

UNION PACIFIC RAILROAD COMPANY

Eastern District

Wyoming Division

Special Rules

No. 4

Effective Thursday, August 1, 1940

Superseding Wyoming Division Special Rules
No. 3 and Western Division Special Rules No. 1.

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

B. O. WEDGE, Superintendent

C. P. CAHILL,
General Manager

P. J. LYNCH,
Supt. Transportation

Serial

No 4892

10 (r). In applying Rule 10 (g) where trains use the track to the left on Eighth Subdivision, the signals and roadway signs 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 engineer's side.

14 (r) On passenger trains, enginemen will not sound whistle signal 14 (l) when they can see that the gates are down at the following public crossings:

- Sixth Street at Rawlins;
- C Street at Rock Springs between the hours of 9 P.M. and 6 A.M.

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

22 (R). When helper engine is cut out of a train at any point, the train must not be moved until helper engine is clear of the track to be used by the train. Whistle signal for backward movement of train engine must not be given by helper engine when hand signal can be seen, and when whistle signal is necessary it must not be given until engineman of helper engine has been so instructed by conductor of the train..

When helper engine is cut off head end of train, the train must not be moved until it is known that helper engine is clear of the track to be used by the train.

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 Superior Branch | On Winton Branch |
| On Gunn Branch | On Dines Branch |
| On South Pass Branch | On Park City Branch |
| On Lionkol Branch | On Ontario Branch |
| On Reliance Branch | |

83 (R). A clearance must be received by all trains at Evanston.

A clearance received at Evanston by the only section of a first or second class train will confer the same authority as when received at its initial station.

83 (S). At Laramie and Rawlins, conductors of trains Nos. 1, 2, 48, 49, 101, 102, 103 and 104 will register by registering ticket, Form 2642, per Rule 83 (A).

At Evanston, conductors of trains Nos. 48, 49, 101, 102, 103 and 104 will register by registering ticket, Form 2642, per Rule 83 (A).

Information required by Rule 83 will be given by train order to these trains at Laramie, Rawlins and Evanston, per Rule 83 (C).

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

- | | | | |
|---------------|--------------|--------------|-------------------|
| Cheyenne | Wamsutter | Carter | Superior |
| Granite Canon | Bitter Creek | Aspen Tunnel | Winton |
| Buford | Thayer Jct. | Evanston | Coalville |
| Laramie | Rock Springs | Wahsatch | {Keetley Jct. |
| Hanna | Green River | Echo | {including Park |
| Rawlins | Granger | Ogden | {City and Keetley |

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or, Junction With	How Governed
Cheyenne. (M.P. 508.4)	Westward freight trains cross No. 2 track.	When there is not an eastward first class train due, westward freight trains will cross over at east switch Cheyenne yard under block signal protection. If an eastward first class train is due, they must not cross over without permission from the train dispatcher, and, if an eastward train is seen approaching on No. 2 track, switch must not be opened or cross-over occupied until approaching train has stopped.

98 (S). Continued.

Location	Railroad Crossed, or, Junction With	How Governed
Tower A. (M.P. 510.8)	Westward Wyoming Division freight trains cross Colorado Division main track and Wyoming Division No. 2 track. Eastward Wyoming Division freight trains cross Colorado Division main track.	Interlocking.
Borie. (M.P. 519.0)	Westward, Colorado Division crosses Wyoming Division No. 2 track.	Interlocking.
Hermosa Jct. (M.P. 549.7)	Eastward and westward main tracks cross.	Interlocking.
Laramie. (M.P. 564.4)	Eastward and westward main tracks cross.	When a train or engine is stopped by a block signal governing cross-over movement Rule 509 (a) will govern.
Granger. (M.P. 847.0)	Idaho Division.	Interlocking.
Lionkol Junction. (M.P. 3.26 South Pass Branch)	South Pass Branch.	Eastward trains from Lionkol Branch must stop at stop board 200 feet from clearance point at junction switch.
Reliance Junction. (M.P. 5.54 South Pass Branch)	South Pass Branch.	Eastward trains from Reliance Branch must stop at stop board 200 feet from clearance point at junction switch.
Hay Junction. (M.P. 2.4 Winton Branch)	Winton Branch.	Eastward trains from Dines Branch must stop at stop board 200 feet from clearance point at junction switch.

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 on branch lines only.

103 (R). Referring to Rule 103 (C), cars may be handled ahead of engine between stations when necessary, as follows:

- Trains on Winton, Gunn, Superior and Ontario Branches, and on Weber Spur;
- From lower yard to depot and high line at Park City.

103 (S). Air brakes must be cut in and operative on all cars being handled at the following points:

- Cheyenne—Between Union Pacific yard and C. & S. and C. B. & Q. transfers;
- Laramie —Between east yard and Monolith Cement Plant, and between ice house and yards.

104 (R). If a person is observed near a switch leading from the 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.

104 (S). At Buford, the Hayes derail at east end of eastward siding must be left in non-derailing position, except that it must be in derailing position when there are cars, or, a train with engine detached, on that track.

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frnt.		Str.		Psgr.	Frnt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Fifth Subdivision On curves as follows: Between mile posts— Hermosa Jct. (Cont.) 550.7 and 551.1	55	60	50		Fifth Subdivision On curves as follows: Between mile posts— (See page 3.)				
551.4 and 552.0	45	50	40	35					
552.3 and 553.5	60	65	50						
553.8 and 553.9	75								
Red Buttes 558.0 and 560.1	65	70	55						
560.5 and 560.9	55	60	50						
561.1 and 561.4	65	70	50						
565.2 and 565.6	45	45							
Laramie									
Sixth Subdivision Laramie 571.3 and 571.4	75	80			Sixth Subdivision Rawlins 678.5 and 678.1	75	80		
Howell 576.5 and 576.7	80	85			Parco 670.2 and 670.1	80	85		
Bosler 585.8 and 586.2	80	85			Vico 668.9 and 668.6	80	85		
587.7 and 588.3	70	75	60		Ft. Steele 668.3 and 667.5	55	60	50	40
590.3 and 590.5	80	85			666.5 and 662.9	65	75	60	
Cooper Lake 593.3 and 593.7	55	65	50	45	Walcott 661.5 and 658.4	65	75	60	
Lookout 596.5 and 596.7	80	85			658.1 and 657.3	50	55	45	40
598.6 and 599.0	70	75			Edson 656.3 and 655.7	75	80		
Harper 599.4 and 599.7	70	75	60		655.4 and 655.2	65	70	60	
600.1 and 600.8	75	80			654.7 and 653.1	70	75		
601.2 and 601.6	70	75	60		652.5 and 652.3	55	60	50	40
601.8 and 602.1	60	65	50	40	Dana 651.3 and 650.3	65	70	60	
602.7 and 603.1	75	80	55		649.8 and 648.9	75	80	60	
604.0 and 604.5	60	60	50	40	Percy 648.0 and 647.6	60	65	50	45
Rock River Wilcox 609.5 and 611.6	65	70	60		646.3 and 645.1	65	70	60	
614.6 and 615.1	80	85			Hanna 640.2 and 640.0	55	60	50	40
616.0 and 616.4	55	60	45	40	639.5 and 639.3	65	70	55	40
Ridge 617.2 and 617.6	65	70	60		Ramsey 638.3 and 633.1	65	70	60	
621.8 and 622.4	75	80	65		Como 631.7 and 630.9	65	70	60	
Medicine Bow 624.7 and 624.9	80	85			629.9 and 629.7	55	60	50	40
Calvin 627.2 and 627.5	55	55	45	35	629.6 and 629.5	65	70	60	

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frnt.		Str.		Psgr.	Frnt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Sixth Subdivision On curves as follows: Between mile posts— Calvin, (Cont.) 627.8 and 628.0	75	80			Sixth Subdivision On curves as follows: Between mile posts— Como, (Cont.) 628.7 and 628.2	55	55	45	35
628.2 and 628.7	55	55	45	35	628.0 and 627.8	80	80		
629.5 and 629.6	60	70	60	45	627.5 and 627.2	55	55	45	35
629.7 and 629.9	55	60	50	40	Calvin 624.9 and 624.7	80	85		
630.9 and 631.7	65	70	60	45	Medicine Bow 622.4 and 621.8	75	80	65	
Como 633.1 and 638.3	65	70	60	45	617.6 and 617.2	60	65	60	
Ramsey 639.3 and 639.5	65	70	55	45	Ridge 616.4 and 616.0	55	60	45	40
640.0 and 640.2	60	65	50	45	615.1 and 609.5	60	65	60	
Hanna 645.1 and 648.0	55	60	45	40	Rock River 604.5 and 604.0	60	65	50	45
Percy 648.9 and 649.8	75	80			603.1 and 602.7	70	75		
650.3 and 650.7	70	75	60		602.1 and 601.8	55	60	50	45
651.0 and 651.3	75	80	60		601.6 and 601.2	60	65	55	
Dana 652.3 and 652.5	55	60	50	40	600.8 and 600.1	70	75		
653.1 and 654.7	70	75	60		599.7 and 599.4	65	70	60	
655.2 and 655.4	65	70	60		Harper 599.0 and 596.5	65	70	60	
655.7 and 656.3	70	75	60		Lookout 593.7 and 593.3	65	70	60	
Edson 657.3 and 657.6	50	55	45	40	Cooper Lake 590.5 and 590.3	80	85		
657.9 and 658.1	60	65	50	40	588.3 and 587.7	70	75	60	
658.4 and 659.2	65	70	60		586.2 and 585.8	80	85		
661.0 and 661.5	75	75	60		Wyoming 576.7 and 576.5	75	80		
Walcott 662.9 and 664.4	65	75	60		Howell 571.4 and 571.3	75	80		
664.9 and 666.5	60	70	60		Laramie				
Ft. Steele 667.5 and 668.3	55	60	50	40					
668.6 and 668.9	65	70	60						
670.1 and 670.2	80	85							
Parco 678.1 and 678.5	75	80							
Rawlins									
Seventh Subdivision					Seventh Subdivision				
Rawlins 683.0 and 684.3	45	45			Green River 816.9 and 816.8	45			
Ferris 686.9 and 689.5	65	65	60		816.3 and 816.2	35	35	30	25
					815.9 and 814.2	50			

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frt.		Str.		Psgr.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Seventh Subdivision On curves as follows: Between mile posts— Hadsell 690.3 and 692.4	60	65	50	45	Seventh Subdivision On curves as follows: Between mile posts— Green River, (Cont.) 813.9 and 812.7	50	60	40	35
Knobs 692.6 and 694.2	70	75	65		812.5 and 811.2	55	65	45	35
695.4 and 695.6	80	85			810.8 and 809.6	45	50	40	35
Daleys Ranch 698.4 and 698.6	85	85			Kanda 808.5 and 808.4	80	85		
Riner 701.0 and 701.2	80	85			807.7 and 807.5	60	70	55	40
703.0 and 703.3	70	75	65		807.0 and 806.6	70	75	65	
703.9 and 704.2	65	70	60		805.6 and 805.5	80	85		
Cherokee 706.4 and 706.7	65	70	55		803.4 and 803.2	55	55		
708.7 and 709.0	55	60	45	45	803.0 and 802.8	50	50		
Creston 712.1 and 714.2	80	85			802.5 and 802.2	40	45		
715.0 and 715.3	70	75	65		Rock Springs 801.8 and 801.7	40	40		
Latham 716.4 and 716.6	80	85			800.5 and 799.5	60	65	55	40
717.9 and 719.7	70	75	65		798.4 and 798.0	55	60	50	40
721.1 and 621.3	80	85			797.8 and 797.3	65	70	60	
722.3 and 722.5	75	80			Baxter 795.3 and 795.1	60	65	50	40
Wamsutter 725.1 and 725.6	60	65	50	40	794.5 and 791.5	70	75	65	
Frewen 732.1 and 732.4	75	80			Salt Wells 787.0 and 786.7	75	80	65	
Red Desert 733.9 and 734.2	70	75	65		785.7 and 785.6	55	60	50	40
735.1 and 735.3	65	70	55	45	784.8 and 784.2	45	50		
736.0 and 737.3	60	65	50	40	Thayer Jct. 784.0 and 782.8	45	50		
738.9 and 739.6	65	70	60		782.3 and 782.1	50	55	45	35
Tipton 740.2 and 740.9	65	70	60		781.7 and 781.4	70	75	65	45
741.4 and 741.6	60	65	55		780.2 and 777.8	55	65	50	40
741.8 and 742.0	75	80			Point of Rocks 776.6 and 775.8	65	70	60	
742.7 and 743.1	70	75	60		775.0 and 774.4	70	75	65	
Robinson 744.4 and 751.1	80	85			773.2 and 773.0	55	65	50	40
Monell 751.7 and 751.9	85				772.3 and 771.8	75	80	60	
752.9 and 753.3	70	75	65		Hallville 769.2 and 768.9	60	65	50	45
754.4 and 754.5	80	85			Black Buttes 765.6 and 765.3	60		50	40
Bitter Creek 759.1 and 759.4	75	80			762.3 and 762.0	60	70	60	
760.5 and 760.9	70	75	65		761.4 and 761.3	80	85		
					760.9 and 760.5	65	70	60	
					759.4 and 759.1	70	75		
					Bitter Creek 752.1 and 751.8	75	80		

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frt.		Str.		Psgr.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Seventh Subdivision On curves as follows: Between mile posts— Bitter Creek, (Cont.) 761.3 and 761.4	80	85			Seventh Subdivision On curves as follows: Between mile posts— Robinson 743.2 and 742.7	75	80		
762.0 and 762.3	65	70	60		740.7 and 740.2	60	65	55	45
765.3 and 765.6	60	65	50	40	Tipton 739.6 and 738.9	75	80		
Black Buttes 768.9 and 769.2	55	65	50	45	735.3 and 735.1	60	65	55	40
Hallville 771.8 and 772.3	70	75	65		734.2 and 733.9	70	75	60	
773.0 and 773.2	55	60	50	40	Red Desert 732.4 and 732.1	80	85		
774.4 and 775.0	70	75	65		Frewen 725.6 and 725.1	60	65	50	40
775.8 and 776.6	65	70	60		Wamsutter 722.5 and 722.3	75	75		
Point of Rocks 777.8 and 780.2	60	65	50	45	721.3 and 721.1	85			
781.4 and 781.7	70	75	60	45	719.7 and 716.4	60	65	55	
782.1 and 782.3	50	55	45	35	Latham 715.3 and 712.1	65	70	60	
782.8 and 783.0	45	50	45	35	Creston 709.0 and 708.7	70	75	65	
783.7 and 784.0	50	55			706.7 and 706.4	80	85		
Thayer Jct. 784.2 and 784.8	45	50			Cherokee 704.2 and 703.0	70	75	65	
785.6 and 785.7	55	60	50	45	701.2 and 701.0	80	85		
786.7 and 787.0	75	80	65		Riner 698.6 and 698.4	80	85		
Salt Wells 791.5 and 794.5	70	75	65		Daleys Ranch 695.6 and 695.4	80	85		
795.1 and 795.3	60	65	50	40	694.2 and 693.9	70	75	65	
Baxter 797.3 and 797.8	65	70	60		693.4 and 692.6	65	70	60	
798.0 and 798.4	55	60	50	40	Knobs 692.3 and 691.9	55	65	50	45
799.5 and 799.7	55	60	40	35	691.6 and 690.3	50	60	45	40
800.1 and 801.5	55				Hadsell 689.5 and 686.9	60	65	55	
801.7 and 801.8	50	50			Ferris 684.3 and 683.0	45	45		
Rock Springs 802.2 and 802.5	45	45			Rawlins				
802.8 and 803.4	50								
805.5 and 805.6	85								
806.6 and 807.0	70	75	65						
807.5 and 807.7	60	70	55	40					
808.4 and 808.5	80	85							
Kanda 809.6 and 810.8	45	50	40	35					
811.2 and 811.5	55	60	50	45					
811.7 and 811.8	70	75	60						
812.4 and 812.9	60	65	50	45					
813.2 and 813.9	65	70	60	45					
814.2 and 816.9	45	50							
Green River									

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frt.		Str.		Psgr.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Eighth Subdivision On curves as follows: Between mile posts—					Eighth Subdivision On curves as follows: Between mile posts—				
Green River 817.0 and 818.2	40	45			Evanston 917.2 and 916.6	40	40		
819.4 and 820.0	45	50	45	40	916.6 and 916.1	50	55		
820.1 and 820.6	55	60	50	45	915.5 and 915.4	60	65	60	
Riview 821.2 and 821.3	75	85			913.3 and 913.1	55	60	50	45
822.4 and 823.5	55	60	50	45	Millis 912.3 and 909.4	80	85		
824.1 and 824.5	60	70	55	45	Knight 908.6 and 907.6	50	50	30	30
Peru 825.4 and 825.7	65	70	60		907.2 and 904.9	55	60	50	45
826.0 and 828.4	70	75			Altamont 903.5 and 903.2	40	40	35	30
Bryan 831.2 and 831.4	65	70	60	45	Aspen Tunnel	25	25	15	15
832.7 and 833.0	80	85			902.1 and 901.9	40	40	35	30
833.6 and 834.1	70	75			Aspen 901.3 and 897.7	60	65	50	45
835.0 and 837.0	80	85			Spring Valley 896.9 and 894.7	70	75	65	
Marston 838.4 and 843.8	80	85			Ragan 894.4 and 890.9	65	70	60	
844.9 and 845.3	55	60	50	40	LeRoy 890.2 and 890.0	65	70	60	
Granger 847.2 and 847.3	50	50			889.9 and 889.3	50	60	45	40
848.1 and 848.3	65	70	55	45	888.7 and 886.4	65	70	60	
849.9 and 850.2	65	75	60		Bridger 885.4 and 885.2	75	80		
Verne 855.6 and 858.4	80	85			885.0 and 883.6	60	65	55	45
Church Buttes 860.1 and 862.5	70	75	65		883.5 and 881.4	70	75	65	
864.4 and 865.4	80	85			881.1 and 880.9	75	80		
Hampton 866.7 and 866.9	70	75	65		Antelope 880.3 and 880.1	55	65	50	45
868.0 and 869.2	65	70	60		879.9 and 879.8	75	80		
Elkhurst 870.1 and 873.5	70	75			878.5 and 878.3	70	75	65	
Carter 876.8 and 877.3	80	85			876.9 and 876.8	80	85		
878.3 and 879.9	70	75	60		Carter 873.5 and 870.1	70	75	65	
880.1 and 880.3	60	65	55	45	Elkhurst 869.2 and 868.9	50	55	45	35
Antelope 880.9 and 881.1	80	85			868.3 and 868.0	65	70	60	
881.4 and 882.8	70	75			866.9 and 866.7	70	75	65	
883.1 and 883.5	65	70	60		Hampton 865.4 and 864.4	80	85		
883.6 and 885.0	60	65	55	45	862.5 and 860.1	70	75	65	
885.2 and 885.4	70	75							

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psgr.	Frt.		Str.		Psgr.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Eighth Subdivision On curves as follows: Between mile posts—					Eighth Subdivision On curves as follows: Between mile posts—				
Bridger 886.4 and 886.6	65	70	60		Church Buttes 858.4 and 855.6	80	85		
887.3 and 888.7	60	70	55	45	Verne 850.2 and 848.1	75	80		
889.3 and 890.2	50	55	45	40	847.3 and 847.2	50	55		
Leroy 890.9 and 891.3	70	75			Granger 845.3 and 844.9	55	60	50	40
891.7 and 893.4	65	70	60		843.8 and 838.4	80	85		
894.0 and 894.4	55	60	50	40	Marston 837.0 and 835.0	80	85		
Ragan 894.7 and 896.9	55	60	50	45	834.1 and 833.6	65	75	60	
Spring Valley 897.7 and 901.3	55	60	50	45	833.0 and 832.7	75	80		
Aspen 901.9 and 902.1	40	40	35	30	831.4 and 831.2	65	70	60	
Aspen Tunnel	25	25	15	15	Bryan 828.4 and 827.9	65	70	60	
903.2 and 903.5	40	40	35	30	826.5 and 826.0	60	70	55	
Altamont 904.9 and 905.3	60	65	50	45	825.7 and 825.4	55	65	50	45
906.4 and 907.2	70	75	60		Peru 824.5 and 824.1	70	75	65	
907.6 and 908.6	50	50	30	30	823.5 and 822.4	60	65	55	45
Knight 909.4 and 912.3	80	85			Riview 821.3 and 821.2	80	85		
Millis 913.1 and 915.5	70	75	60		820.6 and 820.1	65	70	60	
916.1 and 917.2	50	55			820.0 and 819.4	55	60	50	45
Evanston					818.2 and 817.0	40	45		
					Green River				
Eighth Subdivision					Eighth Subdivision				
Evanston 920.6 and 921.1	65	70	60		Ogden 989.0 and 988.0	65	70	60	
Wyuta 921.6 and 922.7	75	80			985.7 and 985.4	55	60	50	40
923.1 and 924.2	80	85			Uintah 984.7 and 982.9	55	60	50	40
925.9 and 926.3	70	75	65		982.6 and 982.1	50	55	45	40
Wahsatch 928.5 and 935.2	35	35	35	30	981.9 and 980.9	55	60	50	40
935.4 and 935.8	60	65	50	45	Gateway 980.9 and 980.0	35	35	35	30
936.2 and 936.4	70	75	60		980.0 and 979.5	40	45	40	35
Castle Rock 937.1 and 938.4	45	50	40	35	979.5 and 977.1	55	60	50	40
938.6 and 939.1	55	60	50	40	976.1 and 975.6	60	65	55	45
939.1 and 939.3	50	55	45	35	Peterson 975.3 and 974.1	50	55	50	45
939.7 and 939.9	65	70	60		972.6 and 972.5	60	65	60	

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psg.	Frt.		Str.		Psg.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Eighth Subdivision On curves as follows: Between mile posts— Castle Rock, (Cont.) 941.3 and 941.6	50	55	45	40	Eighth Subdivision On curves as follows: Between mile posts— Peterson, (Cont.) 970.7 and 969.7	65	75	60	
941.8 and 942.0	65	70	60		Morgan 967.8 and 967.3	60	65	55	
Emory 942.9 and 944.6	60	65	50	40	967.2 and 966.6	70	75		
944.8 and 947.4	50	55	45	40	965.7 and 965.4	65	70	60	
947.5 and 948.2	45	45	40	35	965.1 and 964.7	55	60	50	45
Baskin 948.6 and 949.2	65	70	55	45	964.6 and 964.3	35	35	35	30
949.2 and 949.9	55	60	45	40	964.2 and 963.2	45	50	40	35
950.2 and 950.4	45	45	40	35	963.1 and 962.9	70	75		
950.9 and 951.4	65	70	60		962.8 and 960.9	60	65	55	45
952.1 and 952.5	35	35	30	20	960.7 and 960.5	50	55	45	40
Echo 954.3 and 954.4	55	60	50	45	Devils Slide 960.2 and 958.2	55	60	50	40
954.5 and 956.4	75	80			957.3 and 957.2	75	80		
Henefer 957.2 and 958.4	75	80			Henefer 955.6 and 954.6	75	80		
959.1 and 959.5	70	75	60	45	954.5 and 954.2	50	55	40	35
959.8 and 960.2	55	60	50	45	Echo 952.5 and 952.2	35	35	30	20
Devils Slide 960.5 and 962.3	60	65	55	45	951.4 and 951.3	65	70	60	
Griffith 962.7 and 963.1	60	65	60		951.1 and 950.8	40	45	35	30
963.2 and 964.2	45	50	40	35	950.4 and 950.2	50	55	45	40
964.3 and 964.6	35	35	35	30	949.9 and 949.5	40	45	40	35
964.7 and 965.1	55	60	50	40	949.5 and 949.0	45	50	35	35
965.4 and 967.2	70	75	60		948.8 and 948.7	50	55	45	40
967.3 and 967.8	60	65	55	45	Baskin 948.2 and 947.5	40	45	35	30
Morgan 969.7 and 969.8	80	85			947.3 and 946.9	50	55	45	40
970.5 and 970.7	70	75			945.5 and 945.0	45	50	40	35
Stoddard 972.5 and 972.6	70	75			944.9 and 944.8	40	45	35	30
974.1 and 974.5	65	70	60		944.5 and 943.7	50	55	45	40
974.9 and 975.3	50	55	45	35	943.6 and 943.2	55	60	50	45
975.4 and 975.5	65	70	60		Emory 943.1 and 942.9	55	60	50	45
Peterson 975.6 and 976.1	65	70	60		941.9 and 941.8	75	80		
977.0 and 977.3	60	65	55	45	941.6 and 941.4	55	60	50	45
Strawberry 978.8 and 979.5	65	70	60		941.1 and 940.9	50	55	45	40
Gateway 979.5 and 980.0	40	45	40	35	940.3 and 939.7	60	65	50	40
					939.1 and 938.8	55	50	50	40
					938.7 and 938.4	45	50	35	30
					938.2 and 937.7	50	55	45	40
					937.2 and 936.6	45	50	40	30

WESTWARD ON No. 1 TRACK	Maximum Speed Miles Per Hour				EASTWARD ON No. 2 TRACK	Maximum Speed Miles Per Hour			
	Str.		Psg.	Frt.		Str.		Psg.	Frt.
	5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
Eighth Subdivision On curves as follows: Between mile posts— Gateway, (Cont.) 980.0 and 980.9	35	35	35	30	On curves as follows: Between mile posts— Castle Rock 936.2 and 935.9	45	50	40	30
981.1 and 983.8	45	50	45	35	935.8 and 935.1	60	70	50	40
984.4 and 984.6	70	75	65		934.7 and 934.5	45	50	40	30
Uintah 985.5 and 985.8	65	70	60		934.2 and 934.1	50	60	40	30
986.4 and 986.5	80	85			933.3 and 933.0	45	50	40	30
986.8 and 986.9	70	75			Curvo 932.7 and 932.5	60	65	50	40
988.0 and 989.0	65	70	60		931.7 and 931.4	45	50	45	40
Ogden					931.1 and 930.3	50	55	45	40
					930.0 and 929.8	65	70	60	45
					929.3 and 928.5	45	50	45	40
					928.0 and 927.7	55	60	50	45
					Wahsatch 927.5 and 927.4	30	30	25	
					927.2 and 927.0	55			
					926.3 and 925.9	60	65	55	45
					924.2 and 922.5	75	80		
					Wyuta 921.8 and 921.6	75	80		
					921.1 and 920.6	65	70	60	
					Evanston				

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

Bridge Number	On Track	Bridge Number	On Track
560.09	No. 2 track.	960.41	Both main tracks.
567.86	Both main tracks.	963.13	Both main tracks.
573.35	Both main tracks.	963.56	Both main tracks.
806.42	Both main tracks.	963.85	Both main tracks.
814.28	Both main tracks.	964.26	Both main tracks.
814.83	Both main tracks.	978.25	Both main tracks.
880.23	Both main tracks.	978.42	Both main tracks.
935.31	No. 1 track.	979.04	Both main tracks.
939.03	No. 1 track.	979.28	Both main tracks.
940.27	No. 2 track.	979.58	Both main tracks.
940.41	No. 1 track.	981.01	No. 1 track.
941.46	Both main tracks.	984.05	No. 1 track.
954.16	Both main tracks.	984.20	No. 2 track.

Location	Governing
Point of Rocks, east end of center siding.	Trains moving from center siding to eastward main track.
Rock Springs, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Green River, east end of yard.	Trains moving from south lead to eastward main track.
Marston, east end of center siding.	Trains moving from center siding to eastward main track.
Carter, east end of center siding.	Trains moving from center siding to eastward main track.
Carter, west end of center siding.	Trains moving from center siding to westward main track.
Antelope, east end of center siding.	Trains moving from center siding to eastward main track.
Millis, west end of center siding.	Trains moving from center siding to westward main track.
Wahsatch, east end of center siding.	Trains moving from center siding to eastward main track.
Castle Rock, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Castle Rock, west end of westward siding.	Trains moving from westward siding to westward main track.
Echo, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Morgan, east end of center siding.	Trains moving from center siding to eastward main track.

511 (S). At Wahsatch, movements from west leg of wye to westward main track are governed by automatic semaphore signal No. 9287, located on north side of west leg of wye near main track spring switch.

Trains or engines moving from the west leg of wye to westward main track will be governed by Rule 511 (B) when this signal indicates "stop".

605 (R). Trains between Aspen and Altamont will be governed by indication of interlocking signals. See Rules 605, and 661 to 671 inclusive.

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 Tower "A", Cheyenne:

For movement from any track to—

Stock Yards.....	— o —
Colorado Division main track.....	— o
New yard south lead.....	— o — 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:

Bosler	Point of Rocks	Devils Slide
Parco	Henefer	Peterson

720 (R). Referring to Rule 720, passengers with revenue tickets may be carried on mine runs between Rock Springs and Winton, and between Rock Springs and Superior.

802 (R). Eastward freight trains stopping at Hanna between the hours of 6:01 A.M. and midnight, must stop clear of the cross-over east of the depot, a sufficient distance to permit opening the crossing, and also avoid blocking the cross-over. The head

brakeman must remain at the crossing until the train is coupled together in compliance with Rule 802 (A).

Westward freight trains must cut crossing east of Wamsutter depot while taking coal and water during the following hours:

8 A.M. to 9 A.M.; 12 Noon to 1 P.M.; 3:45 P.M. to 4:15 P.M.

802 (S). All trains and engines must stop, and a man must be sent ahead to act as crossing watchman, before passing over the following crossings:

Rock Springs	—Lincoln Highway crossing on South Pass Branch at Bridger Avenue intersection;
Rock Springs	—West Flat Street crossing, just north of old repair track;
Gunn Branch	—Lincoln Highway crossing;
Park City Branch	—Keetley Highway crossing, just west of Keetley Junction.

Train and engine crews will be held equally responsible for knowing that the crossing is properly protected.

802 (T). At Rock Springs, when making station stop at C Street, passenger trains must stop with entire train east of the crossing.

Eastward freight trains stopping for coal or water, must stop west of C Street and engine cut off to go for coal or water, or, the train must be taken to east end of yard and the engine brought back to chute.

802 (U). At Wahsatch, light engines making back-up movements on the wye must stop before passing over the highway crossing, and after two long, one short and one long sounds of the engine whistle have been given, they may proceed if no vehicle is seen closely approaching from either direction.

802 (V). Exception is made to the requirements of Rule 802 (A) in movements on Winton, Superior and Keetley Branches, where cars are handled ahead of engines between stations. These movements, however, when approaching public crossings must be made at restricted speed, but need not be preceded by a trainman.

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 caboose as follows:

Between Cheyenne and Laramie—	Eastward and westward;
Between Ogden and Almont	—Eastward.

808 (R). The following will govern in use of helper engines:

On Fifth Subdivision—

Helper engines on westward trains must go through to Sherman;
Helper engines on eastward trains must go through to Buford, and must be on head end of train from Laramie to Buford.

On Eighth Subdivision—

Helper engines on eastward freight trains must go through to Wahsatch, and must be in rear of train from Ogden to Wahsatch. See Rule 808.

809 (R). The cars designated below must not be handled in mixed trains Nos. 319 and 320:

Tank cars, empty or loaded, except when containing wine or cocoanut oil;
Cars containing highly inflammable commodities;
LCL or carload shipments of explosives, including house merchandise cars placarded "Explosives".

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:

Borie	—Eastward trains using retainers—remain standing 10 minutes;
Otto	—Eastward trains using retainers—remain standing 10 minutes;
Granite Canon	—Eastward—remain standing 10 minutes
Buford	—Eastward, when necessary to turn up retainers;
Hanna	—Eastward and westward;
Bitter Creek	—Eastward and westward;
Carter	—Eastward and westward;
Echo	—Eastward and westward.

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824 (R). Continued.

Gravel trains, in addition to regular designated inspection points, must stop for inspection and remain standing 10 minutes at—

Borie	Hermosa Jct.	Walcott	Point of Rocks	Castle Rock
Otto	Rock River	Riner	Rock Springs	Gateway
Ozone	Medicine Bow	Wamsutter	Granger	

and must stop at Buford, Hermosa Jct. and Wahsatch and turn up retainers.

Note.—The term gravel trains, as referred to in this rule, applies to any train when more than 50% of the tonnage is gravel.

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

Buford	—Eastward;
Sherman	—Westward;
Wahsatch	—Westward, approaching east yard limit sign.

In addition to literal observance of Air Brake Rules 1040 to 1043 inclusive, when making test as prescribed by Rule 1043, an additional test as prescribed by Rule 1044 (A) must be made as follows:

Buford	—Eastward freight trains must come to full stop and may then proceed if maximum air pressure is indicated on caboose gauge;
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Wahsatch to Uintah,	
both inclusive	—Westward freight trains.

On freight trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at—

One mile east of Echo—Westward.

Upon arrival at Evanston, after spot is made at the water crane and after the train line is charged to standard pressure, the engineman will give one short sound of the engine whistle and make service reduction as required by Air Brake Rule 1042 and leave brakes applied until trainman arrives at the engine advising that all brakes are working, after which release will be made and trainmen will observe brakes release as the train pulls by.

Engine must not be detached to set out or pick up cars until trainman has arrived from the rear and has advised condition of brakes.

Incoming engineman must apply the brakes and advise the outgoing engineman accordingly.

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

Buford, until train has passed Corlett Junction	—on all eastward freight trains;
Buford, to head-in switch at Cheyenne	—on all eastward gravel trains;
Hermosa Jct. to M.P. 554.8	—on all westward gravel trains;
Wahsatch to Echo	—on all westward freight trains;
Gateway to Uintah	—on all westward freight trains;
On all branches	—on all freight and mixed trains descending heavy grades.

Exception.—Trains averaging not to exceed fifty-five 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.

Gravel trains must stop at Corlett, and if in the judgment of the engineman and the conductor the train is holding properly, retainers will be turned down. The engineman must be consulted in each case.

887 (T). Standard brake pipe pressure of 90 pounds must be maintained as required by Air Brake Rule 1014 for designated heavy grades, as follows:

Sherman to Cheyenne	—Eastward freight trains;
Hermosa Jct. to Laramie	—Westward gravel trains;
Wahsatch to Ogden	—Westward gravel trains;
On all branches	—All freight trains on descending grades.

887 (U). On Fifth Subdivision, the tonnage shown must not be exceeded with engines equipped with—

Only one 8½ inch air compressor	—3500 tons;
Only one No. 5 air compressor	—2500 tons.

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

896 (R). Engines of any class must not go on the following track:

Griffith	—Over bridge on spur track.
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1900 class and heavier engines must not go on the following tracks:

Point of Rocks	—Mine spur;
Granger	—Gravel pit tracks;
LeRoy	—Turntable track;
Spring Valley	—Old water spur;
Spring Valley	—Old mine spur;
Aspen	—Old outfit spur;
Millis	—Standard Timber Co. spur;
Evanston	—Almy branch;
Strawberry	—Gravel pit track;
Riverdale	—Storage track;
Dines Branch	—Bridges 1.57-S-1, 1.57-S-2, and 1.57-S-3, located between scales on upper end of tipple tracks.

Engines heavier than 2200 class must not go on Park City or Ontario Branches.

Engines heavier than 3600 class must not go on Superior, Gunn or South Pass Branches.

3900 and 9000 class engines must not go on the following tracks:

Laramie	—Cross-over from No. 2 track to ice house track, just east of Laramie River Bridge, M.P. 567.86;
Howell	—Business spur;
Edson	—Business spur;
Ft. Steele	—Tie yard;
Rawlins	—Sheep track on south stockyard track;
Rawlins	—No. 2 stockyard track;
Rawlins	—Nos. 1, 3, 4, and 5 coal storage tracks;
Rawlins	—Wye tracks;
Rawlins	—Nos. 1 and 2 team tracks;
Hadsell	—Wool loading track;
Wamsutter	—East turnout water track;
Wamsutter	—Pump house track;
Wamsutter	—East switch middle storage track;
Wamsutter	—Switch from storage track lead to westbound passing track;
Wamsutter	—East switch north storage track located west of coal chute;
Tipton	—Wye tracks;
Point of Rocks	—Pump house track.

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

Lookout	—Wye track;
Rock River	—Casting yard track;
Rawlins	—Wye tracks;
Rock Springs	—All belt line tracks from South Pass Branch to main line;
Rock Springs	—Outfit spur, immediately south of the coal chute;
Rock Springs	—“Long Lizzy” spur track;
Rock Springs	—Wye tracks;
Rock Springs	—Stable track on South Pass Branch;
Kanda	—Over coal hopper on pumping plant track;
Green River	—Spur track to sand plant and electric light plant;
Green River	—Either end of caboose tracks;
Green River	—Independent Gas & Oil Company spur at tail of wye;
Green River	—Business car spur;
Green River	—Rip track lead;
Green River	—Peters spur;
Green River	—Heating plant spur;
Green River	—M. of W. tracks Nos. 1 and 2;
Green River	—B. & B. tracks Nos. 1 and 2;
Green River	—Sand and gravel spur just west of river bridge;
Granger	—Old wye track at pump house;
Evanston	—Asylum spur;
Evanston	—Scale track;

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- Evanston —Track connecting two legs of wye between east wye track switch and switch east of west wye track switch;
- Evanston —Becker spur;
- Evanston —West end of house track;
- Evanston —Electric light company spur;
- Evanston —Power house track;
- Devil's Slide —Cement spur beyond cross-over switch;
- Morgan —Canning factory spur.

Engines heavier than 5000 class must not go on the following tracks;

- Cooper Lake —Business track;
- Vico —Storage tracks.

9000 class engines must not exceed 4 M.P.H. when backing through a facing point turnout, and a trainman or other employe must be on the ground to watch the movement over the switch and frog.

At Buford, engines must not exceed a speed of 10 M.P.H. on ballast pit tracks.

At Hanna, 800, 3600, 3900, 5000, 7000, 8000 and 9000 class engines must not cross the bridge on No. 3 mine track;

At Ogden, engines must not use coal trestle located immediately adjacent to east side of power house.

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.
Fifth Subdivision.		
Cheyenne.....	Passenger station train sheds.....	Sides.
Corlett.....	Block Signal 5149.....	Side on No. 1 track.
Borie.....	Block Signal 5199.....	Side on No. 1 track.
Otto.....	Block Signal 5243.....	Side on No. 1 track.
Granite Canon.....	Block Signal 5286.....	Side on No. 2 track.
Granite Canon.....	Standpipe.....	Side on No. 2 track.
Buford.....	Train order signal.....	Side on No. 1 track.
Buford.....	Block Signal 5365.....	Side on No. 1 track.
Dale Creek.....	Water tank spout.....	Side and top on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side and top on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side and top on No. 2 track.
Red Buttes.....	Water tank spout.....	Side and top on No. 1 track.
M.P. 560.09.....	Bridge.....	Side on No. 2 track.
Sixth Subdivision.		
Laramie.....	Block Signal 5676.....	Side on No. 2 track.
M.P. 567.86.....	Bridge.....	Side on both tracks.
Howell.....	Standpipe.....	Side on both tracks.
Rock River.....	Coal chute.....	Side on both tracks.
M.P. 648.....	Block Signal 6480.....	Side on No. 2 track.
Seventh Subdivision.		
Wamsutter.....	Block Signal 7245.....	Side on No. 1 track.
Wamsutter.....	Block Signal 7246.....	Side on No. 2 track.
Bitter Creek.....	Coal chute.....	Side on No. 2 track.
Bitter Creek.....	Coal chute.....	Top on both tracks.
Rock Springs.....	Coal chute.....	Side on both tracks.
Rock Springs.....	Standpipe.....	Side on No. 2 track.
M.P. 814.28.....	Bridge.....	Side on No. 2 track.
M.P. 814.83.....	Bridge.....	Side on No. 1 track.
Eighth Subdivision.		
Granger.....	Westward interlocking home signal.....	Side on No. 1 track.
LeRoy.....	Standpipe.....	Side on both tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
LeRoy.....	Block Signal 8907.....	Side on No. 1 track.
Spring Valley.....	Block Signal 8975.....	Side on No. 1 track.
Aspen.....	Block Signal 9016.....	Side on No. 2 track.
Aspen.....	Aspen Tunnel.....	Side and top.
Evanston.....	Block Signal 9177.....	Side on No. 1 track.
Wahsatch.....	Standpipe.....	Side on No. 2 track.
M.P. 928.31.....	Tunnel No. 3.....	Side and top on No. 2 track.
M.P. 930.13.....	Tunnel No. 4.....	Side and top on No. 2 track.
M.P. 931.27.....	Tunnel No. 5.....	Side and top on No. 1 track.
M.P. 931.12.....	Tunnel No. 6.....	Side and top on No. 2 track.
M.P. 935.53.....	Tunnel No. 7.....	Side and top on No. 2 track.
Castle Rock.....	Standpipe.....	Side on No. 2 track.
Emory.....	Standpipe.....	Side on No. 1 track.
Emory.....	Block Signal 9429.....	Side on No. 1 track.
M.P. 960.37.....	Bridge alarm bell.....	Side on No. 1 track.
M.P. 960.41.....	Bridge.....	Side and top on No. 1 track.
M.P. 961.45.....	Block Signal 9615.....	Side on No. 1 track.
M.P. 962.68.....	Block Signal 9627.....	Side on No. 1 track.
M.P. 963.13.....	Bridge.....	Side and top on No. 2 track.
M.P. 963.21.....	Tunnel No. 8.....	Side and top on both tracks.
M.P. 964.01.....	Tunnel No. 9.....	Side and top on both tracks.
M.P. 976.48.....	Block Signal 9765.....	Side on No. 1 track.
M.P. 979.58.....	Bridge.....	Side and top on No. 1 track.
M.P. 982.09.....	Tunnel No. 10.....	Side and top on No. 1 track.
Gateway.....	Standpipe.....	Side on No. 2 track.
Ogden.....	Union Station train sheds.....	Sides.
Park City Branch.		
Atkinson.....	Loading dock.....	Side on passing track. Engines must not be moved by this dock.

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

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 (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. With helpers Cheyenne to Buford, add 66 $\frac{2}{3}$ per cent.

Type of Engine	Numbers (Inclusive)	Cheyenne to Buford	Buford to Rawlins	Rawlins to Wahsatch	Wahsatch to Ogden	Ogden to Wahsatch	Wahsatch to Rawlins	Rock Springs to Wamsutter	Rawlins to Laramie	Laramie to Buford	Buford to Cheyenne
C 57 — $\frac{22}{30}$ — 187	201 to 358	975	1850	1850	2600	880	1850	2400	1850	1850	4100
MK 57 — $\frac{23\frac{3}{4}}{30}$ — 206	1900 to 1949	975	2000	2000	2800	1000	1900	3000	1900	1900	4100
MK 63 — $\frac{26}{28}$ — 214	2200 to 2320	1000	2100	2100	4000	1600	2100	3300	2100	2100	4100
MK 63 — $\frac{26}{30}$ — 222	2480 to 2499	1100	2350	2350	4000	1700	2350	3500	2350	2350	4100
SA-C 59 — $\frac{23-23}{30}$ — 476D	3500 to 3564 and 3704	2100	4100	4100	4900	3000	4100	6500	4100	3700	4100
MC 57 — $\frac{26 \& 41}{32}$ — 457	3600 to 3664	2100	4100	4100	4900	3000	4100	6500	4100	3700	4100
CSA 69 — $\frac{22}{32}$ — 386	3900 to 3939	2100	4100	4100	4900	3000	4100	6500	4100	3700	4100
TTT 63 — $\frac{29\frac{1}{2}}{30}$ — 285	5000 to 5089	1600	3000	3000	4900	2000	3400	5500	3400	3400	4100
UP 67 — $\frac{27}{31-32}$ — 368	9000 to 9087	2100	4100	4100	4900	3000	4100	6500	4100	3700	4100

EXPLANATION

"C".....Consolidation Engines EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:
 "MK".....Mikado Type
 "SA-C".....Simple Mallet
 "MC".....Mallet
 "CSA".....Challenger Type
 "TTT".....2-10-2 Type
 "UP".....4-12-2 Type

C 57 — $\frac{21}{30}$ — 162

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

Tonnage ratings Wahsatch to Ogden and Buford to Cheyenne, are based on engines equipped with two pumps.