

UNION PACIFIC RAILROAD COMPANY  
MECHANICAL INSTRUCTIONS  
ATTACHMENT "A" TO MECHANICAL INSTRUCTIONS NO. L-79-1

LOCOMOTIVE CLASSES BY OWNERSHIP				COAL OR OIL BURNING	SWEENEY NOZZLES		GOODFELLOW NOZZLES		MULTIPLE JET NOZZLES			
					SIZE OF PLATE IN INCHES	BACK PRESSURE IN POUNDS	SIZE OF PLATE IN INCHES	BACK PRESSURE IN POUNDS	SIZE IN INCHES		BACK PRESSURE IN LBS.	
UP	OSL	OWR&N	LA&SL					SUMMER	WINTER	SUMMER	WINTER	
800-819				OIL	-	-	-	-	3-3/4"	3-3/4"	12	12
820-834				OIL	-	-	-	-	*5-7/8"	*5-11/16"	12	13
820-844				OIL	-	-	-	-	φ5-1/16"	φ5"	12	13
835-844				OIL	-	-	-	-	3"	3"	12	12
2201-2310	2504-2529	2167-2171	2702-2734	COAL	-	-	-	-	3-3/4"	3-1/2"	8	10
2311-2320	2555-2564			OIL	-	-	-	-	3-1/2"	3-1/2"	10	10
2480-2499	2535-2554			COAL	-	-	-	-	3-1/2"	3-1/2"	8	8
2860-2911	3114-3138	3219-3227	3178	COAL	-	-	-	-	3-5/8"	3-1/2"	6	8
				OIL	-	-	6-1/2"	8	3-1/2"	3-1/2"	8	8
3500-3564	3565-3566	3567-3569		COAL-OIL	-	-	-	-	4"	4"	14	14
3800-3839				OIL	6-3/4"	15	-	-	-	-	-	-
3950-3999				COAL-OIL	-	-	-	-	x3-3/8"	x3-3/8"	12	12
3930-3999				COAL	-	-	-	-	#3-1/8"	#3-1/8"	12	12
				OIL	-	-	-	-	#3"	#3"	12	12
4000-4019				COAL	-	-	-	-	x3-1/2"	x3-3/8"	14	15
4000-4024				COAL	-	-	-	-	#3"	#3"	14	14
5001-5089	5300-5305	5400-5414	5525-5529	COAL	6-3/4"	8	-	-	4"	4"	10	10
5306-5313	5315-5318			OIL	6-1/2"	9	-	-	4"	4"	10	10
5500-5524												
			5090-5099	OIL	-	-	-	-	4"	4"	10	10
7000-7039			7850-7864	COAL	-	-	-	-	4-1/8"	4"	12	13
7865-7869				OIL	-	-	-	-	4-1/8"	4"	12	13
9000-9087	9500-9514			COAL	6"	11	-	-	-	-	-	-

\* SINGLE NOZZLE, DOUBLE STACK

X WITH CENTRAL BLOWER IN NOZZLE TIPS

φ WITH 3 STACKS

# WITH BLOWER BETWEEN NOZZLE TIPS

NOTE: BACK PRESSURE IN POUNDS AS SHOWN ABOVE AND STENCILED ON INSIDE OF BACK PRESSURE GAUGE GLASS, IS TO BE FOLLOWED ONLY WHEN NECESSARY TO USE FULL THROTTLE TO PRODUCE MAXIMUM LOCOMOTIVE OUTPUT OR HORSEPOWER. WHEN LOCOMOTIVE IS NOT WORKED HARD PROPER USE OF THROTTLE AND REVERSE LEVER WILL RESULT IN LOWER BACK PRESSURE THAN SHOWN ABOVE AND, IF POSSIBLE, OPERATION AT LOWER PRESSURES THAN THOSE SHOWN IS DESIRED. HIGHER BACK PRESSURES THAN THOSE SHOWN ABOVE WILL NOT INCREASE SPEED OR POWER BUT WILL RESULT IN MORE NOISE AT THE EXHAUST AS WELL AS LOSS OF FUEL. PLEASE BE GOVERNED ACCORDINGLY AND SAVE FUEL.

OFFICE OF ASST. GEN'L SUPT. MP&M  
OMAHA, NEBRASKA, MARCH 3, 1949