

**UNION PACIFIC SYSTEM**  
**UNION PACIFIC RAILROAD COMPANY**

**Wyoming Division**

**1017**  
**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

		269	255	253	251	155	138	27	25	21	19	17	15	13	9	5	3	1	Distance from Council Bluffs	Time-Table No. 107	
		Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Mail	Passenger	Passenger		Mar. 4, 1928	
		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		STATIONS	
			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
								1.25	7.40		7.50	3.25	8.45	3.25	2.50	1.05	10.45PM	11.59AM	146.9		GRAND ISLAND
		HASTINGS 2.30PM	7.50AM	7.55AM	11.00PM			2.30	8.45		9.00	4.25	9.50	4.25	3.47	2.01	12.05AM	12.58PM	189.1		KEARNEY
		5.15						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
		9.35PM	4.05PM	6.20PM	8.40AM			5.50	12.15PM		12.30PM	8.10	1.50AM	7.57AM	6.39	4.53	4.41	3.56	365.3		JULESBURG
					1.30PM														562.5		DENVER
					4.00AM	11.35PM				1.00PM					7.15AM	1.09PM			407.5		SIDNEY
		4.45AM	12.50AM	3.50AM				7.00	1.25		1.45	9.30PM			7.48	5.58	6.10	5.05	509.5		CHEYENNE
		11.30AM	8.00	11.20AM				9.55	4.15		4.35	12.35AM			10.10	8.15	9.15AM	7.45	566.0		LARAMIE
		12.15PM	9.00AM	12.30PM				10.10PM	4.30		4.50	12.50			10.25PM	8.30	12.05PM	7.55	682.8		RAWLINS
		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	802.1		ROCK SPRINGS
		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	817.0		GREEN RIVER
								6.46	12.18AM	12.05AM	12.43AM	9.54			5.45	3.41	10.24	3.30	847.2		GRANGER
		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	917.2		EVANSTON
			1.00PM					8.20	1.50	1.35	2.10	11.35AM			7.10	5.25AM		4.50	952.7		ECHO
								10.40	4.05	3.40	4.20				8.55			6.45	992.6		OGDEN
								11.44AM	5.17	4.55	5.37				9.56			7.45			
		1.25PM		12.55PM		12.05AM		1.10PM	7.00AM	6.40AM	7.05AM				11.25AM			9.20AM			
		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			

(91.05)	(64.15)	(90.10)	(39.45)	(48.30)	(9.20)	(28.20)	(27.50)	(33.40)	(27.50)	(24.40)	(15.50)	(14.10)	(24.55)	(20.35)	(29.30)	(25.40)	..... Thru Time—Based on Omaha	
					26.3	34.9	35.5	36.1	35.5	34.2	35.3	39.5	39.7	41.0	27.6	38.6	..... 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. 107 Mar. 4, 1928	Distance from Ogden	FIRST CLASS											SECOND CLASS	
		2 Passenger	4 Passenger	6 Mail	10 Mail	12 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	28 Passenger	137 Passenger	254 Time Freight
STATIONS		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 8.35	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

Thru Time—Based on Omaha.....	(25.0)	(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		

**W. C. WOLCOTT, Superintendent**..... Cheyenne, Wyo.  
**F. C. PAULSEN, Assistant Superintendent**..... Cheyenne, Wyo.  
 H. A. RIEBOW, Trainmaster, Third Subdivision..... North Platte, Nebr.  
 W. M. LANE, Trainmaster, North Platte Valley Branch..... Gering, Nebr.  
 R. H. BATES, Trainmaster, Fourth and Fifth Subdivisions..... Cheyenne, Wyo.  
 L. A. JOHNSON, Trainmaster, Sixth Subdivision..... Laramie, Wyo.

**Third and Fourth Subdivisions and Branches**

W. D. DEAKINS, Chief Train Dispatcher..... North Platte, Nebr.  
 H. E. SHUMWAY, Night Chief Train Dispatcher..... North Platte, Nebr.  
 W. W. CUMMING, Train Dispatcher..... North Platte, Nebr.  
 B. B. BOATMAN, Train Dispatcher..... North Platte, Nebr.  
 W. E. HARDY, Train Dispatcher..... North Platte, Nebr.  
 F. G. CLARK, Train Dispatcher..... North Platte, Nebr.  
 R. W. McSPADDEN, Train Dispatcher..... North Platte, Nebr.

**Fifth and Sixth Subdivisions**

E. GOWDY, Chief Train Dispatcher..... Cheyenne, Wyo.  
 L. B. MAGGARD, Night Chief Train Dispatcher..... Cheyenne, Wyo.  
 W. E. MAHONEY, Train Dispatcher..... Cheyenne, Wyo.  
 O. H. P. ROBINSON, Train Dispatcher..... Cheyenne, Wyo.  
 F. WHITE, Train Dispatcher..... Cheyenne, Wyo.  
 W. A. BORTON, Train Dispatcher..... Cheyenne, 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.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

FIRST CLASS

Length of sidings in feet and location of water, fuel, interlocking plants, turnouts, signals, scales and telephones.	SECOND CLASS							FIRST CLASS											Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928	
	269 Time Freight	253 Time Freight	255 Time Freight	251 Time Freight	265 Local Freight	261 Local Freight	97 Local Freight	15 Passenger	17 Passenger	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	25 Passenger	53 Passenger	13 Passenger	3 Passenger		STATIONS	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP	9.35PM	6.20PM	4.05PM	8.40AM		6.35AM	6.05AM	11.35PM	5.55PM	5.00PM	3.50PM	3.10PM	2.10PM	10.35AM	10.15AM	8.00AM	6.00AM	2.15AM	284.1		DN-R NORTH PLATTE No 6.4
4,098 P						† 6.50	6.18	11.46	6.04	5.09	4.00	3.19	2.19	10.45	10.25	† 8.15	6.10	† 2.27	290.5	BIRDWOOD 3.5	
X						† 6.59	6.26	11.51	6.09	5.13	4.05	3.23	2.23	10.50	10.30	† 8.21	6.14	† 2.32	294.0	NICHOLS 2.9	
W.B.3,582XP						* 7.08	6.35	11.56PM	6.15	5.17	4.10	3.27	2.27	†10.55	10.35	* 8.28	6.18	† 2.38	296.9	D HERSHEY Of 3.8	
5,800 WYP						† 7.20	6.45AM	12.02AM	6.22	5.22	4.15	3.32	2.32	11.00	10.40	8.40AM	6.23	† 2.44	300.7	D O'FALLONS Fa 2.7	
XP						* 7.40		12.07	6.27	5.25	4.19	3.36	2.36	†11.04	10.44		6.27	* 2.50	303.4	D SUTHERLAND Su 4.5	
4,042 P						† 7.55		12.14	6.33	5.30	4.26	3.41	2.41	11.10	10.51		6.33	† 2.58	307.9	DEXTER 7.6	
4,038 WP						* 8.30		12.25	6.44	5.38	4.36	3.50	2.50	†11.20	11.01		6.41	* 3.11	315.5	D PAXTON Pa 6.2	
WB 3,740 P						† 8.49		12.35	6.52	5.45	4.45	3.57	2.58	11.30	11.10		6.48	† 3.22	321.7	KORTY 6.0	
4,018 P						† 9.08		12.45	7.01	5.52	4.52	4.04	3.05	11.37	11.17		6.55	† 3.33	327.7	ROSCOE 7.1	
WB5,500WB5663 EB6,000XWFP						* 9.40		12.56	† 7.15	6.03	5.05	4.15	3.17	*11.50AM	11.30		* 7.10	* 3.47	334.8	DN OGALLALA Gt 9.1	
4,082 P						*10.20		1.09	† 7.30	6.14	5.18	4.26	3.28	†12.02PM	11.43		7.21	† 4.00	343.9	D BRULE Ru 5.2	
X						†10.36		1.16	7.39	6.20	5.26	4.31	3.35	12.09	11.51		7.27	† 4.08	349.1	MEGEATH 4.8	
4,056 WP						*11.00		1.24	† 7.46	6.25	5.33	4.36	3.41	†12.15	11.58AM		7.33	* 4.17	353.9	D BIG SPRINGS Gs. 6.4	
4,018 P						†11.18		1.33	7.55	6.31	5.40	4.43	3.47	12.22	12.05PM		7.40	† 4.27	359.3	BARTON 6.0	
WB5,240WFYP WB3060EB5800X				1.20PM	7.00AM	*11.50AM		1.45AM	† 8.10	6.39	† 5.50	4.53	3.56	*12.30	†12.15		7.55AM	* 4.41	365.3	DN JULESBURG Jb 5.3	
4,442 P						† 7.15			8.20	6.46	5.58	5.00	4.03	12.38	12.23			† 4.49	370.6	WEIR 4.4	
X						† 7.30			8.25	6.51	6.03	5.05	4.09	12.43	12.28			† 4.56	375.0	RALTON 5.8	
4,596 XWP						* 8.05			† 8.35	6.57	6.10	5.11	4.15	†12.50	12.35			* 5.07	380.3	D CHAPPELL Cq 4.7	
X						† 8.20			8.43	7.04	6.17	5.17	4.22	12.57	12.42			† 5.15	385.0	OTTOMAN 4.7	
WB5,400 EB3,860 XWP						* 8.50			† 8.52	7.11	6.24	5.24	4.30	† 1.05	12.49			* 5.25	389.7	DN LODGE POLE Gp 6.8	
XP						* 9.15			9.01	7.19	6.32	5.31	4.39	1.15	12.57			† 5.37	396.3	D SUNOL Un 4.4	
4,599 P						† 9.35			9.10	7.25	6.40	5.36	4.45	1.24	1.05			† 5.47	400.7	COLTON 6.8	
WFTYOP	4.15AM	3.20AM	12.20AM		10.00AM				9.25PM	7.40PM	6.55PM	5.50PM	5.00PM	1.40PM	1.20PM				6.05AM	407.5	DN-R SIDNEY Cd
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(123.4)	

(6.40)	(9.00)	(8.15)	(4.40)	(3.00)	(5.15)	(0.40)	(2.10)	(3.30)	(2.40)	(3.05)	(2.40)	(2.50)	(3.05)	(3.05)	(0.40)	(1.55)	(3.50)		..... Thru Time
18.5	13.7	14.9	17.4	14.1	15.5	24.9	37.5	35.3	46.2	40.0	46.2	43.5	40.0	40.0	24.9	42.4	32.1		..... Average speed per hour

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

W. B.—Westward Siding  
E. B.—Eastward Siding  
X—Cross-over

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 107 Mar. 4, 1928	Distance from Ogden	FIRST CLASS										SECOND CLASS						
		6 Mail	16 Passenger	10 Mail	28 Passenger	18 Passenger	2 Passenger	20 Passenger	26 Passenger	54 Passenger	4 Passenger	12 Passenger	256 Time Freight	252 Time Freight	262 Local Freight	266 Local Freight	98 Local Freight	254 Time Freight
STATIONS		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
DN-R NORTH PLATTE No	708.5	3.30AM	7.05AM	11.20AM	11.35AM	11.50AM	1.50PM	4.00PM	6.15PM	9.00PM	9.20PM	10.45PM	10.20AM	10.25AM	1.00PM		3.25PM	11.10PM
6.4 BIRDWOOD	702.1	3.15	6.50	11.05	11.20	11.35	1.37	3.44	6.01	† 8.43	9.01	10.31			†12.45		2.55	
3.5 NICHOLS	698.6	3.11	6.45	11.00	11.15	11.30	1.33	3.39	5.57	† 8.36	8.54	10.26			†12.30		2.45	
2.9 D HERSHEY Of	695.7	3.06	† 6.39	10.54	11.09	11.26	1.29	3.35	5.53	* 8.29	8.48	10.22			*12.20		2.33	
3.8 D O'FALLON'S Fa	691.9	3.00	6.32	10.47	11.02	11.21	1.24	3.30	5.49	8.20PM	8.42	10.17			†12.05PM		2.25PM	
2.7 D SUTHERLAND Su	689.2	2.55	† 6.27	10.42	10.57	11.17	1.20	3.24	5.45		* 8.37	10.13			*11.55AM			
4.5 DEXTER	684.7	2.48	6.20	10.35	10.50	11.10	1.14	3.19	5.39		* 8.27	10.07			†11.30			
7.6 D PAXTON Pn	677.1	2.39	† 6.11	10.26	10.41	11.01	1.05	3.10	5.30		* 8.17	9.58			*11.05			
6.2 KORTY	670.9	2.31	6.03	10.18	10.33	10.53	12.57	3.02	5.23		8.08	9.50			† 9.50			
6.0 ROSCOE	664.9	2.28	5.55	10.10	10.25	†10.45	12.49	2.55	5.16		7.59	9.42			† 9.35			
7.1 DN OGALLALA Gt	657.8	2.15	* 5.46	10.01	10.16	†10.34	12.40	2.45	5.08		* 7.50	* 9.33			* 9.10			
9.1 D BRULE Ru	648.7	2.00	5.31	9.47	10.02	10.17	12.27	2.30	4.55		* 7.35	9.20			† 8.35			
5.2 MEGEATH	643.5	1.53	5.25	9.41	9.56	10.10	12.21	2.24	4.49		7.26	9.13			† 8.05			
4.8 D BIG SPRINGS Gs	638.7	1.47	5.19	9.35	9.50	†10.04	12.16	2.17	4.44		* 7.19	9.07			* 7.45			
5.4 BARTON	633.3	1.40	5.12	9.28	9.43	9.57	12.09	2.10	4.37		7.09	9.00			† 7.20			
6.0 DN JULESBURG Jb	627.3	* 1.30	5.05AM	* 9.20	† 9.35	* 9.50	12.02PM	* 2.03	* 4.30		* 7.00	8.53PM		6.50AM	7.00AM	1.15PM		
5.3 WEIR	622.0	1.18		9.08	9.23	9.38	11.53AM	1.52	4.21		6.45					†12.50		
4.4 RALTON	617.6	1.12		9.02	9.17	9.33	11.48	1.47	4.15		6.39					†12.35		
5.3 D CHAPPELL Cq	612.3	1.05		8.55	9.10	† 9.26	11.42	1.41	4.08		* 6.31				*12.15PM			
4.7 OTTMAN	607.6	12.58		8.48	9.03	9.19	11.36	1.35	4.02		6.22				†11.45AM			
4.7 DN LODGE POLE Gp	602.9	12.50		8.40	8.55	† 9.13	11.31	1.30	3.57		* 6.15				*11.31			
6.6 D SUNOL Un	596.3	12.42		8.32	8.47	9.06	11.24	1.23	3.49		† 6.05				*11.00			
4.4 COLTON	591.9	12.35		8.25	8.40	9.00	11.18	1.18	3.44		5.55				†10.45			
6.8 DN-R SIDNEY Cd	585.1	12.25AM		8.15AM	8.30AM	8.50AM	11.10AM	1.10PM	3.35PM		5.45PM		2.30AM			10.30AM		3.45PM
(123.4)		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

Thru Time.....	(3.05)	(2.00)	(3.05)	(3.05)	(3.00)	(2.40)	(2.50)	(2.40)	(0.40)	(3.35)	(1.52)	(7.50)	(3.35)	(6.00)	(2.45)	(1.00)	(7.25)
Average speed per hour.....	40.0	40.6	40.0	40.0	41.1	46.2	43.5	46.2	24.9	34.4	43.5	15.7	22.6	18.5	15.3	16.6	16.6

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

**WESTWARD**

**FOURTH SUBDIVISION**

Length of sidings in feet and location of water, fuel, in per 100 ft. in place, turntables, house, scales and telephones.	SECOND CLASS				FIRST CLASS								Distance from Council Bluffs
	261 Local Freight	269 Time Freight	253 Time Freight	255 Time Freight	17 Passenger	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	25 Passenger	3 Passenger	
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
WB 3,520 WP EB 8,782 TYP	7.30AM	4.45AM	3.50AM	12.50AM	9.30PM	7.48PM	7.00PM	5.58PM	5.05PM	1.45PM	1.25PM	6.10AM	407.5
X	f 7.38				9.37	7.53	7.07	6.03	5.13	1.52	1.32	f 6.16	411.1
4,618 P	f 7.50				9.43	7.59	7.13	6.09	5.19	1.58	1.38	f 6.21	415.5
X	8.05				9.51	8.05	7.21	6.15	5.25	2.06	1.47	f 6.30	420.8
WB 3,615 WP EB 3,509 X	s 8.25				f 10.00	8.11	7.30	6.21	5.33	f 2.16	1.56	s 6.39	426.4
X	8.40				10.09	8.16	7.37	6.27	5.38	2.23	2.03	f 6.48	430.9
4,808 P	f 8.55				10.16	8.21	7.44	6.32	5.44	2.31	2.11	s 6.57	435.4
X	9.10				10.23	8.26	7.50	6.37	5.50	2.38	2.18	f 7.05	439.9
4,600 WP	s 9.25				s 10.33	8.31	7.58	6.43	5.56	f 2.46	2.26	s 7.14	444.5
X	9.50				10.43	8.38	8.07	6.50	6.03	2.55	2.35	f 7.23	451.1
4,300 WP	s 10.05				10.51	8.45	8.15	6.56	6.10	f 3.02	2.42	s 7.32	456.6
X	10.20				10.59	8.50	8.21	7.02	6.15	3.09	2.49	f 7.40	460.9
5,223 XWFYP	s 10.50				s 11.11	9.00	8.33	7.09	6.25	f 3.17	2.57	s 7.50	466.7
X	11.10				11.20	9.07	8.43	7.17	6.34	3.27	3.07	f 8.00	472.0
4,623 XWP	s 11.30				11.30	9.15	8.53	7.24	6.43	3.37	3.17	s 8.11	477.6
WB 3,124 XP	s 11.55AM				11.42	9.24	9.04	7.33	6.53	3.48	3.28	s 8.24	483.2
WB 5,520 WP EB 4,646	s 12.15PM				11.55	9.34	9.16	7.42	7.04	4.00	3.40	s 8.38	489.7
WB 3,103 XWP	f 12.38				12.07	9.45	9.28	7.52	7.17	4.11	3.51	f 8.50	495.9
WB 5,800 XP EB 3,610	f 1.00				12.19	9.55	9.39	8.01	7.29	4.21	4.01	f 9.00	501.2
WFTYOP	1.30PM	11.30AM	11.20AM	8.00AM	12.35AM	10.10PM	9.55PM	8.15PM	7.45PM	4.35PM	4.15PM	9.15AM	509.5
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

**Time-Table No. 107**

Mar. 4, 1928

**STATIONS**

DN-R	SIDNEY	Cd
	3.6	
	MARGATE	
	4.4	
	BROWNSON	
	5.3	
	HERDON	
	5.6	
D	POTTER	Pr
	4.5	
	JACINTO	
	4.5	
D	DIX	Dx
	4.5	
	OWASCO	
	4.6	
DN	KIMBALL	Kb
	6.6	
	OLIVER	
	5.5	
D	BUSHNELL	Bn
	4.3	
	SMEED	
	5.8	
DN	PINE BLUFFS	Uf
	5.3	
	TRACY	
	5.6	
D	EGBERT	Gx
	5.6	
D	BURNS	Ux
	6.5	
DN	HILLSDALE	Hd
	6.2	
	DURHAM	
	5.3	
	ARCHER	Rd
	8.3	
DN-R	CHEYENNE	Cy

Block Signals

Double Track

(6.00)	(6.45)	(7.30)	(7.10)	(3.05)	(2.22)	(2.55)	(2.17)	(2.40)	(2.50)	(2.50)	(3.05)	
17.0	15.1	13.6	14.2	33.0	43.1	34.9	44.7	38.3	36.0	36.0	33.0	

..... Thru Time  
..... Average speed per hour

(102.0)

W. B.—Westward Siding  
E. B.—Eastward Siding  
X—Cross-over

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 107  
Mar. 4, 1928

Distances from Ogden

FIRST CLASS

SECOND CLASS

STATIONS		
DN-R	SIDNEY	Cd
	3.6	
	MARGATE	
	4.4	
	BROWNSON	
	5.3	
	HERDON	
	5.6	
D	POTTER	Pr
	4.5	
	JACINTO	
	4.5	
D	DIX	Dx
	4.5	
	OWASCO	
	4.6	
DN	KIMBALL	Kb
	6.6	
	OLIVER	
	5.5	
D	BUSHNELL	Bn
	4.3	
	SMEED	
	5.8	
DN	PINE BLUFFS	Uf
	5.3	
	TRACY	
	5.6	
D	EGBERT	Gx
	5.6	
D	BURNS	Ux
	6.5	
DN	HILLSDALE	Hd
	6.2	
	DURHAM	
	5.3	
	ARCHER	Rd
	8.3	
DN-R	CHEYENNE	Cy
	(102.0)	

Double Track

Distances from Ogden	FIRST CLASS								SECOND CLASS														
	10 Mail	28 Passenger	18 Passenger	2 Passenger	20 Passenger	26 Passenger	4 Passenger	6 Mail	262 Local Freight	254 Time Freight	256 Time Freight												
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily												
585.1	8.10AM	8.25AM	8.45AM	11.05AM	1.05PM	3.30PM	5.25PM	12.20AM	2.00PM	3.05PM	2.00AM												
581.5	8.02	8.14	8.32	10.54	12.57	3.20	5.13	12.12	† 1.45														
577.1	7.56	8.08	8.25	10.48	12.51	3.14	5.06	12.06AM	† 1.30														
571.8	7.48	8.00	8.17	10.41	12.43	3.07	4.58	11.58PM	† 1.12														
566.2	7.41	7.53	† 8.08	10.34	12.36	3.00	4.49	11.50	‡ 12.55														
561.7	7.34	7.46	8.00	10.28	12.29	2.54	4.38	11.43	† 12.40														
557.2	7.28	7.40	7.54	10.22	12.23	2.48	4.30	11.37	† 12.23														
552.7	7.21	7.33	7.47	10.15	12.16	2.42	4.22	11.30	† 12.01PM														
548.1	7.15	7.27	† 7.39	10.09	† 12.10	2.36	4.14	11.24	‡ 11.52AM														
541.5	7.06	7.18	7.29	10.00	12.01PM	2.28	4.03	11.15	† 11.37														
536.0	6.58	7.10	† 7.22	9.53	11.53AM	2.21	3.54	11.08	‡ 11.22														
531.7	6.51	7.03	7.15	9.48	11.46	2.16	3.45	11.01	† 10.42														
525.9	6.43	6.55	† 7.07	9.40	11.38	2.08	3.36	10.53	‡ 10.20														
520.6	6.35	6.47	6.58	9.32	11.30	1.59	3.28	10.45	† 9.45														
515.0	6.27	6.39	6.49	9.26	11.22	1.52	3.19	10.37	† 9.26														
509.4	6.19	6.30	† 6.40	9.19	11.14	1.45	3.10	10.29	‡ 9.00														
502.9	6.10	6.21	6.30	9.11	11.05	1.37	3.00	10.20	‡ 8.44														
496.7	6.02	6.12	6.21	9.04	10.57	1.29	2.50	10.12	† 8.30														
491.4	5.53	6.03	6.13	8.57	10.48	1.22	2.40	10.03	† 8.20														
483.1	5.40AM	5.50AM	6.00AM	8.45AM	10.35AM	1.10PM	2.25PM	9.50PM	8.00AM	8.50AM	7.00PM												
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily												

Thru Time.....	(2.30)	(2.35)	(2.45)	(2.20)	(2.30)	(2.20)	(3.00)	(2.30)	(6.00)	(6.15)	(7.00)												
Average speed per hour.....	40.8	39.5	37.1	43.7	40.8	43.7	34.0	40.8	17.0	16.3	14.5												

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

**WESTWARD**

**FIFTH SUBDIVISION**

Length of sidings in feet and location of water, fuel, telegraph, telephones, etc.	SECOND CLASS								FIRST CLASS								Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928	
	253 Time Freight	269 Time Freight	255 Time Freight	155 Time Freight	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	104 Passenger	25 Passenger	21 Passenger	126 Passenger	3 Passenger	128 Passenger	17 Passenger		STATIONS	
	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			
WFTYOP	12.30PM	12.15PM	9.00AM		10.25PM	10.10PM	8.30PM	7.55PM	4.50PM	4.45PM	4.30PM		1.15PM	12.05PM	6.45AM	12.50AM	509.5	DN-R CHEYENNE Cy	
E. B. 3,945 XP										4.55PM			1.25PM		6.55AM		514.0	4.5 CORLETT JCT.	
WB4,617 XWP					10.36	10.23	8.41	8.06	5.01		4.45			12.20		1.03	514.9	0.9 CORLETT	
WB3,921 EB3,499 XIP				7.30AM	10.44	10.33	8.49	8.14	5.09		4.55	4.50PM		12.30		1.13	519.0	4.1 DN BORIE Bo	
W. B. 4,620 WP E. B. 3,931 X					10.52	10.43	8.57	8.22	5.17		5.05	5.00		12.42		1.23	524.0	5.0 OTTO	
WB4,630 EB4,889 XWP					11.02	10.53	9.06	8.32	5.27		5.16	5.11		12.52		1.33	528.6	4.6 D GRANITE CANON Ca	
W. B. 3,105 P					11.09	11.01	9.12	8.40	5.35		5.24	5.19		1.01		1.42	531.8	3.2 OZONE	
WB5,192WFP EB4,478 X					11.18	11.10	9.20	8.49	5.44		5.33	5.28		1.12		1.52	536.5	4.7 DN BUFORD Bf	
3,540 P					11.25	11.17	9.27	8.56	5.51		5.40	5.35		1.22		1.59	540.4	3.9 SHERMAN	
3,192 XWP					11.30	11.22	9.32	9.00	5.55		5.45	5.40		1.28		2.04	543.0	2.6 DALE CREEK	
4,102 P					11.38	11.30	9.39	9.08	6.03		5.53	5.47		1.36		2.13	548.4	5.4 D HERMOSA Hm	
XIP					11.42	11.34	9.43	9.12	6.07		5.58	5.50		1.40		2.18	549.7	1.3 DN HERMOSA JCT. HJ	
W. B. 3,961 WP					11.56PM	11.48PM	9.57	9.27	6.22		6.12	6.03		1.57		2.32	557.0	7.3 RED BUTTES	
3,958 P																		9.3	
3,526 WP																		2.0 HEARD	
3,536 P																		2.5 COLORES	
3,508 P																		3.7 SATANKA	
WFTYOP	5.30PM	5.00PM	2.00PM	12.15PM	12.15AM	12.05AM	10.15PM	9.45PM	6.40PM		6.30PM	6.20PM		2.20PM		2.50AM	566.3	4.1 FORELLE	
	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		4.0 DN-R LARAMIE KI	
W. B.—Westward Siding.	(5.00)	(4.45)	(5.00)	(4.45)	(1.50)	(1.55)	(1.45)	(1.50)	(1.50)	(0.10)	(2.00)	(1.30)	(0.10)	(2.15)	(0.10)	(2.00)		Thru Time	
E. B.—Eastward Siding.	11.3	11.9	11.3	9.9	30.9	29.6	32.4	30.9	30.9	27.0	28.4	31.5	27.0	25.2	27.0	28.4		Average speed per hour	
X—Cross-over.																			

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Trains will keep to the left between Hermosa Junction and cross-over east end Laramie Yard.



FIFTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 107  
Mar. 4, 1928

STATIONS

Distance from Ogden

STATIONS	Distance from Ogden	FIRST CLASS											SECOND CLASS					
		10 Mail	28 Passenger	18 Passenger	2 Passenger	22 Passenger	20 Passenger	103 Passenger	26 Passenger	4 Passenger	107 Passenger	6 Mail	127 Passenger	153 Local Freight	254 Time Freight	256 Time Freight	154 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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R CHEYENNE Cy	483.1	5.30AM	5.40AM	5.50AM	8.35AM		10.25AM	11.45AM	12.50PM	2.05PM	7.00PM	9.25PM	9.30PM	4.05AM	7.50AM	6.00PM		12.45AM
4.5 CORLETT JCT.	478.6	5.17	5.29	5.39	8.23		10.14	11.35AM	12.35	1.52	6.50PM	9.12	9.20PM	3.50AM				
0.9 CORLETT	477.7	5.12	5.24	5.34	8.18		10.09		12.30	† 1.47		9.08						
4.1 DN BORIE Bo	473.6	5.04	5.16	5.26	8.11	9.20AM	10.01		12.23	† 1.40		9.00				10.00PM		
5.0 OTTO	468.6	4.56	5.08	5.18	8.04	9.10	9.53		12.15	† 1.32		8.52						
4.6 D GRANITE CANON Ca	464.0	4.48	4.59	5.09	7.56	9.00	9.44		12.08	† 1.23		8.44						
3.2 OZONE	460.8	4.43	4.53	5.03	7.51	8.54	9.39		12.03PM	† 1.16		8.38						
4.7 DN BUFORD Bf	456.1	4.37	4.46	4.56	7.45	8.48	9.33		11.56AM	† 1.08		8.32						
3.9 SHERMAN	452.2	4.31	4.38	4.48	7.38	8.41	9.26		11.50	† 1.01		8.26						
2.6 DALE CREEK	449.6	4.26	4.33	4.43	7.34	8.36	9.21		11.45	†12.55		8.21						
5.4 D HERMOSA Hm	444.2	4.18	4.24	4.34	7.26	8.28	9.13		11.38	†12.45		8.13						
1.3 DN HERMOSA JCT. Hj	442.9	4.14	4.20	4.30	7.23	8.24	9.09		11.35	†12.40		8.09						
7.3 RED BUTTES		This	Station Is	Not On	Eastward	Track												
9.3																		
2.0 HEARD	440.9	4.10	4.16	4.26	7.19	8.20	9.05		11.30	12.36		8.05						
2.5 COLORES	438.4	4.06	4.11	4.21	7.15	8.16	9.01		11.26	†12.32		8.01						
3.7 SATANKA	434.7	3.58	4.03	4.13	7.07	8.08	8.53		11.18	†12.24		7.53						
4.1 FORELLE	430.6	3.50	3.55	4.05	6.59	8.00	8.45		11.10	†12.15		7.45						
4.0 DN-R LARAMIE Ki	426.6	3.40AM	3.45AM	3.55AM	6.50AM	7.50AM	8.35AM		11.00AM	12.05PM		7.35PM		2.20AM	12.35PM	6.00PM	7.35PM	
(56.5)		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

Thru Time.....	(1.50)	(1.55)	(1.55)	(1.45)	(1.30)	(1.50)	(0.10)	(1.50)	(2.00)	(0.10)	(1.50)	(0.10)	(0.15)	(5.30)	(5.25)	(4.00)	(5.10)
Average speed per hour.....	31.0	29.6	29.6	32.4	31.4	31.0	27.0	31.0	28.2	27.0	31.0	27.0	13.0	10.3	10.5	11.8	10.3

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
Trains will keep to the left between cross-over east end Laramie Yard and Hermosa Jct.

**WESTWARD**

**SIXTH SUBDIVISION**

Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.	SECOND CLASS				FIRST CLASS											Distance from Council Bluffs
	253 Time Freight	269 Time Freight	255 Time Freight	155 Time Freight	5 Mail	1 Passenger	19 Passenger	25 Passenger	21 Passenger	3 Passenger	17 Passenger	9 Mail	27 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			
WFTYOP	6.00PM	5.40PM	2.30PM	12.45PM	10.20PM	9.50PM	6.45PM	6.35PM	6.25PM	2.25PM	2.55AM	12.20AM	12.10AM	566.0		
4,585 WP					10.29	10.00	6.55	6.45	6.34	f 2.40	3.08	12.30	12.30	574.1		
WB2,720 XP					10.34	10.05	7.01	6.51	6.40	f 2.46	3.14	12.35	12.40	577.7		
WB2,449 4,600 P					10.43	10.15	7.11	7.01	6.50	s 3.00	3.26	12.44	12.49	585.3		
EB3,264 XWP					10.50	10.23	7.18	7.08	6.57	f 3.09	3.34	12.51	12.58	590.6		
5,188 YP					10.55	10.28	7.23	7.13	7.02	f 3.16	3.41	12.56	1.05	593.9		
4,057 P					11.01	10.35	7.30	7.20	7.09	f 3.26	3.51	1.03	1.13	598.9		
3,940 WFYP X					11.08	10.43	f 7.40	7.28	7.17	s 3.36	s 4.02	1.12	1.26	605.3		
WB2,983 XP					11.14	10.49	7.47	7.34	7.23	f 3.43	4.10	1.17	1.33	609.0		
3,674 P					11.23	10.59	7.57	7.44	7.33	f 3.55	4.22	1.27	1.44	616.8		
3,997 WYP					11.31	11.07	f 8.06	7.53	7.42	s 4.06	f 4.32	1.35	1.53	622.9		
					11.36	11.13	8.13	7.59	7.48	f 4.13	4.38	1.41	2.01	627.0		
4,037 P					11.43	11.20	8.20	8.05	7.54	f 4.22	4.46	1.48	2.10	632.6		
3,997 P					11.50PM	11.28	8.28	8.13	8.02	f 4.33	4.55	1.55	2.19	638.7		
WB5,800WFYP EB5,653 X					12.01AM	11.41	f 8.42	8.26	8.16	s 4.50	s 5.10	2.07	2.33	643.1		
WB2,904 EB4,115 XP					12.08	11.49	8.52	8.34	8.24	f 5.00	5.20	2.13	2.41	648.4		
3,572 WP					12.13	11.54PM	8.57	8.39	8.29	f 5.06	5.27	2.18	2.47	651.8		
3,610 P					12.20	12.01AM	9.04	8.46	8.36	f 5.16	5.35	2.25	2.55	656.8		
3,448 P					12.27	12.08	f 9.12	8.53	8.43	s 5.26	5.45	2.32	3.04	661.9		
3,590 XWP					12.35	12.16	9.21	9.01	8.51	s 5.36	5.55	2.40	3.12	667.6		
					12.38	12.19	9.25	9.04	8.54	5.41	5.58	2.44	3.16	669.8		
4,003 P					12.47	12.27	f 9.35	9.12	f 9.02	s 5.52	s 6.10	2.52	f 3.25	676.3		
WFTYO	2.30AM	12.01AM	9.30PM	7.45PM	1.00AM	12.40AM	9.50PM	9.25PM	9.15PM	6.10PM	6.25AM	3.05AM	3.40AM	682.8		
	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			

**Time-Table No. 107**

Mar. 4, 1928

**STATIONS**

DN-R	LARAMIE	Ki
	8.1	
	HOWELL	
	3.6	
	WYOMING	
	7.6	
D	BOSLER	Fy
	5.3	
	COOPER LAKE	
	3.3	
DN	LOOKOUT	Xn
	5.0	
	HARPER	
	6.4	
DN	ROCK RIVER	Ck
	3.7	
	WILCOX	
	7.8	
	RIDGE	
	6.1	
D	MEDICINE BOW	Mb
	4.1	
	CALVIN	
	5.6	
	COMO	
	6.1	
	RAMSEY	
	4.4	
DN	HANNA	Hn
	5.3	
	PERCY	
	3.4	
	DANA	
	5.0	
	EDSON	
	5.1	
DN	WALCOTT	Wa
	5.7	
D	FT. STEELE	Fs
	2.2	
	VICO	
	6.5	
DN	PARCO	Gv
	6.5	
DN-R	RAWLINS	Rs

Block Signal

Double Track

W. B.—Westward Siding  
E. B.—Eastward Siding  
X—Cross-over

(8.30)	(6.21)	(7.00)	(7.00)	(2.40)	(2.50)	(3.05)	(2.50)	(2.50)	(3.45)	(3.30)	(2.45)	(3.30)
13.7	18.4	16.7	16.7	43.7	41.1	37.8	41.1	41.1	31.1	33.3	42.4	33.3

..... Thru Time  
..... Average speed per hour

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 107  
Mar. 4, 1928

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Ogden	FIRST CLASS									SECOND CLASS									
		28 Passenger	10 Mail	18 Passenger	2 Passenger	22 Passenger	20 Passenger	26 Passenger	4 Passenger	6 Mail	256 Time Freight	252 Time Freight	254 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						
DN-R LARAMIE Ki	426.6	3.40AM	3.35AM	3.50AM	6.45AM	7.45AM	8.30AM	10.55AM	11.59AM	7.30PM	11.59AM	6.20PM	1.50AM							
8.1 HOWELL	418.5	3.22	3.13	3.34	6.29	7.26	8.14	10.39	†11.44	7.07										
3.6 WYOMING	414.9	3.16	3.07	3.28	6.24	7.20	8.07	10.32	†11.38	7.01										
7.6 D BOSLER Fy	407.3	3.05	2.56	3.17	6.13	7.10	7.57	10.22	†11.28	6.51										
5.3 COOPER LAKE	402.0	2.57	2.48	3.08	6.05	7.00	7.48	10.13	†11.20	6.44										
3.3 DN LOOKOUT Xn	398.7	2.51	2.43	3.02	6.00	6.54	7.43	10.08	†11.14	6.38										
5.0 HARPER	393.7	2.43	2.35	2.53	5.53	6.47	7.34	9.59	†11.06	6.30										
6.4 DN ROCK RIVER Ck	387.3	2.34	2.26	† 2.44	5.43	† 6.37	† 7.22	† 9.47	†10.56	6.20										
3.7 WILCOX	383.6	2.26	2.18	2.36	5.37	6.29	7.14	9.39	†10.49	6.13										
7.8 RIDGE	375.8	2.15	2.07	2.25	5.25	6.18	7.03	9.27	†10.39	6.02										
6.1 D MEDICINE BOW Mb	369.7	2.04	1.56	† 2.13	5.15	6.09	6.52	9.16	†10.27	5.52										
4.1 CALVIN	365.6	1.57	1.50	2.05	5.10	6.03	6.46	9.08	†10.19	5.46										
5.6 COMO	360.0	1.49	1.42	1.56	5.03	5.55	6.38	9.00	†10.10	5.38										
6.1 RAMSEY	353.9	1.40	1.34	1.47	4.56	5.47	6.30	8.50	†10.01	5.31										
4.4 DN HANNA Hn	349.5	1.32	1.27	† 1.38	4.49	5.40	6.24	8.43	† 9.53	† 5.24										
5.3 PERCY	344.2	1.18	1.13	1.24	4.37	5.26	6.10	8.31	† 9.41	5.13										
3.4 DANA	340.8	1.12	1.07	1.18	4.32	5.21	6.04	8.26	† 9.35	5.08										
5.0 EDSON	335.8	1.05	1.00	1.10	4.25	5.15	5.57	8.18	† 9.27	5.02										
5.1 DN WALCOTT Wa	330.7	12.53	12.53	† 1.02	4.18	5.08	5.50	8.11	† 9.17	4.55										
5.7 D FT. STEELE Fs	325.0	12.41	12.46	12.53	4.10	5.01	5.42	8.03	† 9.03	4.48										
2.2 VICO	322.8	12.38	12.43	12.49	4.07	4.58	5.39	7.59	† 8.59	4.45										
6.5 DN PARCO Gv	316.3	†12.30	12.36	†12.42	4.00	† 4.51	† 5.31	† 7.51	† 8.51	† 4.36										
6.5 DN-R RAWLINS Rs	309.8	12.20AM	12.25AM	12.30AM	3.50AM	4.40AM	5.20AM	7.40AM	8.40AM	4.25PM	3.10AM	10.00AM	5.30PM							
(116.8)		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)	(3.10)	(3.20)	(2.55)	(3.05)	(3.10)	(3.15)	(3.19)	(3.05)	(3.49)	(3.20)	(3.20)
Average speed per hour.....	35.0	36.8	35.0	40.1	37.8	36.8	35.9	35.8	37.8	13.2	14.0	14.0

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 107 Mar. 4, 1928	STATIONS	Distance from South Torrington	FIRST CLASS		SECOND CLASS	
91 Local Freight Leave Daily Except Sunday	97 Mixed Leave Daily Except Sunday	53 Passenger Leave Daily	54 Passenger Arrive Daily					98 Mixed Arrive Daily Except Sunday	92 Local Freight Arrive Daily Ex. Sat. & Sun.	94 Local Freight Arrive Saturday	
617 WYP		6.50AM	8.40AM	0.0	DN	O'FALLONS	199.8	8.15PM	2.25PM		
2,092		f 7.15	f 8.50	5.9		GLENBURNIE	193.9	f 8.00	f 2.00		
2,063 P		f 7.35	* 9.02	12.8		SARBEN	187.0	s 7.46	f 1.40		
2,080		f 7.55	f 9.14	19.6		NEVENS	180.2	f 7.33	f 1.20		
385		f 8.15	f 9.19	22.0		NEVENS SPUR	177.8	f 7.28	f 1.12		
366		f 8.23	f 9.24	24.7		KEYSTONE SPUR	175.1	f 7.23	f 1.05		
2,088 WP		s 8.35	* 9.30	28.0	D	KEYSTONE	171.8	s 7.16	* 12.55		
2,083		f 8.55	f 9.43	35.2		MARTIN	164.6	f 7.02	f 12.10PM		
2,078 P		f 9.15	s 9.53	40.8		LEMOYNE	159.0	s 6.51	f 11.50AM		
2,178		f 9.35	f 10.07	48.1		BELMAR	151.7	f 6.36	f 11.30		
2,158		f 9.50	f 10.16	52.9		RUTHTON	146.9	f 6.27	f 11.10		
440		f 10.05	f 10.23	56.4		CORMICK	143.4	f 6.21	f 10.40		
2,101 WFP		* 10.29	* 10.29	58.5	D	LEWELLEN	141.3	s 6.16	* 10.29		
2,108		f 11.02AM	f 10.37	62.2		LUTHERVILLE	137.6	f 6.09	f 10.05		
2,121 P		* 12.20PM	* 10.54	70.1	D	OSHKOSH	129.7	s 5.53	s 9.35		
1,268		f 12.40	f 11.04	75.0		PENN	124.8	f 5.42	f 9.12		
2,097		f 1.05	f 11.16	81.1		LYTLE	118.7	f 5.30	f 8.55		
2,101 WP		s 1.35	* 11.24	85.6	D	LISCO	114.2	s 5.20	s 8.40		
2,100		f 1.55	f 11.53AM	90.5		KUHN	109.3	f 4.48	f 8.20		
2,085		f 2.10	f 12.01PM	94.6		FINLEY	105.2	f 4.40	f 8.05		
2,200 P		s 2.40	* 12.12	99.6	D	BROADWATER	100.2	s 4.30	s 7.50		
544		f 2.52	f 12.20	103.4		RILEY	96.4	f 4.21	f 7.32		
2,099		f 3.10	f 12.28	107.6		KELLY	92.2	f 4.13	f 7.20		
5,912 WFTP	7.00AM	3.40PM	12.39	113.3	DR	NORTHPORT	86.5	s 4.02	7.05AM	2.00PM	11.59AM
I			12.50	114.7	N	C. B. & Q. CROSSING	85.1				
800 P	f 7.20		f 1.19	126.0		SOUTH BAYARD	78.8	f 3.35	f 1.25	f 11.25	
1,034	f 7.25		f 1.22	126.9		CHIMNEY ROCK	72.9	f 3.33	f 1.22	f 11.22	
2,596 WP	f 7.40		s 1.31	131.4	D	MC GREW	68.4	s 3.24	f 1.05	f 11.05	
1,600 P	f 8.00		s 1.42	137.2	D	MELBETA	62.6	s 3.13	f 12.40	f 10.40	
825	f 8.15		f 1.52	142.6		BROCKHOFF	57.2	f 3.01	f 12.10	f 10.10	
3,576 WYOP	8.25		s 2.10	145.1	D	GERING	54.7	s 2.55	12.01PM	10.01	
778	f 9.34		f 2.18	149.7		COSTIN	50.1	f 2.28	f 10.57	f 8.59	
1,595 FYP	f 9.50		s 2.25	151.5	D	HAIG	48.3	s 2.25	f 10.54	f 8.54	
1,027	f 9.57		f 2.29	153.5		TRAIL	46.3	f 2.20	f 10.46	f 8.46	
932 P	f 10.05		s 2.32	154.9	D	SOUTH MITCHELL	44.9	s 2.17	f 10.42	f 8.42	
695	f 10.10		f 2.35	156.4		PELTON	43.4	f 2.12	f 10.37	f 8.37	
2,159	f 10.30		f 2.40	158.7		BAILEYVUE	41.1	f 2.07	f 10.30	f 8.30	
1,998 P	f 10.37		f 2.44	161.3	D	SOUTH MORRILL	38.5	f 2.01	f 10.20	f 8.20	
1,025	f 10.42		f 2.48	163.5		JOYCE	36.3	f 1.57	f 10.15	f 8.15	
400	f 10.45		f 2.52	164.6		KIOWA	35.2	f 1.54	f 10.10	f 8.10	
2,614 YWP	s 11.30		s 2.59	167.1	D	LYMAN	32.7	s 1.50	s 10.05	s 8.05	
806	f 11.35		f 3.02	169.0		CANAL	30.8	f 1.41	f 9.47	f 7.47	
838	f 11.40		f 3.07	172.0		STEBBINS	27.8	f 1.35	f 9.42	f 7.42	
2,598 P	f 11.45		f 3.09	173.0		HUNTLEY	26.8	f 1.33	f 9.40	f 7.40	
400	f 11.53		f 3.14	176.2		HOLLY	23.6	f 1.26	f 9.29	f 7.29	
457	f 11.59AM		f 3.18	178.1		BULLARD	21.7	f 1.22	f 9.25	f 7.25	
756	f 12.02PM		f 3.20	179.4		SPRINGER	20.4	f 1.18	f 9.13	f 7.13	
2,611 YWP	s 12.40		s 3.27	180.8	D	YODER	19.0	s 1.16	s 9.10	s 7.10	
2,601 P	f 1.04		s 3.37	187.3	D	VETERAN	12.5	s 1.04	f 8.45	f 6.45	
504	f 1.16		f 3.45	190.7		HELDT	9.1	f 12.55	f 8.30	f 6.30	
803	f 1.25		f 3.50	192.8		BUFFINGTON	7.0	f 12.51	f 8.20	f 6.20	
3,504 P	f 1.40		s 3.55	195.3	D	COTTIER	4.5	s 12.44	f 8.15	f 6.15	
500	f 1.45		f 3.58	196.9		LEWARK	2.9	f 12.39	f 8.05	f 6.05	
2,584 WFP	2.00PM		4.10PM	199.8	DR	SOUTH TORRINGTON	0.0	12.30PM	8.00AM	6.00AM	
	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily			199.8		Leave Daily	Leave Daily Except Sunday	Leave Daily Ex. Sat. & Sun.	Leave Saturday
	(7.0) 12.3	(8.50) 12.8	(7.30) 26.0			Thru Time.....		(7.45) 25.7	(7.20) 15.4	(8.00) 14.4	(5.59) 14.3

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

WESTWARD		GERING BRANCH		EASTWARD	
Time-Table No. 107 Mar. 4, 1928		STATIONS		Distance from Riford	
		GERING	5.3		9.8
1,080	5.3	MATHERS	.7		4.5
1,005	6.0	MOON	2.3		3.8
995	8.3	HILLIKER	1.5		1.5
997	9.8	RIFORD			0.0
			9.8		

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

WESTWARD		LYMAN BRANCH		EASTWARD	
Time-Table No. 107 Mar. 4, 1928		STATIONS		Distance from Siding No. 3	
		LYMAN	2.8		6.4
1,041	2.8	SEARS	0.5		3.6
400	3.3	SIDING NO. 1	1.3		3.1
1,000	4.6	SIDING NO. 2	1.8		1.8
1,000	6.4	SIDING NO. 3			0.0
			6.4		

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

WESTWARD		SEARS BRANCH		EASTWARD	
Time-Table No. 107 Mar. 4, 1928		STATIONS		Distance from Siding No. 1	
		SEARS	2.8		2.8
1,000	2.8	SIDING No. 1			0.0
			2.8		

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

WESTWARD		YODER BRANCH		EASTWARD	
Time-Table No. 107 Mar. 4, 1928		STATIONS		Distance from Creighton	
		YODER	2.0		8.9
803	2.0	GOODLAND	3.1		6.9
798	5.1	SHINGLE	1.8		3.8
798	6.9	FONDA	2.0		2.0
800 Y	8.9	CREIGHTON			0.0
			8.9		

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

## SPECIAL RULES

WYOMING DIVISION

2 (R). Time Inspectors are located as shown below:  
**R. V. Owens, General Supervisor of Time Service, Omaha.**  
 North Platte..... Harry Dixon  
 Sidney..... S. A. Sherrard and Son  
 Cheyenne..... J. Burri Jewelry Co.  
 Laramie..... O. C. Dinelly  
 Rawlins..... W. L. Robertson  
 Torrington..... C. M. Ammerman

3 (R). Standard clocks are located at the points shown below:  
 North Platte..... Dispatcher's Office  
 North Platte..... Telegraph Office  
 North Platte..... Yard Office  
 North Platte..... Engine Dispatcher's Office  
 Julesburg..... Telegraph Office  
 Sidney..... Telegraph Office  
 Cheyenne..... Dispatcher's Office  
 Cheyenne..... Telegraph Office  
 Cheyenne..... Yard Office  
 Cheyenne..... Engine Dispatcher's Office  
 Buford..... Telegraph Office  
 Laramie..... Yard Telegraph Office  
 Laramie..... Depot Telegraph Office  
 Laramie..... Yardmaster's Office  
 Rawlins..... Engine Dispatcher's Office  
 Rawlins..... Telegraph Office  
 Northport..... Round House  
 South Torrington..... 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".

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.

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

TRAIN	STOPS	PASSENGERS FOR
13	Any station.	Stations west of Julesburg at which it is scheduled to stop.
15	Any station.	Stations west of Julesburg at which it is scheduled to stop.
17	Stations in Nebraska.	Green River or beyond.
18	Brule.	North Platte or beyond.
19	Roscoe.	Stations west at which it is scheduled to stop.

### ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
4	Hershey.	West of O'Fallons.
12	Any station.	Colo. stations west of Julesburg.
16	Any station.	Colo. stations west of Julesburg.
17	Hershey.	No. Platte or beyond.
17	Sutherland.	No. Platte or beyond.
17	Paxton.	No. Platte or beyond.
17	Walcott.	Laramie or beyond.
18	Any station.	North of Granger.
20	Stations east of Cheyenne.	Ogden or beyond.
21	Rock River.	Colorado.
21	Medicine Bow.	Colorado.
21	Hanna.	Colorado.
21	Walcott.	Colorado.
26	Walcott.	Evanston or beyond.
26	Hanna.	Evanston or beyond.
26	Medicine Bow.	Evanston or beyond.
26	Any station east of Cheyenne.	Ogden or beyond.
28	Any station.	Calif. and south of Salt Lake City.

**Note:** No. 19 will stop at Lodge Pole to dispatch parcel post when requested by clerk in charge.

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

North Platte	Pine Bluffs	Parco	Haig
O'Fallons	Cheyenne	Rawlins	Lyman
Ogallala	Buford	Lisco	Yoder
Julesburg	Laramie	Northport	South Torrington
Sidney	Hanna	Gering	

93 (S). In North Platte, Sidney, and Laramie Yards, and west of ice house in Cheyenne yard, trains and engines may move against current of traffic without being preceded by a flagman, except when on the time of a first class train.

98 (R). The Nebraska State Law governing the movement of trains over railroad crossings at grade is as follows:

"All railroad trains (and engines without trains) shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachments, and when the signals indicate the crossing to be clear, no stop need be made.

When trains (or engines without trains) approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

### 98(S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, Or, Junction With	Trains Which Have Precedence	How Governed
Julesburg. (M.P. 365.4)	Colorado Division.		If an eastward Wyoming Division train is seen approaching, trains in either direction must not occupy cross-over until approaching train has stopped.
Corlett Junction. (M.P. 514.0)	Colorado Division.		A train going from Colorado Division to Wyoming Division will stop clear of Wyoming Division main track. If a train is approaching from west on Wyoming Division, a train from Colorado Division will not open the switch to nor obstruct the Wyoming Division main track, and a train going from Wyoming Division to Colorado Division will not cross over until the approaching train has stopped at stop board 1000 feet west of junction. Eastward trains on Wyoming Division will stop at stop board and not proceed until it is known that the cross-over and the route to Colorado Division are clear.
Borie.	Westward, Colo. Div. crosses Wyo. Div. No. 2 track.		Interlocking Plant.
Hermosa Junction. (M.P. 549.7)	Old line and new line cross-over.		Interlocking Plant.
Laramie.	Old line and new line cross-over.		When home signal governing cross-over movement, east end Laramie yard, is at stop position, trains will be governed by Rule 509 (A). Eastward trains moving over this cross-over from the freight yard to eastward main track must receive proceed signal given with a yellow flag by day or yellow light by night, by the switch tender in charge of switches, before occupying the cross-over.
Northport. (M.P. 113.3)	C. B. & Q.	C. B. & Q.	Interlocking Plant.

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 the heading of "Frt". includes mixed trains and light engines with or without cabooses.)

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
At any point.	60	35	
At any point.	45		With Mikado or freight engines.
At any point.	35		With 9000 or 5000 class engines.
On heavy curves.	25	25	With 9000 class engines.
At any point.	30	30	Passing coaling stations.
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 turnouts.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
On sidings.	15	15	Speed must be as much slower as rules or conditions may require.
East of Cheyenne.		25	With gravel trains.
West of Cheyenne.	50		With Mountain type (7000 class) or Pacific type engines.
North Platte	6	6	Crossing Locust St., and a member of the crew must be sent ahead, except passenger and freight trains on eastward and westward main tracks.
Between M.P. 422½ and M.P. 423½.	45		On both tracks.
Fifth Subdivision.		20	Mallet engines.
Fifth Subdivision.	30	30	Light engines.
Sherman to Laramie.		25	
Buford to Cheyenne.		20	
Sherman.	6	6	On center passing track.
Hermosa Tunnel.	15	15	While passing through.
Hermosa Jet. to M.P. 554½.	40	25	Westward.
Hermosa Jet. switch.	10	10	
Hermosa Passing Track.	6	6	
Sixth Subdivision.	30	30	With Mallet engine.
Sixth Subdivision.		25	With gravel trains.
Rock River.	6	6	On center passing track.
Rock River snow sheds.	20	20	
Wilcox snow shed.	20	20	
First curve east of Ridge.	20	20	Westward.
Medicine Bow snow shed.	25	25	Eastward.
Medicine Bow snow shed.	20	20	Westward.
On curves west of Calvin at M. P. 627.3 M. P. 628.6 M. P. 629.5.	45	30	
Fort Steele.	6	6	On passing track.
Fort Steele.		20	From west switch until engine is over Platte River Bridge.
Parco.	6	6	3600 class engines on passing track.
North Platte Branch.	35	30	
North Platte Branch.	30	30	With 400 class engines.
North Platte Branch.		25	With 200 class engines.
On North Platte Branch, over following bridges: 147.19; 147.69; 147.85; 148.39; 149.14.	15	15	With 200 class engines.
Gering Branch.	20	20	
Lyman Branch.	20	20	
Sears Branch.	20	20	
Yoder Branch.	20	20	

WYOMING DIVISION

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) must be given before the train proceeds.

509 (R). Automatic block signal No. 5092 located at west end of cross-over on north side of No. 1 track, east of ice house, Cheyenne, governs trains or engines moving against current of traffic on No. 1 track to signal No. 5085. Signal No. 5085 located 500 feet east of east leg of wye on No. 1 track governs westward trains or engines on No. 1 track. When a train or engine is stopped by either of these signals, Rules 509, 509(A), and 509(B), will govern.

509 (S). At Borie, eastward trains must not pull out of siding if the one-arm home signal at east end of passing track indicates "stop", unless it is known positively that train coming from west has stopped.

509 (T). Three position color-light type automatic block signals display:  
 Red —Stop Yellow —Caution Green —Clear  
 are located at points shown below:

Signal 6052—One tenth mile east of Rock River Station.  
 Signal 6051—Two tenths mile east of Rock River Station. If light is not burning trains and engines must stop and be governed by Rule 509 (C).

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 employe 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 employe of the Signal Department or by instructions from the proper officer.

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 other than Nos. 91, 92, 94, 261, 262, 265 and 266, except persons in charge of special freight, employes with annual passes or employes with trip passes so endorsed, between stations at which the train stops. Passengers will not be carried on trains 97 and 98 between O'Fallons and North Platte.

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). At NorthPlatte, a member of the crew must be sent ahead when moving over Locust Street, except passenger and freight trains on eastward and westward main tracks.

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

	For each empty or loaded car weighing less than 40,000 pounds (including light weight of car).	For each empty or loaded car weighing between 40,000 and 50,000 pounds (including light weight of car).
From North Platte to Rawlins.	6000 lbs.	3000 lbs.
From Rawlins to Cheyenne.	6000 "	3000 "
Between North Platte and South Torrington.	6000 "	3000 "

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:

- Ogallala —Eastward and westward;
- Julesburg —Eastward and westward;
- Pine Bluffs —Eastward and westward;
- Hillsdale —Eastward;
- Borie —Eastward—remain standing 5 minutes;
- Granite Canon —Eastward—remain standing 5 minutes.
- Buford —Eastward—remain standing 5 minutes, turn up retainers;
- Hermosa Jct. —Westward;
- Rock River —Eastward;
- Hanna —Eastward and westward;
- Lodgepole —Eastward gravel trains;
- Egbert —Eastward gravel trains;
- Borie —Eastward gravel trains—remain standing 10 minutes;
- Otto —Eastward gravel trains—remain standing 10 minutes;
- Granite Canon —Eastward gravel trains—remain standing 10 minutes;
- Ozone —Eastward gravel trains—remain standing 10 minutes;
- Hermosa Jct. —Westward gravel trains—remain standing 5 minutes—turn up retainers;
- Bosler —Westward gravel trains;
- Medicine Bow —Westward gravel trains;
- Walcott —Westward gravel trains.

SPECIAL RULES

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, 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
North Platte.....	T. J. Kerr.....	District Surgeon
North Platte.....	C. A. Selby.....	District Surgeon
Hershey.....	S. J. Richardson.....	District Surgeon
Paxton.....	W. E. Paxton.....	District Surgeon
Ogallala.....	H. A. Vandiver.....	District Surgeon
Big Springs.....	C. H. Smith.....	District Surgeon
Julesburg.....	F. G. Dutton.....	District Surgeon
Chappell.....	A. C. Colman.....	District Surgeon
Sidney.....	H. L. Mantor.....	District Surgeon
Sidney.....	J. R. Taylor.....	District Surgeon
Potter.....	W. T. Sloan.....	District Surgeon
Kimball.....	P. C. Mockett.....	District Surgeon
Pine Bluffs.....	M. L. Morris.....	District Surgeon
Cheyenne.....	Galen A. Fox.....	Division Surgeon
Cheyenne.....	G. P. Johnston.....	Consulting Surgeon
Cheyenne.....	J. D. Shingle.....	District Surgeon
Cheyenne.....	Strader and Beck.....	Oculist
Laramie.....	A. B. Hamilton.....	District Surgeon
Laramie.....	L. A. Williams.....	District Surgeon
Medicine Bow.....	R. K. Sell.....	District Surgeon
Hanna.....	B. V. McDermott.....	District Surgeon
Rawlins.....	Raymond Barber.....	District Surgeon
Rawlins.....	M. L. Crandell.....	District Surgeon
Lewellen.....	E. Ostling.....	District Surgeon
Oshkosh.....	G. H. Morris.....	District Surgeon
Gering.....	W. C. Harvey.....	District Surgeon
South Torrington.....	Merle Barbee.....	District Surgeon

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 unlacarded 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, employe 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 employes 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:

- (a) 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.
- (b) When containing perishables or live stock, may be chained up in train and handled to first repair point.
- (c) 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). Employes 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:

- Weir —Eastward;
- Buford —Eastward;
- Sherman —Westward.

On freight trains, air test as required by Air Brake Rule 1044 (A) must be made at the following points:

- Buford —Eastward;
- Hermosa Jet. —Westward.

On Fifth Subdivision, air test must be made as prescribed by Air Brake Rule 1042 by all freight trains when angle cock has been turned or hose separated.

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 Junction to M. P. 554.8—on all westward gravel trains.

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 freight trains Sherman to Cheyenne and on gravel trains Hermosa Junction to Laramie 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). 3600 and 9000 class engines must not go on the following tracks:

- Howell —Business spur;
- Bosler —Business track;
- Rock River —Casting Yard track;
- M.P. 619.7 —Tie spur on No. 2 track;
- Edson —Business spur;
- Fort Steele —Tie yard;

5000 class engines must not go on the following tracks:

- Korty —Business spur;
  - Megeath —Business track;
  - Barton —Spur;
  - Weir —Spur;
  - Ralton —Spur;
  - Margate —Industry track;
  - Herdon —Industry track;
  - Jacinto —Industry track;
  - Owasco —Industry track;
  - Oliver —Industry track;
  - Smeed —Industry track;
  - Pine Bluffs —Outfit car spur north of coal chutes;
  - Egbert —Industry track;
  - Archer —Spur track leading off doubling track;
  - Bosler —Business track;
  - Rock River —Casting Yard track;
  - M.P. 619.7 —Tie spur on No. 2 track.
- 3600, 5000, 7000, 8000 and 9000 class engines must not cross following bridge:  
 Hanna —No. 3 mine track.

**SPECIAL RULES**

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. Employes 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.
North Platte.....	Block Signal 2833.....	Side on No. 1 track.
North Platte.....	Block Signal 2861.....	Side on No. 1 track.
North Platte.....	Block Signal 2871.....	Side on No. 1 track.
M.P. 320.13.....	Bridge.....	Side on both tracks.
Ogallala.....	Coal chute.....	Top on both tracks.
M.P. 353.85.....	Bridge.....	Side on both tracks.
Julesburg.....	Coal chute.....	Side and top on both tracks.
M.P. 390.57.....	Bridge.....	Side on both tracks.
M.P. 403.26.....	Bridge.....	Side on both tracks.
M.P. 403.87.....	Bridge.....	Side on both tracks.
Sidney.....	Coal chute.....	Side and top on No. 1 track.
Sidney.....	Block Signal 4083.....	Side on No. 1 track.

899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
M.P. 419.57.....	Bridge.....	Side on both tracks.
M.P. 426.86.....	Bridge.....	Side on both tracks.
M.P. 506.33.....	Bridge.....	Side on both tracks.
Cheyenne.....	Central Ave. Viaduct.....	Top on all tracks.
Corlett.....	Water tank spout.....	Side and top on No. 1 track.
Granite Canon.....	Standpipe.....	Side on No. 2 track.
Buford.....	Water tank spout.....	Side and top on No. 2 track.
Buford.....	Train order signal.....	Side on No. 1 track.
Dale Creek.....	Water tank spout.....	Side and top on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side 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.
M.P. 567.86.....	Bridge.....	Side on both tracks.
Howell.....	Standpipe.....	Side on both tracks.
Cooper Lake.....	Water tank spout.....	Side and top on No. 1 track.
Rock River.....	Coal chute.....	Side on both tracks.

**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)	No. Platte to Sidney	Sidney to Cheyenne	Cheyenne to Buford	Buford to Rawlins	Rawlins to Laramie	Laramie to Buford	Buford to Cheyenne	Cheyenne to Archer	Archer to Sidney	Sidney to No. Platte	
C 57	$\frac{22}{30}$ 182 184	150 to 158	1700	1500	950	1700	1700	1350	2650	1750	3000	3000
C 57	$\frac{22}{30}$ 187 191	201 to 358	2200	1750	975	1850	1850	1650	3500	2800	4500	4500
C 57	$\frac{21}{30}$ 162 171	400 to 499	1625	1500	900	1700	1700	1150	2650	1750	3000	3000
T 69	$\frac{20}{28}$ 143	1320 to 1329	1175									2500
T 73	$\frac{20}{28}$ 148	1330 to 1347			550	1000	1000	850	2200			
T 63	$\frac{20}{28}$ 145	1360 to 1369	1360									2600
TW 57	$\frac{21}{30}$ 165	1800 to 1807			800	1500	1500	1350	2650			
MK 57	$\frac{23\frac{1}{4}}{30}$ 206	1900 to 1949	3200	2100	975	2000	2000	1900	3500	4500	4500	4500
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320	3200	2200	1000	2150	2150	1900	3500	4500	4500	4500
MK 63	$\frac{26}{30}$ 222	2480 to 2499	3400	2300						4800	4800	4800
MC 57	$\frac{26 \& 41}{32}$ 457 464	3600 to 3664			2000	4500	4100	4000	5000			
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	3750	3400	1600	2500	3000	2500	3500	5200	5200	5200
FTT 63	$\frac{25}{28-30}$ 288 S. E.	8000			1750	3000	3000	3000	3500			
UP 67	$\frac{27}{31-32}$ 355 S. E.	9000 to 9014			2100	4000	4000	4000	4000			

**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
- "FTT".....4-10-2 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  $\frac{21}{30}$  162

