Eng. 30-----	650 tons
Class Eng. 50-----	1150 tons
Class Eng. 51-----	1150 tons
From Dragon, Utah, to Wendella, Colo.:	
Class Eng. 30-----	325 tons
Class Eng. 50-----	525 tons
Class Eng. 51-----	525 tons
From Wendella, Colo., to Baxter Pass, Colo.:	
Shay Class Eng. 5 and 7-----	105 tons
Class Eng. 50-----	185 tons
Class Eng. 51-----	185 tons

STAFF

J. G. Griffin-----Master Mechanic
E. C. Dunlap-----Car Foreman
J. L. BOOTH, Chief Dispatcher

Form 2121 12-38 100

THE UINTAH RAILWAY COMPANY

Employees' Time Table No. 27

To take effect Sunday, December 25, 1938,
at 12:01 a. m.

Mountain Standard Time.

Superseding Time Table No. 26 and Supplements Thereto.

For the government and information of employees only, and not intended for the use of
the public.

The company reserves the right to vary from this Time Table at Pleasure.

J. I. McCLAIN, Acting General Manager.

E. V. EARP, Superintendent.

WESTBOUND

EASTBOUND

Tele- phone Calls	Tele- graph Calls	No. 1 First Class Leave Weekly Tuesday	Miles From Mack	STATIONS AND SIDINGS	Miles From Watson	No. 2 First Class Arrive Weekly Tuesday	Car Capacity of Sidings, Location of Water, Fuel and Turning Stations
---	A	8:10 a	0	MACK D	62.8	6:30 p	45 Y W C
		F 8:20	4.2	CLARKTON	58.6	F 6:10	7
		F 8:40	11.5	SPRAGUE	51.3	F 5:50	14
		8:45 a	17.5	COOLEY	45.3	5:30	10
-----		F 9:10	20.1	CARBONERA	42.7	F 5:25	24 C
----		S 9:35 9:55	28.3	ATCHEE	34.5	S 5:00 4:50	74 Y W C
		10:05	30.1	MORO CASTLE	32.7	4:35	
		10:20	32.2	SHALE	30.6	4:20	10
----	S	10:45	34.2	BAXTER PASS	28.6	S 4:00	17 Y
		10:55	36.1	DEER RUN	26.7	3:40	6
	F	11:07	37.4	COLUMBINE	25.4	F 3:30	8 W
---	F	11:15	39.9	McANDREWS	22.9	F 3:15	9
	S	11:20 11:45	40.9	WENDELLA	21.9	S 3:10	22 Y W C
		11:47	42.1	SEWALL	20.7	2:50	7
		12:02 p	46.6	EAST VAC	16.2	2:35	9
		12:05	48.0	URADO	14.8	2:30	2
----		12:25 p 12:35	53.3	DRAGON	9.5	2:20 2:05	36 Y W C
		12:38	54.6	COUNTRY BOY	8.2	2:00	7
		12:42	55.7	RECTOR	7.1	1:56	7
		12:52	58.6	UTE	4.2	1:48	6
		1:05	62.1	RAINBOW JUNCTION	0.7	1:42	Y
---	WN	1:15 p	62.8	WATSON D	0	1:40 p	29
		Arrive Weekly Tuesday				Leave Weekly Tuesday	

SPECIAL RULES AND INSTRUCTIONS

No. 1—Eastbound trains are superior to Westbound trains of the same class except:

1-A—No. 2 will not leave Watson till No. 1 has arrived.

1-B—Second class and extra trains must clear the time of No. 1 and No. 2 ten minutes.

No. 2—No train will leave Mack or Watson without clearance card.

No. 3—Train Register Books are located at Mack, Atchee and Watson.

3-A—Bulletin Books Mack, Atchee and Watson.

No. 4—Yardlimit stations are Mack, Carbonera, Atchee, Wendella, Dragon, Rainbow Junction, Rainbow and Watson.

No. 5—Trainmen must inspect and see that all retainers are turned up before starting down grade and they must assist when necessary with hand brake to insure safety of the train.

5-A—All trains must be thoroughly inspected and air-tested by trainmen at Atchee before leaving.

5-B—On all trains at Baxter Pass, train and enginemen must inspect train and test air; while the air is applied, trainmen must turn up retainers on each car to ascertain their working condition; examine all hand brakes and confer with engineer and know that everything is in working order and in safe condition before starting their train down the heavy grade.

5-C—Enginemen and trainmen must use every precaution against the parting of trains on heavy grades. In case of trouble, train must be stopped, a careful inspection made and defects remedied if possible and report made to Superintendent.

5-D—Trainmen must not uncouple cars on grade without first testing hand brakes and knowing that they will hold. Cars placarded EXPLOSIVES or INFLAMMABLE must not be cut off while in motion.

5-E—Trainmen must be out and located where they can give signals and apply air when passing over bad track or bridges covered by slow order or otherwise, and give proceed signal to enginemen after passing, which signal must be answered by the engineer.

5-F—One member of train crew must be on the rear car of train when both ascending and descending grades. All cars in train must be closely watched by trainmen and see that wheels are not sliding and damaged.

5-G—All enginemen should run carefully and approach bridges liable to wash slowly during violent rain storms or immediately thereafter to avoid accidents.

No. 6—All employees are hereby notified that there are coal chutes, buildings, platforms and other structures located on main track and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs that WILL NOT CLEAR a man riding on the side or top of car or engine, and all employees must protect themselves from injury in passing such structures.

No. 7—The speed of trains should be so restricted that absolute safety will be assured and the maximum speed will ordinarily be that which is necessary to make the schedule, except in territory specified enginemen and conductors may moderately increase the speed above that required by the schedule when the necessity arises, if in their judgment it would be safe and prudent, bearing in mind that

safety in operation is to be given first consideration and always giving due consideration to track and surrounding conditions.

7-A—All trains must use fifty minutes descending heavy grade between Baxter Pass and Atchee, and thirty-five minutes between Baxter Pass and Wendella.

No. 8—The following signs indicate:

8—Regular stop.

F—Flag stop to receive and discharge passengers or freight.

D—Day only telegraph office.

W—Water.

C—Coal.

Y—Wye.

No. 9—Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage.

9-A—Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped "Good on Freight Trains."

No. 10—Prompt report must be made to Superintendent of all accidents and unusual occurrences.

10-A—When an accident, collision of trains or any collision of trains with vehicle or pedestrian, resulting in loss of life or injury to persons in Colorado, the superior officer, the agent or employee on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and nature of the accident and the number of persons killed or injured. Information covering such accidents must be sent by Western Union Telegraph Company wire, and all agents will accept and so transmit same, assessing charges therefor against the Railroad account.

No. 11—The following are auxiliary lines:
The Rainbow branch.

11-A—Trains on the Rainbow branch will be operated under the yardlimit rule.

No. 12—Enginemen must sound whistle approaching all crossings.

**EXTRACTS FROM
REVISED STATUTES OF UTAH**

§203. (4203.) Placing Freight Car in Rear of Train.—Every person who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars is guilty of a misdemeanor, and, if loss of life or limb results from such placing or running, is guilty of a felony. The term "freight car" as used in this section does not include a baggage, express or mail car.