

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Western Division

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, March 4, 1928

at 12:01 A. M. Mountain Time

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

The right is reserved to vary from this time-table at pleasure.

CONDENSED TIME - TABLE

WESTWARD

SECOND CLASS							FIRST CLASS												Distance from Council Bluffs	Time-Table No. 103 Mar. 4, 1928	
			269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	27 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	5 Mail	3 Passenger		1 Passenger	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	
				9.30PM	7.30PM	1.00PM										10.55AM	9.30AM			0.0	COUNCIL BLUFFS
				9.45PM	7.45PM	1.15			9.50AM	4.10AM		4.15AM	11.55AM	4.25PM	11.59PM	11.30AM	9.50	6.30PM	8.40AM	2.8	C.T. OMAHA
									10.30	4.47		4.52	12.30PM	5.07	12.33AM	12.06PM	10.25	7.09	9.15	28.0	VALLEY
								9.10AM												65.3	VALPARAISO
								11.25AM												124.8	BEATRICE
			7.20PM					6.30PM			10.00PM									310.5	KANSAS CITY
									10.50	5.10		5.15	12.48	5.28	12.51	12.25	10.44	7.30	9.35	39.3	FREMONT
									11.52AM	6.10		6.20	1.45	6.43	1.52	1.20	11.42AM	8.40	10.27	84.5	COLUMBUS
									12.50PM	7.04		7.15	2.45	7.55	2.48	2.13	12.29PM	9.52	11.22	124.9	CENTRAL CITY
			Hastings 2.30PM	7.50AM	7.55AM	11.00PM			1.25	7.40		7.50	3.25	8.45	3.25	2.50	1.05	10.45PM	11.59AM	146.9	GRAND ISLAND
			5.15						2.30	8.45		9.00	4.25	9.50	4.25	3.47	2.01	12.05AM	12.58PM	189.1	KEARNEY
			9.35PM	4.05PM	6.20PM	8.40AM			3.50	10.15AM		10.35AM	5.55	11.35PM	6.00	5.00	3.10	2.15	2.10	284.1	M.T. NORTH PLATTE
						1.30PM			5.50	12.15PM		12.30PM	8.10	1.50AM	7.57AM	6.39	4.53	4.41	3.56	365.3	JULESBURG
						4.00AM	11.35PM				1.00PM 1.45PM			7.15AM	1.09PM					562.5	DENVER
			4.45AM	12.50AM	3.50AM				7.00	1.25		1.45	9.30PM			7.48	5.58	6.10	5.05	407.5	SIDNEY
			11.30AM 12.15PM	8.00 9.00AM	11.20AM 12.30PM				9.55 10.10PM	4.15 4.30		4.35 4.50	12.35AM 12.50			10.10 10.25PM	8.15 8.30	9.15AM 12.05PM	7.45 7.55	509.5	CHEYENNE
			5.40PM	2.30PM	6.00PM		12.45PM		12.10AM	6.35	6.25	6.45	2.55			12.20AM	10.20PM	2.25	9.50PM	566.0	LARAMIE
			12.20AM	10.00PM	3.45AM		8.15PM		3.45	9.30PM	9.20PM	9.55PM	6.30			3.10	1.05AM	6.30	12.45AM	682.8	RAWLINS
									6.46	12.18AM	12.05AM	12.43AM	9.54			5.45	3.41	10.24	3.30	802.1	ROCK SPRINGS
			7.15PM	11.00AM	6.45PM		11.15AM		7.30	1.00	12.45	1.20	10.40			6.25	4.30	11.00PM	4.00	817.0	GREEN RIVER
				1.00PM					8.20	1.50	1.35	2.10	11.35AM			7.10	5.25AM		4.50	847.2	GRANGER
									10.40	4.05	3.40	4.20				8.55			6.45	917.2	EVANSTON
									11.44AM	5.17	4.55	5.37				9.56			7.45	952.7	ECHO
			1.25PM		12.55PM		12.05AM		1.10PM	7.00AM	6.40AM	7.05AM				11.25AM			9.20AM	992.6	OGDEN
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(992.6)
			91.05)	(64.15)	(90.10)	(39.45)	(48.30)	(9.20) 26.3	(28.20) 34.9	(27.50) 35.5	(33.40) 36.1	(27.50) 35.5	(24.40) 34.2	(15.50) 35.3	(14.10) 39.5	(24.55) 39.7	(20.35) 41.0	(29.30) 27.6	(25.40) 38.6	 Thru Time—Based on Omaha Average speed per hour	

MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION

Main Line..... 286.2
Branches..... 578.4
Total..... 864.6

WYOMING DIVISION

Main Line..... 398.7
Branches..... 226.6
Total..... 625.3

WESTERN DIVISION

Main Line..... 310.7
Branches..... 73.3
Total..... 384.0

GRAND TOTAL

Main Line..... 995.6
Branches..... 878.3
Total..... 1873.9

W. M. JEFFERS,
General Manager.

N. A. WILLIAMS,
General Superintendent.

G. L. WHIPPLE,
General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 103
Mar. 4, 1928

STATIONS

Distance from
Ogden

FIRST CLASS

SECOND CLASS

		2	4	6	10	12	16	18	20	22	26	28	137		254	256						
		Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Time Freight	Time Freight						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily						
COUNCIL BLUFFS	992.6		6.50AM	12.40PM	7.35PM										7.40PM	10.00AM						
OMAHA	989.8	9.00PM	6.35 6.20	12.25 12.10PM	7.20 7.10	6.30AM	3.25PM	7.50PM	12.05AM		2.10AM	7.40PM			7.00PM	9.40						
VALLEY	964.6	8.15	5.22	11.14AM	6.20	5.46	2.38	7.03	11.10PM		1.20	6.52										
VALPARAISO	943.6												4.35PM									
BEATRICE	1003.1												2.50PM									
KANSAS CITY VIA DENVER	1217.1									8.15AM			8.00AM									
FREMONT	953.3	8.00	5.00	10.55	6.05	5.30	2.22	6.48	10.55		1.04AM	6.36										
COLUMBUS	908.1	7.05	3.58	9.48	5.05	4.30	1.13	5.45	9.53		11.53PM	5.35										
CENTRAL CITY	867.7	6.20	2.56	8.50	4.10	3.38	12.15PM	4.43	8.55		10.55	4.33										
GRAND ISLAND	845.7	5.55	2.25	8.20	3.45	3.10	11.45AM	4.15	8.25		10.25	4.05		10.30AM	12.01AM							
KEARNEY	803.5	4.50	1.07AM	7.05	2.30	1.55AM	10.32	3.03	7.12		9.18	2.50										
NORTH PLATTE C.T.	708.5	2.55	10.30PM	4.45	12.30PM	11.55PM	8.15	12.55PM	5.10		7.20	12.40PM		1.35AM	1.25PM							
JULESBURG	627.3	12.02PM	7.00	1.30	9.20AM	8.53	5.05AM	9.50AM	2.03		4.30	9.35AM										
DENVER	576.7					3.45PM	11.30PM			2.30PM 12.15PM												
SIDNEY	585.1	11.10AM	5.45	12.25AM	8.15			8.50	1.10PM		3.35	8.30		3.35PM	2.30AM							
CHEYENNE	483.1	8.45 8.36	2.25 2.05	9.50PM 9.25	5.40 5.30			6.00 5.50	10.35AM 10.25		1.10 12.50PM	5.50 5.40		8.50AM 7.50	7.00PM 6.00							
LARAMIE	426.6	6.50	12.05PM	7.35	3.40			3.55	8.35	7.50AM	11.00AM	3.45		2.20AM	12.35PM							
RAWLINS	309.8	3.50	8.40AM	4.25	12.25AM			12.30AM	5.20	4.40	7.40	12.20AM		5.30PM	3.10AM							
ROCK SPRINGS	190.5	12.50	5.20	1.14	9.19PM			9.00PM	2.10	1.40	4.30	9.10PM										
GREEN RIVER	175.6	12.25AM	4.50AM	12.40PM	8.50			8.30	1.40	1.10	4.00	8.40		7.20AM	4.30PM							
GRANGER	145.4	11.30PM		11.20AM	7.50			7.32PM	12.40AM	12.05AM	2.40	7.40		4.20AM	1.36PM							
EVANSTON	75.4	9.40		9.10	5.45				10.30PM	10.20PM	12.55AM	5.35										
ECHO	39.9	8.20		7.45	4.25				9.02	9.00	11.35PM	4.15										
OGDEN M.T.	0.0	7.00PM		6.25AM	3.00PM				7.25PM	7.40PM	10.15PM	2.50PM		2.35PM	12.01AM							
(992.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						

Thru Time—Based on Omaha..... (25.00) (24.30) (28.45) (27.10) (13.45) (14.55) (23.18) (27.40) (35.35) (26.55) (27.50) (8.35) (75.25) (80.39)
Average speed per hour..... 39.6 33.2 34.4 36.4 40.7 37.5 36.2 35.8 34.2 36.7 35.5 28.5

H. A. CONNETT, Superintendent..... Green River, Wyo.

A. L. COEY, Asst. Superintendent..... Green River, Wyo.

F. P. FLESHER, Trainmaster, Seventh Subdivision and Branches..... Rawlins, Wyo.

J. R. AUSTIN, Trainmaster, Eighth Subdivision and Branches..... Ogden, Utah

Seventh and Eighth Subdivisions and Branches

E. B. WALL, Chief Train Dispatcher..... Green River, Wyo.

F. S. HIRSCH, Night Chief Train Dispatcher..... Green River, Wyo.

E. H. LARUE, Train Dispatcher..... Green River, Wyo.

A. E. DAVIS, Train Dispatcher..... Green River, Wyo.

W. H. McALLISTER, Train Dispatcher..... Green River, Wyo.

W. S. WHITTAKER, Train Dispatcher..... Green River, Wyo.

D. H. SHOTLIFF, Train Dispatcher..... Green River, Wyo.

W. L. SANDEL, Train Dispatcher..... Green River, Wyo.

S. G. THORNHILL, Train Dispatcher..... Green River, Wyo.

W. F. SHAVER, Train Dispatcher..... Green River, Wyo.

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
51"	70.6	1' 25"	42.3
52"	69.2	1' 30"	40
53"	67.9	1' 40"	36.
54"	66.6	1' 45"	34.3
55"	65.4	1' 50"	32.7
56"	64.2	2'	30.
57"	63.1	2' 10"	27.6
58"	62.	2' 15"	26.6
59"	61.	2' 20"	25.7
1'	60.	2' 30"	24.
1' 1"	59.	2' 40"	22.5
1' 2"	58.	2' 45"	21.8
1' 3"	57.1	2' 50"	21.2
1' 4"	56.2	3'	20.
1' 5"	55.3	3' 9"	19.
1' 6"	54.5	3' 20"	18.
1' 7"	53.7	3' 31"	17.
1' 8"	52.9	3' 45"	16.
1' 9"	52.1	4'	15.
1' 10"	51.4	5'	12.
1' 12"	50.	6'	10.
1' 15"	48.	7' 30"	8.
1' 20"	45.	10'	6.

SEVENTH SUBDIVISION

FIRST CLASS

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

SEVENTH SUBDIVISION

EASTWARD

Time-Table No. 103

Mar. 4, 1928

STATIONS

DN-R	RAWLINS	Rs
3.2	FERRIS	
3.8	HADSELL	
3.2	KNOBS	
4.0	DALEY'S RANCH	
3.7	RINER	
4.6	CHEROKEE	
6.7	CRESTON	
4.0	LATHAM	
8.2	DN WAMSUTTER	Wm
4.9	FREWEN	
3.6	RED DESERT	
7.3	TIPTON	
3.4	ROBINSON	
3.3	TABLE ROCK	
5.0	MONELL	
5.0	DN BITTER CREEK	Bk
9.2	BLACK BUTTES	
5.3	HALLVILLE	
5.9	DN POINT OF ROCKS	Ro
7.0	D THAYER JUNCT.	Jc
4.5	SALT WELLS	
7.1	BAXTER	
0.8	GUNN JUNCTION	
5.6	DN ROCK SPRINGS	Sg
6.9	KANDA	
8.0	DN-R GREEN RIVER	Gr

Distance from Ogden

Double Track

FIRST CLASS

SECOND CLASS

2 Passenger	22 Passenger	20 Passenger	26 Passenger	4 Passenger	6 Mail	18 Passenger	28 Passenger	10 Mail	228 Mixed	254 Time Freight	256 Time Freight	252 Time Freight							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
309.8	3.45AM	4.35AM	5.15AM	7.35AM	8.20AM	4.20PM	12.25AM	12.15AM	12.20AM		5.00PM	2.40AM	9.20AM						
306.6	3.38	4.28	5.07	7.28	† 8.13	4.11	12.18	12.04AM	12.13										
302.8	3.32	4.23	5.01	7.23	† 8.07	4.05	12.12	11.57PM	12.07										
299.6	3.26	4.18	4.56	7.17	† 8.02	3.59	12.07	11.51	12.01AM										
295.6	3.20	4.12	4.49	7.11	† 7.56	3.52	12.01AM	11.45	11.55PM										
291.9	3.15	4.06	4.44	7.06	† 7.50	3.46	11.55PM	11.40	11.49										
287.3	3.09	4.00	4.38	6.59	† 7.44	3.40	11.49	11.34	11.43										
280.6	3.01	3.53	4.30	6.50	† 7.35	3.32	11.41	11.26	11.35										
276.6	2.53	3.45	4.21	6.42	† 7.27	3.22	11.30	11.16	11.24										
268.4	2.42	3.31	4.07	6.28	† 7.15	3.10	11.19	11.03	11.10										
263.5	2.34	3.23	3.57	6.18	† 7.01	2.59	10.47	10.55	11.01										
259.9	2.29	3.18	3.52	6.13	† 6.56	2.53	10.42	10.50	10.56										
252.6	2.18	3.08	3.41	6.02	† 6.47	2.43	10.32	10.40	10.46										
249.2	2.12	3.02	3.35	5.56	6.42	2.37	10.27	10.35	10.41										
245.9	2.07	2.57	3.30	5.50	† 6.37	2.31	10.22	10.30	10.36										
240.9	2.01	2.49	3.22	5.43	6.30	2.24	10.14	10.22	10.29										
235.9	1.54	2.41	3.14	5.35	† 6.23	2.17	10.06	10.14	10.22										
226.7	1.42	2.29	3.02	5.23	† 6.11	2.06	9.54	10.03	10.11										
221.4	1.35	2.22	2.54	5.15	† 6.04	1.59	9.46	9.55	10.03										
215.5	1.27	2.13	2.45	5.07	† 5.57	1.51	9.38	9.47	9.55										
208.5	1.17	2.04	2.34	4.57	† 5.47	1.40	9.27	9.37	9.46	7.40AM									
204.0	1.09	1.57	2.27	4.50	† 5.40	1.33	9.18	9.28	9.37	7.28									
196.9	1.01	1.48	2.18	4.40	† 5.30	1.24	9.09	9.19	9.28	7.15									
196.1																			
190.5	†12.50	† 1.40	† 2.10	† 4.30	† 5.20	† 1.14	† 9.00	† 9.10	† 9.19	7.00AM									
183.6	12.37	1.24	1.55	4.15	† 5.01	12.54	8.44	8.54	9.03										
175.6	12.25AM	1.10AM	1.40AM	4.00AM	4.50AM	12.40PM	8.30PM	8.40PM	8.50PM		7.20AM	4.30PM	11.45PM						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						

Thru Time..... (3.20) (3.25) (3.35) (3.35) (3.30) (3.40) (3.55) (3.35) (3.30) (.40) (9.40) (10.10) (9.35)
Average speed per hour..... 40.2 39.3 37.4 37.4 37.9 36.6 34.4 37.4 37.9 27.0 13.9 13.2 14.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

Length of sidings in feet and location of water, fuel, interlocking plant, turntables, scales and telephones.		WESTWARD										EIGHTH SUBDIVISION										Distance from Council Bluffs	Time-Table No. 103 Mar. 4, 1928	
		SECOND CLASS				FIRST CLASS										STATIONS								
		269	253	155	255	67	17	27	9	5	1	125	19	25	21									
		Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
WFTYO	P	7.15PM	6.45PM	11.15AM	11.00AM	10.45AM	10.40AM	7.30AM	6.25AM	4.30AM	4.00AM	2.00AM	1.20AM	1.00AM	12.45AM	817.0	DN-R GREEN RIVER Gr							
W.B. 3053	P					10.58	10.53	7.40	6.34	4.42	4.11	2.12	1.30	1.10	12.55	821.1	4.1 RIVIEW							
4,115	P					11.07	11.02	7.50	6.40	4.48	4.20	2.20	1.36	1.16	1.01	824.9	3.8 PERU							
4,039	WP					11.16	11.11	7.57	6.49	4.56	4.29	2.28	1.44	1.24	1.09	830.2	5.3 BRYAN							
5,794	P					11.27	11.22	8.08	6.58	5.05	4.38	2.40	1.53	1.33	1.18	837.8	7.6 MARSTON							
																841.3	3.5 AZUSA							
WB5284 WYP EB3834 EB3473					1.00PM	11.42	11.35AM	8.20	7.10	5.25AM	4.50	3.00AM	2.10	1.50	1.35	847.2	5.9 DN GRANGER Gn							
3,602	P					11.51		8.30	7.19		5.01		2.20	2.00	1.45	854.0	6.8 VERNE							
5,113	P					11.58AM		8.38	7.25		5.08		2.28	2.08	1.52	858.7	4.7 CHURCH BUTTES							
5,101	P					12.08PM		8.49	7.34		5.18		2.38	2.19	2.02	865.9	7.2 HAMPTON							
4,710	P					12.15		8.56	7.39		5.23		2.45	2.26	2.09	869.7	3.8 ELKHURST							
6,578 WFP						12.25		9.06	7.46		5.30		2.55	2.36	2.21	875.4	5.7 DN CARTER Q							
5,091	P					12.32		9.16	7.53		5.37		3.05	2.47	2.29	880.9	5.5 ANTELOPE							
4,893	P					12.40		9.25	7.59		5.44		3.14	2.56	2.37	885.6	4.7 BRIDGER							
WB 4,280 WTP 4,141						12.50		9.35	8.05		5.51		3.23	3.06	2.44	890.5	4.9 D LEROY Ry							
WB4010	P					12.56		9.45	8.11		5.58		3.31	3.15	2.51	894.8	4.3 RAGAN							
																896.1	1.3 CHELSEA							
WB 4002 WP 4092						1.02		9.52	8.15		6.02		3.36	3.20	2.56	897.6	1.5 D SPRING VALLEY Sv							
WB 4000 3660 EB 3974 IP						1.10		10.03	8.21		6.10		3.43	3.27	3.03	901.8	4.2 DN ASPEN Wx							
EB 4019 EB3688 4287 IP						1.18		10.10	8.28		6.17		3.50	3.34	3.10	903.6	1.8 DN ALTAMONT Ap							
EB 3900 EB 2970	P					1.26		10.20	8.25		6.25		3.58	3.41	3.17	908.7	5.1 KNIGHT							
3,995 WP						1.35		10.26	8.40		6.31		4.05	3.48	3.24	912.7	4.0 MILLIS							
WFTYO	P					2.05		10.40	8.55		6.45		4.20	4.05	3.40	917.2	4.5 DN-R EVANSTON Na							
6,083	P					2.15		10.48	9.02		6.52		4.28	4.13	3.50	921.7	4.5 WYUTA							
WB 3899-6281W 5245	P					2.26		10.56	9.12		7.02		4.38	4.23	4.00	927.6	5.9 DN WAHSATCH Wh							
WB 2196 EB 3004	P					2.35		11.06	9.21		7.11		4.48	4.33	4.10	932.6	5.0 CURVO							
WB 6194-3650 EB 5417 WP						2.46		11.16	9.30		7.19		4.58	4.43	4.19	936.6	4.0 CASTLE ROCK							
C4,010	WP					2.56		11.25	9.40		7.28		5.09	4.53	4.29	943.3	6.7 EMORY							
EB 4129	P					3.05		11.33	9.49		7.35		5.18	5.04	4.38	948.2	4.9 BASKIN							
WB 5418 C5,870 EB 5406 WFT						3.30		11.44	9.56		7.45		5.37	5.17	4.55	952.7	4.5 DN ECHO Ho							
C5792	P					3.38		11.51	10.04		7.52		5.44	5.26	5.02	956.5	3.8 D HENEFER Nf							
C5789	P					3.46		11.57AM	10.13		7.59		5.51	5.35	5.10	960.6	4.1 D DEVIL'S SLIDE Cn							
2830																962.4	1.8 GRIFFITH							
C6436	W					3.58		12.09PM	10.26		8.10		6.02	5.50	5.23	968.0	5.6 DN MORGAN WB							
	P					4.07		12.15	10.32		8.17		6.08	5.57	5.29	970.6	2.6 STODDARD							
C5798	P					4.17		12.23	10.40		8.24		6.18	6.07	5.39	975.5	4.9 D PETERSON Ge							
EB2021	P					4.22		12.29	10.45		8.32		6.24	6.14	5.49	977.7	2.2 STRAWBERRY							
C4597	WP					4.30		12.35	10.51		8.42		6.31	6.21	6.00	980.1	2.4 GATEWAY							
WB 3085-2773 EB 3567	P					4.43		12.50	11.05		8.55		6.45	6.35	6.15	985.1	5.0 D UINTAH Ux							
WFTYOP		1.25PM	12.55PM	12.05AM		5.00PM		1.10PM	11.25AM		9.20AM		7.05AM	7.00AM	6.40AM	992.6	7.5 DN-R OGDEN Og							
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(175.6)							
W.B.—Westward Siding		(18.10) 9.7	(18.10) 9.7	(12.50) 13.7	(2.00) 15.1	(6.15) 28.2	(0.55) 32.8	(5.40) 31.0	(5.00) 25.2	(0.55) 32.8	(5.20) 32.9	(1.00) 30.0	(5.45) 30.5	(6.00) 29.3	(5.55) 29.7	Thru Time								
E.B.—Eastward Siding																	Average speed per hour							
C.—Center Siding																								

Trains will keep to left from Mile Post 931.5 (located 1.1 mile east of Curvo) to Ogden.
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—South Pass Branch—EASTWARD				WESTWARD—Lionkol Branch—EASTWARD				WESTWARD—Reliance Branch—EASTWARD				WESTWARD—Winton Branch—EASTWARD															
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Rock Springs		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Winton		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Lionkol		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Reliance Mine		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Winton Junction		Time-Table No. 103 Mar. 4, 1928	Distance from Winton.							
	STATIONS				STATIONS				STATIONS				STATIONS														
	0.0	DN-R	ROCK SPRINGS		Sg	14.5				0.0				2.0				0.0				1.7		0.0		5.0	
	3.4		LIONKOL JUNCTION			11.1				2.0				0.0				1.7				0.0		2.4		2.6	
	5.5		RELiance JUNCTION			9.0				2.5				0.5				2.1				0.4		5.0		0.0	
	9.5		WINTON JUNCTION			5.0																		5.2		0.2	
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																											

WESTWARD—Dines Branch—EASTWARD				WESTWARD—Gunn Branch—EASTWARD.				WESTWARD—Superior Branch—EASTWARD.					
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Hay		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Dines.		Time-Table No. 103 Mar. 4, 1928	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Thayer Jct.		Time-Table No. 103 Mar. 4, 1928	Distance from Superior	
	STATIONS				STATIONS				STATIONS				
	0.0	HAY 1.6	1.6		0.0	GUNN JUNCTION 3.7	3.7		Py	0.0	D THAYER JUNCTION Jc		7.6
	1.6	DINES 0.3	0.0		3.7	GUNN 0.2	0.0		P	7.6	D SUPERIOR Su		0.0
	1.9	END OF TRACK	0.3		3.9	END OF TRACK (3.9)	0.2			9.1	END OF TRACK (9.1)		1.5
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.													

WESTWARD—Park City Branch—EASTWARD.										WESTWARD—Ontario Branch—EASTWARD.										WESTWARD—Grass Creek Branch—EASTWARD									
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	SECOND CLASS		Distance from Echo	Time-Table No. 103 Mar. 4, 1928		Distance from Park City	SECOND CLASS		Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Keetley Jct.	Time-Table No. 103 Mar 4, 1928		Distance from Keetley.	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Grass Creek Jct.	Time-Table No. 103 Mar. 4, 1928		Distance from Grass Creek											
		225			226																								
		Mixed			Mixed																								
		Leave Daily			Arrive Daily																								
WFT		8.10AM	0.0	DN-R	ECHO	Ho	28.1	3.00PM				0.0	KEETLEY JCT.		5.2														
1,180		f 8.20	3.0		GRASS CREEK JCT.		25.1	f 2.35				5.2	D	5.2	KY	0.0													
1,092	O	s 8.40	5.4	D	COALVILLE	Ve	22.7	s 2.20																					
		f 8.50	8.3		HOYTSTVILLE		19.8	f 1.50																					
1,187		f 9.10	13.0		WANSHIP		15.1	f 1.30																					
1,053		f 9.40	20.0		ATKINSON		8.1	f 1.05																					
	W	f 9.55	23.7		HOMER SPUR		4.4	f 12.50																					
		f 9.57	24.1	R	KEETLEY JCT.		4.0	f 12.43																					
	Y	f 10.10	27.1		FR'T YARD JCT.		1.0	f 12.35																					
	W	10.25AM	28.1	D-R	PARK CITY	Kd	0.0	12.30PM																					
		Arrive Daily			(28.1)			Leave Daily																					
		(2.15) 12.5	 Thru Time				(2.30) 11.2																						
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																													

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.

						With train made up at Green River	With train made up at Rock Springs		
Type of Engine	Numbers (Inclusive)	Rawlins to Evanston	Evanston to Ogden	Ogden to Evanston	Evanston to Rawlins	Green River to Wamsutter	Rock Springs to Wamsutter	Wamsutter to Rawlins	
C 57 — 22 — 182	150 to 158	1700	2200	845	1700				EXPLANATION "A".....Atlantic Type "C".....Consolidation Engines "E".....Eight Wheelers "M".....Moguls "P".....Pacific Type "S".....Switch "T".....Ten Wheelers "TW".....Twelve Wheelers "MC".....Mallet "MK".....Mikado Type "TTT".....2-10-2 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 — 21 — 162
C 57 — 30 — 184	201 to 358	1850	2600	880	1850				
C 57 — 21 — 162	400 to 499	1650	2300	800	1650				
C 57 — 30 — 171									
T 73 — 20 — 148	1330 to 1347	1000	2200	460	1000				
T 73 — 28 — 148									
TW 57 — 21 — 165	1800 to 1807	1500	2200	800	1500				
TW 57 — 30 — 165									
MK 57 — 23 3/4 — 206	1900 to 1949	1900	2800	1000	1900				
MK 57 — 30 — 206									
MK 63 — 26 — 214	2200 to 2320	2250	4000	1600	2250	2350	3300		
MK 63 — 28 — 228									
MK 63 — 26 — 222	2480 to 2499	2350	4000	1700	2350	2500	3750	2400	
MK 63 — 30 — 222									
MC 57 — 26 & 41 — 457	3600 to 3664	4100	4900	3000	4100		5500		
MC 57 — 32 — 464									
TTT 63 — 29 1/2 — 285	5000 to 5089	3400	4900	2000	3400		4300		
TTT 63 — 30 — 295									
UP 67 — 27 — 355SE	9000 to 9014	4300	4900	3200	4300		5800		
UP 67 — 31-32 — 355SE									

Note—Tipton to Green River, 150 loaded or empty cars is the tonnage rating limit.

SPECIAL RULES

2 (R). Time Inspectors are located as shown below:
R.V. Owens, General Supervisor of Time Service, Omaha
 Rawlins..... W. L. Robertson
 Rock Springs..... Paul Wienpahl
 Green River..... J. L. Conway
 Evanston..... J. L. Conway
 Ogden..... J. S. Lewis & Co.
 Park City..... Mrs. C. V. Hodgson

3 (R). Standard clocks are located at the points shown below:
 Rawlins..... Telegraph Office
 Rawlins..... Round House
 Rock Springs..... Telegraph Office
 Green River..... Dispatcher's Office
 Granger..... Telegraph Office
 Evanston..... Telegraph Office
 Evanston..... Engine Dispatcher's Office
 Echo..... Telegraph Office
 Ogden..... Union Station Telegraph Office
 Ogden..... Ogden Engine Dispatcher's Office
 Ogden..... Yard Office Telegraph Office
 Ogden..... Engineers Wash Room
 Park City..... Telegraph Office

10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed."

10 (r). In applying Rule 10 (g) where trains use the track to the left on Eighth Subdivision, the signals will be placed on the fireman's side of the track where there is not room between the tracks for them to be placed on the engineman's side.

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:

In yards where yard engines are employed and at stations where switching is being done;

At meeting points, until the train to be met is clear of the main track;

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

17 (R). Lights must be burning in passenger cars, headlights, and markers, before entering and while passing through Aspen Tunnel.

22 (R). When helper engines are cut off train at any point, whistle signal for backward movement of train engine must not be given by the helper engine when hand signals can be seen, and, when the whistle signal is necessary it must not be given until engineman of helper engine has been so instructed by conductor of the train.

28 (R). ADDITIONAL FLAG STOPS TO PICK UP REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FOR
22	Granger.	Denver.
26	Granger.	Any station.
27	Morgan.	California and south of Salt Lake City.
28	Morgan.	Omaha and beyond.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
18	Any station east of Green River.	North of Granger.
22	Granger.	Ogden and beyond.
25	Echo.	Laramie and east of Laramie.
26	Granger.	Any station.
26	Wamsutter.	Evanston and beyond.
28	Any station.	California and south of Salt Lake City.

Note.—No. 19 will stop at Granger to receive or discharge parcel post.

No. 9 will slow down passing station at Granger to permit exchange of U. S. Mail.

83 (S). Clearance card (Form 2643) must be received by all trains at Evanston Telegraph Office.

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

Rawlins	Green River	Wahsatch	Winton
Wamsutter	Granger	Echo	Coalville
Thayer Junction	Carter	Ogden	Keetley Junction
Rock Springs	Evanston	Superior	

Yard limit sign Keetley Junction is located east of Homer Spur and includes territory from its location to end of Ontario Branch and end of Park City Branch.

93 (S). In Rawlins, Rock Springs and Green River Yards trains and engines may move against the current of traffic between the extreme east and west switches without being preceded by a flagman, except when on the time of a first-class train.

98 (R). JUNCTIONS.

Location	Junction With	How Governed
Gunn Junction.	Main Line and Gunn Branch.	Trains from Gunn will not occupy main line until authority has been received from the train dispatcher.
Granger.	O.S.L.	O. S. L., or other trains from O. S. L. or other north side track, Granger, will secure line-up from dispatcher before moving over or obstructing Union Pacific eastward main track, and all eastward trains will not exceed 10 miles per hour over junction switch at Granger.
Lionkol Junction.	South Pass Branch.	Eastward trains from Lionkol Branch must stop at stop board 200 feet from clearance point at junction switch.
Reliance Junction.	South Pass Branch.	Eastward trains from Reliance Branch must stop at stop board 200 feet from clearance point at junction switch.
Hay Junction.	Winton Branch.	Eastward trains from Dines Branch must stop at stop board 200 feet from clearance point at junction switch.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

D-102 (A). If a train is parted or is doubling from any cause and the front portion passes any switch of a cross-over, siding or other route via which it would be possible for another train or engine to enter, it must not move against the current of traffic in returning to the rear portion, unless a flagman is protecting the return movement at any and all such switches, or unless the return movement has been authorized and protected by dispatcher.

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (B). Engines must not be run over hoppers at coal chutes, and air must be working on all cars before starting to put up coal.

104 (F) Spring Switches are indicated by a letter "S" on Switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

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

(The speed shown under heading of "Psgr." includes mail and express trains, and under heading of "Frt." includes mixed trains and light engines with or without caboose.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
At any point.	50	35	
At any point.	30	30	Passing coaling stations.
At any point.	45		With Mikado type engines.
At any point.	35		With 9000 class engines.
On curves.	25	25	With 9000 class engines.
At any point.	35		With 5000 class engines.
At any point.	30	30	With Mallet type engines.
At any point.		25	Trains handling gravel.
At any point.	20	20	Engines backing up.
At any point.	6	6	Mallet and Mikado type, 9000 and 5000 class engines when using cross-overs or turn-outs.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Through Aspen tunnel.	15	15	
On sidings.	15	15	Speed must be as much slower as rules or conditions may require.
Riner to Daley's Ranch.		30	When train was not inspected at Riner.
M.P. 738½ to M.P. 735½.	30	30	Eastward.
First curve west of M.P. 785 one and one-half miles west of Thayer Jct.	40		
All curves between Kanda and M.P. 811 (Wilkins).	45		
Fish Cut, one mile east of Riview.	20	20	Eastward.
Mahoney's Cut, three-quarters mile west of Riview.	20	20	Eastward
Granger.	10	10	Eastward—over junction switch.
First curve east of Elkhurst.	35		Eastward.
M.P. 908.	12	10	Over sink holes just east and west of M.P. 908.
Between Evanston and Ogden.	25	25	With Mallet type engines.
Evanston to Ogden.		25	Westward.
Evanston to Ogden.		30	Westward with light engines.
Wahsatch to M.P. 935.	30	20	Westward.
On heavy curves between Castle Rock and Uintah.	20	20	With 9000 class engines.
Echo.	15		Westward—passing coal chute.
Through Narrows between Hencfer and Devils Slide.	20	20	
M.P. 964.	20	20	Around curve west of tunnel No. 9.
First curve east of Peterson	45		
Gateway.	6	6	Passing track.
Gateway to M.P. 984.	30	20	Westward.
Superior Branch.	15	15	
Gunn Branch.	15	15	
South Pass Branch.	15	15	
Lionkol Branch.	15	15	
Reliance Branch.	15	15	
Winton Branch.	15	15	
Dines Branch.	15	15	
Park City Branch.	20	20	
Ontario Branch.	15	15	
Grass Creek Branch.	10	10	

Note.—No. 9 will slow down passing station at Granger to permit exchange of U. S. Mail.

SPECIAL RULES

509 (E). Relative to Rule 509(B), the flagman must be sent ahead at night, even though the next signal in advance is in plain view and the track can be seen to be clear.

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509(C) and on single track when the flagman is not to be sent ahead as per Rule 509(B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

509 (R). When Home Block Signal 9290 at west end of Wahsatch tunnel is at "stop" position, trains will be governed by Rule 509(A).

D-511 (R). Before a train may come out from a siding onto a main track through a spring switch, two torpedoes must be placed at least one-half mile from this switch in the direction from which trains may approach.

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employee left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employee of the Signal Department or by instructions from the proper officer.

605 (R). Trains between Aspen and Altamont will be governed by indication of interlocking signals. See Rules 605 and 661 to 673, inclusive.

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

720 (R). Passengers will not be carried on freight trains, except persons in charge of special freight, employees with annual passes, or employees with trip passes so endorsed, between stations at which the train stops.

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

802 (R). A man must be sent ahead of a train, engine, or car, moving over West Flat Street crossing just north of old rip track at Rock Springs. Train and engine crews will be held equally responsible for knowing that the crossing is properly protected.

802 (S). At Rock Springs, eastward passenger trains will stop with rear of train over C Street Crossing, and westward passenger trains will stop with engine clear of it.

Eastward freight trains will stop clear of C Street and cut engine off for coal and water, or take train to east end of yard and bring engine back through passing track.

This crossing must not be blocked more than five minutes under any circumstances, by freight or passenger trains.

820 (R). Allowance for empty and underloaded cars as indicated below must be reported as required by Instruction 22, Form 1216-A and Instruction 31 on Form 1216 "Conductor's Car and Tonnage Report".

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car).
Between Rawlins and Evanston	6000 lbs.	3000 lbs.
From Evanston to Ogden	6000 "	3000 "
From Ogden to Evanston	3000 "	3000 "
From Echo to Park City	3000 "	3000 "
From Park City to Echo	6000 "	

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:

Riner	—Eastward, except when train is running properly. When not inspected at Riner, the train must not exceed a speed of 30 miles an hour Riner to Daley's Ranch.
Wamsutter	—Eastward and westward.
Rock Springs	—Westward.
Carter	—Eastward and westward.
Echo	—Eastward and westward.
Half way between Union Fuel Mine and Grass Creek Junction	Descending—remain standing 5 minutes.

Trains handling gravel, in addition to regular designated inspection points, will stop for inspection at Riner, Point of Rocks, Granger, Castle Rock and Gateway and will stop at Wahsatch and turn up retainers.

826 (R). When employees, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employees, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	A. F. Jonas	Chief Surgeon.
Rawlins	Raymond Barber	District Surgeon.
Rawlins	M. L. Crandell	District Surgeon.
Rock Springs	Oliver Chambers	Division Surgeon.
Green River	E. F. Scheidegger	District Surgeon.
Green River	J. G. Wanner	District Surgeon.
Evanston	J. L. Wicks	District Surgeon.
Evanston	J. H. Holland	District Surgeon.
Coalville	O. W. French	District Surgeon.
Park City	T. E. Clark	District Surgeon.
Devils Slide	C. E. Dorland	District Surgeon.
Morgan	E. M. Abbott	District Surgeon.
Ogden	J. R. Morrell	Division Surgeon.
Ogden	Leroy Pugmire	Oculist and Aurist.

865 (A). Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive, or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

To avoid the danger of otherwise unnecessary switching at way stations, cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive, or motor car, or caboose.

In either through or local freight trains, cars placarded "Explosives" must be placed next to cars which do not bear "Inflammable", "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous" placard, if such unplaced cars are in the train.

Cars placarded "Explosives" must not be placed in through or local trains next to tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of placarded car from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns.

Tank cars placarded "Inflammable" must, if possible, be placed in trains at least five cars from the engine and five cars from the caboose, but such car or cars placarded "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous", must not be placed next to a car placarded "Explosives." When length of train does not permit this, tank cars placarded "Inflammable" must be placed as near the middle of train as practicable. In all cases carriers must see that the train and engine crews are informed of the presence and location of such cars in the train.

When it is possible, tank cars placarded "Acid", "Chlorine Gas", "Inflammable", or "Poisonous", must not be placed next to gondola or flat cars loaded with lading liable to shift, such as logs, lumber, rails, pipe, etc.

When placards become detached or are lost in transit, employee in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and engine men, yardmasters, agents, or other employees who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

Scale Test Cars,
Cars with Emergency Drawbars,
Outfit Cars,
Emigrant Movables,
All Wooden Underframe Cars,
Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- When containing perishables or live stock, may be chained up in train and handled to first repair point.
- When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

Handling of cars behind the caboose is prohibited on the Fifth Subdivision, also

westward between Carr and Borie; eastward between Corlett Junction and Speer, and eastward between Ogden and Altamont.

A red flag by day or a red light by night must be displayed on the rear of any car handled behind caboose.

877 (A). Employees must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

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

Wahsatch —Westward;
One mile east of Echo—Westward.

On freight trains, air test as required by Air Brake Rule 1051 must be made at the following points:

Wahsatch —Westward;
One mile east of Echo—Westward.

On through freight trains, air test as required by Air Brake Rule 1041 must be made at:

Evanston —Eastward.

On freight trains, air test as required by Air Brake Rule 1044(A) must be made at Evanston —Westward;

Between Evanston —Westward, when engine has been detached, or hose and Uintah separated.

Air test as required by Air Brake Rule 1042 must be made by all trains on all branches before start is made on descending grade.

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

Wahsatch to Echo—on all westward freight trains;
Gateway to Uintah—on all westward freight trains;
All Branch Lines—on all freight and mixed trains descending heavy grades.

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.

887 (T). Standard brake pipe pressure of 90 pounds must be maintained on gravel trains Wahsatch to Ogden and on freight trains descending grades on all branches, as required by Air Brake Rule 1014 for designated heavy grades.

888 (A). While passing through cities and towns, there must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

896 (R). Mallet 8,000 class 9,000 class 2-10-2 and Mikado Type Engines must not go on following tracks.

Granger —Pit tracks and Standard Timber Co. tracks;
Point of Rocks —Mine Spur;
Old Thayer —Business track;
Salt Wells —Business track;
Baxter —Business track;
Spring Valley —Old Mine Spur and Old Water Spur;
Millis —Standard Timber Co. Spur;
Devil's Slide —Cement Spur beyond cross-over switch;
Morgan —Canning Factory Spur;
Strawberry —Gravel Pit track;

Engines larger than 200 class must not use prop tracks at Granger. Spur beyond red building is out of service.

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employees must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

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 on both tracks.
M. P. 814.28	Bridge	Side on E. B. track.
M. P. 814.83	Bridge	Side on W. B. track.
M. P. 960.91	Bridge	Side and top on W. B. track.
M. P. 963.62	Bridge	Side and top on E. B. track.
M. P. 964.34	Bridge	Side and top on E. B. track.
M. P. 964.75	Bridge	Side on E. B. track and top on both tracks.
M. P. 980.06	Bridge	Side and top on W. B. track.
Ogden	Union Station train sheds	Side.

