

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Western Division

1006 EMPLOYEES' TIME-TABLE



To Take Effect Wednesday, July 10, 1929

at 12:01 A. M. Mountain Time

W. C. Davis

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

	SECOND CLASS				FIRST CLASS														Distance from Council Bluffs	Time-Table No. 106 July 10, 1929	
	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	27 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	7 Passenger	5 Mail	3 Passenger	1 Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	11.30AM	11.30PM	8.45AM											10.50AM		9.30AM		0.0	COUNCIL BLUFFS		
	11.45AM	11.45PM	9.00AM			9.10AM	3.45AM		12.55PM	9.05AM	4.25PM	12.06AM	11.30AM	8.45AM	10.00	6.30PM	12.05AM	2.8	C.T. OMAHA		
						9.46	4.21		1.32	9.40	5.07	12.43	12.06PM	9.20	10.35	7.09	12.39	28.0	VALLEY		
						9.10AM												65.3	VALPARAISO		
						11.05AM												124.8	BEATRICE		
						6.20PM		10.00PM										310.5	KANSAS CITY		
						10.03	4.40		1.55	9.57	5.28	1.00	12.25	9.37	10.51	7.30	12.56	39.3	FREMONT		
						11.01	5.40		2.55	10.51	6.36	2.01	1.20	10.31	11.43AM	8.40	1.49	84.5	COLUMBUS		
						11.50AM	6.30		3.49	11.38AM	7.55	2.50	2.13	11.18	12.31PM	9.52	2.38	124.9	CENTRAL CITY		
						12.30PM	7.05		4.25	12.15PM	8.45	3.25	2.50	11.55AM	1.05	10.45PM	3.15	146.9	GRAND ISLAND		
	7.15PM	8.00AM	2.25PM			1.30	8.10		5.25	1.10	9.50	4.25	3.47	12.53PM	2.01	12.05AM	4.10	189.1	KEARNEY		
	1.30AM	3.10PM	6.20PM			2.45	9.40		6.50	2.15	11.35PM	5.50	5.00	2.05	3.10	2.15	5.15	284.1	M.T. NORTH PLATTE		
			9.10PM			4.46	11.40AM		8.54	4.15PM	1.50AM	7.52	6.39	3.51	4.53	4.41	6.57	365.3	JULESBURG		
			5.00AM	11.35PM				1.00PM 1.45PM		8.59PM	7.15AM	1.09PM						562.5	DENVER		
	8.00AM	10.45PM				6.05	12.50PM		10.10PM	5.20			7.48	5.00	5.58	6.10	8.00	407.5	SIDNEY		
	1.15PM 2.30	4.30AM 6.00AM				8.50 9.05	3.40 3.55		1.10AM 1.25	8.35 8.50			10.10 10.25PM	7.55 8.10	8.15 8.35	9.15AM	10.15 10.25AM	509.5	CHEYENNE		
	8.00PM	12.10PM		12.45PM		10.55PM	5.50	6.20	3.20	10.40PM			12.20AM	10.00PM	10.15PM		12.10PM	566.0	LARAMIE		
	2.40AM	7.00PM		8.15PM		1.50AM	9.00	9.25PM	6.20	1.25AM			3.10	1.05AM	12.50AM		2.50	682.8	RAWLINS		
						4.35	11.58PM	12.15AM	9.05	4.01			5.45	3.41	3.21		5.25	802.1	ROCK SPRINGS		
	10.30AM	3.00AM		3.45AM		5.10	12.45AM	1.05	10.00	4.35			6.25	4.20	4.05		5.55	817.0	GREEN RIVER		
	12.30PM					5.55	1.32	1.52	10.52AM	5.30AM			7.10	5.05	5.00AM		6.40	847.2	GRANGER		
						7.40	3.35	3.50	1.10PM				8.55	6.50			8.25	917.2	EVANSTON		
						8.40	4.40	4.53	2.25				9.56	7.50			9.30	952.7	ECHO		
		3.30PM				10.10AM	6.15AM	6.20AM	3.55PM				11.25AM	9.20AM			10.53PM	992.6	OGDEN		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				

(49.45) (64.45) (21.00) (28.10) (9.10) (26.00) (27.30) (33.20) (28.00) (21.25) (15.50) (14.03) (24.55) (25.35) (20.00) (15.45) (23.48) Thru Time—Based on Omaha
 26.7 38.0 35.9 36.5 35.3 39.4 35.3 39.8 39.7 38.6 42.2 32.2 41.5 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..... 280.3
 Total..... 679.0

WESTERN DIVISION

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

GRAND TOTAL

Main Line..... 995.6
 Branches..... 932.0
 Total..... 1927.6

N. A. WILLIAMS,
 General Manager.

R. E. BROOKS,
 General Superintendent.

G. L. WHIPPLE,
 General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 106 July 10, 1929	Distance from Ogden	FIRST CLASS													SECOND CLASS		
		2 Passenger	4 Passenger	6 Mail	8 Passenger	10 Passenger	12 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	28 Passenger	137 Passenger	256 Time 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	
COUNCIL BLUFFS	992.6		6.50AM	12.25PM		8.45PM										7.00AM	4.00PM
OMAHA	989.8	9.25PM	6.35 6.20	12.10PM 11.59AM	8.35PM	8.30 8.20	6.30AM	3.25PM	8.45PM	5.40PM		2.30AM	8.25PM		6.20AM	3.45PM	
VALLEY	964.6	8.40	5.24	11.12	7.50	7.23	5.46	2.38	8.01	4.51		1.41	7.40				
VALPARAISO	943.6													4.35PM			
BEATRICE	1003.1													2.50PM			
KANSAS CITY VIA DENVER	1217.1													8.00AM			
FREMONT	953.3	8.25	5.05	10.56	7.35	7.05	5.30	2.22	7.45	4.35		1.25	7.25				
COLUMBUS	908.1	7.35	4.02	9.57	6.42	6.00	4.30	1.13	6.55	3.35		12.15AM	6.30				
CENTRAL CITY	867.7	6.49	3.01	9.06	5.54	5.02	3.34	12.15PM	6.09	2.35		11.18PM	5.44				
GRAND ISLAND	845.7	6.25	2.30	8.40	5.30	4.35	3.05	11.45AM	5.45	2.05		10.50	5.20		8.35PM	6.35AM	
KEARNEY	803.5	5.20	1.06AM	7.31	4.25	3.15	1.55AM	10.32	4.40	12.55PM		9.40	4.15				
NORTH PLATTE C.T.	708.5	3.35	10.40PM	5.35	2.30PM	1.00PM	11.55PM	8.10	2.50	10.50AM		7.40	2.20PM		1.05PM	11.15PM	
JULESBURG	627.3	12.46PM	7.00	2.37	11.35AM	9.35AM	8.53	4.55AM	12.02PM	7.47		4.38	11.25AM				
DENVER	576.7						3.45PM	11.30PM	7.30AM			3.00PM 2.20PM			7.50PM		
SIDNEY	585.1	11.55AM	5.45	1.45AM	10.45	8.35			10.55AM	6.50		3.45	10.35		4.05AM	2.45PM	
CHEYENNE	483.1	9.35 9.25	2.25 2.05	11.20PM 10.55	8.25 8.10	5.45AM			8.35 8.25	4.15 4.00		1.15 12.55PM	8.10 7.55		11.20PM 10.20	9.35AM 7.50	
LARAMIE	426.6	7.45	12.10PM	9.10	6.25				6.40	2.15AM	10.00	11.10AM	6.10		5.50PM	3.35AM	
RAWLINS	309.8	5.05	9.00AM	6.05	3.40				3.50	11.10PM	7.05	8.15	3.25		11.00AM	8.15PM	
ROCK SPRINGS	190.5	2.22	5.30	2.55	12.45				12.55	8.10	4.10	5.20	12.35				
GREEN RIVER	175.6	2.00	5.00AM	2.30	12.20AM				12.30AM	7.45	3.45	4.55	12.10AM		3.15AM	12.20PM	
GRANGER	145.4	1.09AM		1.13PM	11.19PM				11.30PM	6.35	2.44	3.32	11.10PM			9.00AM	
EVANSTON	75.4	11.30PM		11.10AM	9.35					4.40	1.05AM	1.35	9.30				
ECHO	39.9	10.22		9.47	8.20					3.24	11.56PM	12.15AM	8.10				
OGDEN M.T.	0.0	9.15PM		8.25AM	7.05PM					2.05PM	10.45PM	10.55PM	6.55PM			11.00PM	
(992.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	

Thru Time—Based on Omaha..... (23.10) (24.20) (26.34) (24.30) (13.35) (13.45) (14.55) (20.15) (26.35) (32.30) (26.35) (24.30) (8.35) (53.05) (63.45)
 Average speed per hour..... 42.7 33.4 37.2 40.4 37.3 40.7 37.5 41.6 37.2 37.4 37.2 40.4 28.5

H. A. CONNETT, Superintendent..... Green River, Wyo.
B. O. WEDGE, Asst. Superintendent..... Green River, Wyo.
 W. M. LANE, Trainmaster, Seventh Subdivision and Branches..... Rawlins, Wyo.
 J. R. AUSTIN, Trainmaster, Eighth Subdivision and Branches..... Ogden, Utah

Seventh and Eighth Subdivisions and Branches

L. B. MAGGARD, Chief Train Dispatcher..... Green River, Wyo.
 F. S. HIRSCH, Night Chief Train Dispatcher..... Green River, Wyo.
 A. E. DAVIS, Train Dispatcher..... Green River, Wyo.
 W. H. McALLISTER, Train Dispatcher..... Green River, Wyo.
 W. S. WHITTAKER, Train Dispatcher..... Green River, Wyo.
 D. H. SHOTLIFF, Train Dispatcher..... Green River, Wyo.
 W. L. SANDEL, Train Dispatcher..... Green River, Wyo.
 S. G. THORNHILL, Train Dispatcher..... Green River, Wyo.
 G. A. ZIMMERMAN, Train Dispatcher..... Green River, Wyo.
 W. F. SHAVER, Train Dispatcher..... Green River, Wyo.

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

2:10 AM
2:30 PM
Portland Rose
Nov. 17 + 18

WESTWARD

SEVENTH SUBDIVISION

Time-Table No. 106
July 10, 1929

Length of siding in feet and location of water, fuel, telegraph, tele- phone, scales and telephones.	SECOND CLASS						FIRST CLASS								Distance from Council Bluffs	STATIONS				
	155 Time Freight			253 Time Freight			21 Passenger		25 Passenger		1 Passenger	19 Passenger	9 Mail	27 Passenger			17 Passenger	7 Passenger	5 Mail	
	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	
WFTO P							8.15PM	7.00PM	2.40AM									682.8	DN-R RAWLINS Ra	
W. B. 4002 P										9.25PM	9.00PM	2.50PM	6.20AM	3.10AM	1.50AM	1.25AM	1.05AM	12.50AM	686.0	3.2 FERRIS
5741 P										9.32	† 9.06	2.55	6.26	3.15	1.56	1.30	1.10	12.55	689.8	3.8 HADSELL
EB4442 P										9.38	† 9.11	3.00	6.32	3.20	2.04	1.35	1.15	1.00	693.0	3.2 KNOBS
W. B. 3505 P										9.43	† 9.16	3.04	6.37	3.24	2.09	1.39	1.19	1.04	697.0	4.0 DALEY'S RANCH
WB 3959 EB 4057 WP										9.48	† 9.21	3.09	6.43	3.29	2.15	1.44	1.24	1.09	700.7	3.7 RINER
4044 P										9.53	† 9.27	3.13	6.48	3.33	2.20	1.49	1.29	1.13	705.3	4.6 CHEROKEE
W. B. 3578 YP 4028										9.59	† 9.35	3.19	6.54	3.39	2.26	1.55	1.35	1.18	712.0	6.7 CRESTON
4053 P										10.10	† 9.46	3.27	7.03	3.47	2.35	2.03	1.43	1.25	716.0	4.0 LATHAM
WB5133 EB 4008 WFYP										10.17	† 9.52	3.32	7.09	3.52	2.41	2.08	1.48	1.30	724.2	8.2 DN WAMSUTTER Wm
W. B. 3814 P										10.29	† 10.04	3.42	7.20	4.02	2.52	2.18	1.58	1.40	729.1	4.9 FREWEN
3,590 P										10.35	† 10.11	3.48	7.26	4.08	2.58	2.24	2.04	1.46	732.7	3.6 RED DESERT
WB 3876 EB 3802 P										10.40	† 10.17	3.53	7.31	4.13	3.03	2.29	2.09	1.51	740.0	7.3 TIPTON
W. B. 3896 P										10.51	† 10.29	4.04	7.42	4.24	3.14	2.40	2.20	2.01	743.4	3.4 ROBINSON
WB 3438 EB 3996 P										10.56	† 10.34	4.08	7.47	4.28	3.19	2.44	2.24	2.06	746.7	3.3 TABLE ROCK
W. B. 3490 PX E. B. 4006										11.01	† 10.39	4.12	7.52	4.32	3.24	2.48	2.28	2.10	751.7	5.0 MONELL
WB 6210 EB 6201 WFYP										11.07	† 10.45	4.18	7.58	4.38	3.30	2.54	2.34	2.16	756.7	5.0 DN BITTER CREEK Bk
6,000 PX										11.13	† 10.52	4.24	8.04	4.44	3.36	3.00	2.40	2.22	765.9	9.2 BLACK BUTTES
W. B. 3918 P										11.24	† 11.03	4.36	8.15	4.56	3.47	3.12	2.52	2.33	771.2	5.3 HALLVILLE
WB 6212 4191 WP										11.30	† 11.10	4.43	8.21	5.03	3.53	3.19	2.59	2.39	777.1	5.9 DN POINT OF ROCKS Ro
4,476 YP										11.37	† 11.18	4.50	8.28	5.10	4.00	3.26	3.06	2.46	784.1	7.0 D THAYER JUNCT. Je
3942 P										11.45	† 11.28	4.58	8.36	5.18	4.08	3.34	3.14	2.54	788.6	4.5 SALT WELLS
4096										11.51	† 11.34	5.04	8.42	5.24	4.14	3.40	3.20	2.59	795.7	7.1 BAXTER
PX										11.59PM	† 11.43	5.12	8.50	5.32	4.22	3.48	3.28	3.07	796.6	0.8 GUNN JUNCTION
WB 4126 EB 5197 WFYP																			802.1	5.6 DN ROCK SPRINGS Sg
5076 P										12.15AM	† 11.58PM	5.25	9.05	5.45	4.35	4.01	3.41	3.21	809.0	6.9 KANDA
WFTO P							3.45AM	2.00AM	9.00AM	12.25	† 12.10AM	5.34	9.15	5.56	4.45	4.11	3.51	3.30	817.0	8.0 DN-R GREEN RIVER Gr
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Block Signals	Double Track
3.2	
3.8	
3.2	
4.0	
3.7	
4.6	
6.7	
4.0	
8.2	
4.9	
3.6	
7.3	
3.4	
3.3	
5.0	
5.0	
9.2	
5.3	
5.9	
7.0	
4.5	
7.1	
0.8	
5.6	
6.9	
8.0	

W. B.—Westward Siding
E. B.—Eastward Siding
X—Crossover

(7.30) (7.00) (6.20) (3.20) (3.30) (3.00) (3.15) (3.00) (3.10) (3.00) (3.00) (2.55) Thru Time
17.8 19.1 21.2 40.2 38.4 44.7 41.3 44.7 42.4 44.7 44.7 46.0 Average speed per hour

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

Handwritten notes:
7/10/29
Green River

SEVENTH SUBDIVISION

EASTWARD

Time-Table No. 106
July 10, 1929

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Ogden	FIRST CLASS									SECOND CLASS									
		28 Passenger	8 Passenger	18 Passenger	2 Passenger	22 Passenger	26 Passenger	4 Passenger	6 Mail	20 Passenger	256 Time Freight	228 Mixed	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 RAWLINS Ra	309.8	3.20AM	3.35AM	3.45AM	5.00AM	7.00AM	8.10AM	8.40AM	6.00PM	11.05PM										
FERRIS	306.6	3.14	3.29	3.39	4.54	6.53	8.03	† 8.28	5.49	10.51										
HADSELL	302.8	3.09	3.24	3.34	4.49	6.48	7.58	† 8.22	5.43	10.46										
KNOBS	299.6	3.03	3.18	3.28	4.44	6.43	7.53	† 8.17	5.38	10.41										
DALEY'S RANCH	295.6	2.57	3.12	3.22	4.39	6.37	7.47	† 8.10	5.32	10.36										
RINER	291.9	2.52	3.07	3.17	4.34	6.32	7.42	† 8.04	5.27	10.31										
CHEROKEE	287.8	2.46	3.01	3.11	4.28	6.26	7.36	† 7.58	5.21	10.25										
CRESTON	280.6	2.38	2.53	3.03	4.20	6.18	7.28	† 7.48	5.13	10.15										
LATHAM	276.6	2.30	2.45	2.55	4.13	6.10	7.20	† 7.40	5.05	10.08										
DN WAMSUTTER Wm	268.4	2.19	2.34	2.44	4.03	5.59	7.09	‡ 7.28	‡ 4.53	† 9.56										
FREWEN	263.5	2.11	2.26	2.36	3.56	5.51	7.01	† 7.15	4.41	9.48										
RED DESERT	259.9	2.06	2.21	2.31	3.51	5.46	6.56	† 7.10	4.36	9.43										
TIPTON	252.6	1.56	2.11	2.21	3.42	5.36	6.46	† 7.00	† 4.26	9.33										
ROBINSON	249.2	1.51	2.05	2.15	3.37	5.30	6.40	6.55	4.20	9.28										
TABLE ROCK	245.9	1.46	2.00	2.10	3.32	5.25	6.35	† 6.50	4.15	9.23										
MONELL	240.9	1.40	1.54	2.04	3.26	5.19	6.29	6.43	4.07	9.17										
DN BITTER CREEK Bk	235.9	1.34	1.47	1.57	3.20	5.12	6.22	‡ 6.36	‡ 3.59	† 9.10										
BLACK BUTTES	226.7	1.23	1.36	1.46	3.09	5.01	6.11	† 6.23	3.47	8.59										
HALLVILLE	221.4	1.17	1.29	1.39	3.03	4.54	6.04	† 6.16	3.39	8.53										
DN POINT OF ROCKS Ro	215.5	1.10	1.21	1.31	2.56	4.46	5.56	‡ 6.08	‡ 3.31	† 8.46										
D THAYER JUNCT. Jo	208.5	1.01	1.11	1.21	2.47	4.36	5.45	† 5.58	3.20	8.36		7.40AM								
SALT WELLS	204.0	12.54	1.04	1.14	2.40	4.29	5.38	† 5.50	3.12	8.29		7.28								
BAXTER	196.9	12.46	12.56	1.06	2.32	4.21	5.30	† 5.40	3.03	8.20		7.15								
GUNN JUNCTION	196.1																			
DN ROCK SPRINGS Sg	190.5	‡ 12.35	‡ 12.45	‡ 12.55	2.22	‡ 4.10	‡ 5.20	‡ 5.30	‡ 2.55	‡ 8.10		7.00AM								
KANDA	188.6	12.22	12.32	12.42	2.11	3.57	5.07	† 5.11	2.42	7.57										
DN-R GREEN RIVER Gr	175.6	12.10AM	12.20AM	12.30AM	2.00AM	3.45AM	4.55AM	5.00AM	2.30PM	7.45PM		3.15AM		12.20PM						
(134.2)		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.....	(3.10)	(3.15)	(3.15)	(3.00)	(3.15)	(3.15)	(3.40)	(3.30)	(3.20)	(7.20)	(.40)	(7.30)
Average speed per hour.....	42.4	41.3	41.3	44.7	41.3	41.3	36.6	38.4	40.2	18.3	27.0	17.9

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

Handwritten notes and signatures:
 P.P.P.
 9.
 [Illegible signatures and scribbles]

WESTWARD

EIGHTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Length of sidings in feet and location of water, fuel, in working plants, turntables, scales and telephones.	SECOND CLASS		FIRST CLASS													Distance from Council Bluffs
	255	253	1	119	19	9	27	17	7	5	125	21	25			
	Time Freight	Time Freight	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Mail	Passenger	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
WFTYO P	10.30AM	3.00AM	5.55PM	10.05AM	10.00AM	6.25AM	5.10AM	4.35AM	4.20AM	4.05AM	1.10AM	1.05AM	12.45AM	817.0		
W.B. 3053 P			6.05	10.17	10.12	6.34	5.20	4.47	4.30	4.17	1.22	1.15	12.55	821.1		
4,115 P			6.12	10.25	10.20	6.40	5.27	4.55	4.37	4.24	1.30	1.23	1.02	824.9		
4,039 WP			6.20	10.33	10.28	6.49	5.35	5.04	4.45	4.31	1.38	1.32	1.10	830.2		
5,794 P			6.29	10.42	10.39	6.58	5.44	5.15	4.54	4.40	1.48	1.41	1.19	837.8		
														841.3		
WB5284 WYP EB3334 EB3473	12.30PM		6.40	11.00AM	10.52	7.10	5.55	5.30AM	5.05	5.00AM	2.00AM	1.52	1.32	847.2		
3,602 P			6.49		11.02	7.19	6.04		5.14			2.02	1.42	854.0		
5,113 P			6.55		11.10	7.25	6.10		5.20			2.09	1.49	858.7		
5,101 P			7.04		11.20	7.34	6.19		5.29			2.19	1.59	865.9		
4,710 P			7.09		11.27	7.39	6.24		5.34			2.25	2.05	869.7		
6,578 WFP			7.16		11.40	7.46	6.31		5.41			2.33	2.18	875.4		
5,091 P			7.23		11.48	7.53	6.38		5.48			2.41	2.26	880.9		
4,893 P			7.29		11.56AM	7.59	6.44		5.54			2.48	2.33	885.6		
WB 4,280 WTP 4,141			7.35		12.06PM	8.05	6.50		6.00			2.55	2.40	890.5		
WB4010 P			7.41		12.13	8.11	6.56		6.06			3.02	2.46	894.8		
														896.1		
WB 4002 WP 4092			7.45		12.20	8.15	7.00		6.10			3.07	2.50	897.6		
WB 4000 3660 EB 3974 IP			7.51		12.30	8.21	7.06		6.16			3.15	2.56	901.8		
EB 4019 4287 IP EB 3688			7.58		12.38	8.28	7.13		6.23			3.22	3.03	903.6		
EB 3900 P EB 2970			8.05		12.46	8.35	7.20		6.30			3.30	3.10	908.7		
3,995 WP			8.10		12.55	8.40	7.25		6.35			3.36	3.17	912.7		
WFTYO P			8.25		1.10	8.55	7.40		6.50			3.50	3.35	917.2		
6,083 P			8.32		1.20	9.02	7.47		6.57			3.57	3.42	921.7		
WB 3899-6281w 5245 P			8.42		1.31	9.12	7.57		7.07			4.05	3.50	927.6		
WB 2196 P EL 3004			8.51		1.41	9.21	8.06		7.16			4.15	4.00	932.6		
WB 6194-3650 EB 5417 WP			9.00		1.51	9.30	8.14		7.24			4.24	4.09	936.7		
4,010 P			9.10		2.01	9.40	8.23		7.33			4.33	4.19	943.3		
EB 4129			9.18		2.09	9.49	8.30		7.40			4.40	4.27	948.2		
WB 5418 C5,870 EB 5406 WFTP			9.30		2.21	9.56	8.40		7.50			4.53	4.40	952.7		
5792 P			9.37		2.28	10.04	8.47		7.57			5.00	4.47	956.5		
5789 P			9.45		2.37	10.13	8.55		8.05			5.07	4.55	960.6		
2830														962.4		
6436 WP			9.57		2.48	10.26	9.05		8.16			5.17	5.07	968.0		
			10.03		2.56	10.32	9.11		8.22			5.22	5.12	970.6		
5798 P			10.10		3.04	10.40	9.18		8.29			5.30	5.20	975.5		
EB2021 P			10.15		3.10	10.45	9.24		8.35			5.35	5.25	977.7		
4597 WP			10.21		3.18	10.51	9.32		8.43			5.41	5.33	980.1		
WB 3085-2773 EB 3507 P			10.34		3.30	11.05	9.45		8.55			5.52	5.45	985.1		
WFTYOP		3.30PM	10.53PM		3.55PM	11.25AM	10.10AM		9.20AM			6.20AM	6.15AM	992.6		
			Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

Time-Table No. 106
July 10, 1929

STATIONS

DN-R GREEN RIVER Gr
4.1
RIVIEW
3.8
PERU
5.3
BRYAN
7.6
MARSTON
3.5
AZUSA
5.9
DN GRANGER Ga
6.8
VERNE
4.7
CHURCH BUTTES
7.2
HAMPTON
3.8
ELKHURST
5.7
DN CARTER Q
5.5
ANTELOPE
4.7
BRIDGER
4.9
D LEROY Ry
4.3
RAGAN
1.3
CHELSEA
1.5
D SPRING VALLEY Sv
4.2
DN ASPEN Wx
1.8
DN ALTAMONT Ap
5.1
KNIGHT
4.0
MILLIS
4.5
DN-R EVANSTON Na
4.5
WYUTA
5.9
DN WAHSATCH Wh
5.0
CURVO
4.1
CASTLE ROCK
6.6
EMORY
4.9
BASKIN
4.5
DN ECHO Ho
3.8
HENEFER Nf
4.1
D DEVIL'S SLIDE Cn
1.8
GRIFFITH
5.6
DN MORGAN Wb
2.6
STODDARD
4.9
D PETERSON Ge
2.2
STRAWBERRY
2.4
GATEWAY
5.0
D UINTAH Ux
7.5
DN-R OGDEN Og

Block Signals

Double Track

Double Track

W.B.—Westward Siding
E.B.—Eastward Siding

(2.00) (12.30) (4.58) (0.55) (5.55) (5.00) (5.00) (0.55) (5.00) (5.00) (0.55) (0.50) (5.15) (5.30)
.15.1 14.0 35.3 32.8 29.7 35.1 35.1 32.8 35.1 32.8 36.2 33.4 31.9

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

EIGHTH SUBDIVISION

EASTWARD

Time-Table No. 106

July 10, 1929

STATIONS	Distance from Ogden	FIRST CLASS										SECOND CLASS		
		126	66	6	120	20	28	8	2	22	26	18	254	224
		Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight
DN-R GREEN RIVER Gr	175.6	3.20AM	1.30PM	2.10PM	7.20PM	7.25PM	12.01AM	12.10AM	1.55AM	3.30AM	4.35AM	12.20AM	11.00AM	11.30AM
RIVIEW	171.5	3.07	1.10	1.53	7.06	7.11	11.47PM	11.57PM	1.44	3.19	4.15	12.07		
PERU	167.7	3.01	1.02	1.47	7.00	7.05	11.41	11.50	1.38	3.13	4.08	12.01AM		
BRYAN	162.4	2.52	12.50	1.36	6.51	6.56	11.31	11.40	1.29	3.04	3.56	11.51PM		
MARSTON	154.8	2.42	12.40	1.25	6.42	6.47	11.22	11.31	1.19	2.54	3.45	11.42		
AZUSA	151.3													
DN GRANGER Gn	145.4	2.30AM	12.25PM	1.13	6.30PM	6.35	11.10	11.19	1.09	2.44	3.32	11.30PM	9.00AM	9.30AM
VERNE	138.6			12.58		6.25	11.00	11.09	1.00	2.35	3.20			
CHURCH BUTTES	133.9			12.50		6.18	10.54	11.03	12.54	2.29	3.13			
HAMPTON	126.7			12.40		6.09	10.44	10.54	12.45	2.20	3.03			
ELKHURST	122.9			12.35		6.04	10.39	10.49	12.40	2.15	2.58			
DN CARTER Q	117.2			12.27		5.56	10.31	10.42	12.32	2.07	2.48			
ANTELOPE	111.7			12.15		5.46	10.23	10.34	12.25	2.00	2.38			
BRIDGER	107.0			12.09		5.40	10.17	10.28	12.20	1.55	2.32			
D LEROY Ry	102.1			12.03PM		5.34	10.11	10.22	12.14	1.49	2.26			
RAGAN	97.8			11.56AM		5.28	10.05	10.17	12.09	1.44	2.20			
CHELSEA	96.5													
D SPRING VALLEY Sv	95.0			11.51		5.23	10.01	10.13	12.06	1.41	2.15			
DN ASPEN Wx	90.8			11.44		5.16	9.55	10.08	12.01AM	1.36	2.08			
DN ALTAMONT Ap	89.0			11.38		5.10	9.49	10.02	11.55PM	1.30	2.02			
KNIGHT	83.9			11.28		5.01	9.39	9.52	11.46	1.21	1.52			
MILLIS	79.9			11.20		4.52	9.30	9.44	11.39	1.14	1.44			
DN-R EVANSTON Na	75.4			11.10		4.40	9.20	9.35	11.30	1.05	1.35			
WYUTA	70.9			10.51		4.24	9.05	9.19	11.13	12.48	1.19			
DN WAHSATCH Wh	65.0			10.41		4.14	8.56	9.10	11.05	12.39	1.10			
CURVO	60.0			10.29		4.03	8.46	8.58	10.56	12.30	12.58			
CASTLE ROCK	55.9			10.19		3.54	8.37	8.48	10.49	12.23	12.47			
EMORY	49.3			10.07		3.44	8.27	8.38	10.39	12.13	12.35			
BASKIN	44.4			9.57		3.34	8.19	8.29	10.31	12.05AM	12.25			
DN ECHO Ho	39.9			9.47		3.24	8.10	8.20	10.22	11.56PM	12.15AM			
D HENEFER Nf	36.1			9.29		3.09	7.55	8.05	10.11	11.41	11.59PM			
D DEVIL'S SLIDE Cn	32.0			9.21		3.01	7.49	7.59	10.05	11.35	11.51			
GRIFFITH	30.2													
DN MORGAN Wb	24.6			9.09		2.50	7.38	7.48	9.55	11.25	11.39			
STODDARD	22.0			9.03		2.44	7.33	7.43	9.51	11.21	11.33			
D PETERSON Ge	17.1			8.57		2.38	7.27	7.37	9.45	11.15	11.27			
STRAWBERRY	14.9			8.52		2.33	7.22	7.32	9.40	11.11	11.22			
GATEWAY	12.5			8.47		2.28	7.17	7.27	9.37	11.07	11.17			
D UINTAH Ux	7.5			8.38		2.18	7.07	7.17	9.27	10.57	11.08			
DN-R OGDEN Og	0.0			8.25AM		2.05PM	6.55PM	7.05PM	9.15PM	10.45PM	10.55PM		11.00PM	
(175.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily

Thru Time.....	(0.50)	(1.05)	(5.45)	(0.50)	(5.20)	(5.06)	(5.05)	(4.40)	(4.45)	(5.40)	(0.50)	(12.00)	(2.00)
Average speed per hour.....	36.2	27.8	30.5	36.2	32.9	34.4	34.5	37.6	36.9	31.0	36.2	14.6	15.1

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

WESTWARD—South Pass Branch—EASTWARD

WESTWARD—Lionkol Branch—EASTWARD

WESTWARD—Reliance Branch—EASTWARD

WESTWARD—Winton Branch—EASTWARD

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Winton	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Lionkol	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Reliance Junction	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Winton Junction	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.
	Distance from Rook Springs	STATIONS			Distance from Lionkol Junction.	STATIONS			Distance from Reliance Mine	STATIONS			Distance from Winton Junction			
	0.0	DN-R ROCK SPRINGS Sg	14.5		0.0	LIONKOL JUNCTION	2.0		0.0	RELIANCE JUNCTION	1.7		0.0	WINTON JUNCTION	5.0	
	3.4	3.4			2.0	LIONKOL	0.0		1.7	RELIANCE MINE	0.0		2.4	D HAY Hy	2.6	
	5.5	2.1 RELIANCE JUNCTION	9.0		2.5	0.5 END OF TRACK	0.5		2.1	0.4 END OF TRACK	0.4		5.0	WINTON	0.0	
	9.5	4.0 WINTON JUNCTION	5.0										5.2	0.2 END OF TRACK	0.2	

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

WESTWARD—Dines Branch—EASTWARD

WESTWARD—Gunn Branch—EASTWARD.

WESTWARD—Superior Branch—EASTWARD.

Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Dines.	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Gunn.	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Time-Table No. 106 July 10, 1929		Distance from Thayer Jct.	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.
	Distance from Hay	STATIONS			Distance from Gunn Jct.	STATIONS			Distance from Superior			
	0.0	D HAY Hy	1.6		0.0	GUNN JUNCTION	3.7		0.0	D THAYER JUNCTION Jc	7.6	
	1.6	1.6 DINES	0.0		3.7	3.7 GUNN	0.0		7.6	D SUPERIOR Su	0.0	
	1.9	0.3 END OF TRACK	0.3		3.9	0.2 END OF TRACK (3.9)	0.2		9.1	1.5 END OF TRACK (9.1)	1.5	

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

WESTWARD—Park City Branch—EASTWARD.										WESTWARD—Ontario Branch—EASTWARD.										WESTWARD—Grass Creek Branch—EASTWARD.									
Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.		SECOND CLASS		Distance from Echo	Time-Table No. 106 July 10, 1929		Distance from Park City	SECOND CLASS		Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Keetley Jct.	Time-Table No. 106 July 10, 1929		Distance from Keetley	Length of sidings in feet and location of water, fuel, interlocking plants, turning stations, scales and telephones.	Distance from Grass Creek Jct.	Time-Table No. 106 June 10, 1929		Distance from Grass Creek										
		Mixed	Leave Daily		Mixed	Arrive Daily		Mixed	Arrive Daily			Mixed	Arrive Daily																
WFTP		10.00AM	0.0	DN-R	ECHO	Ho	28.1	4.30PM		P	0.0	KEETLEY JCT.	5.2		0.0	GRASS CREEK JCT.	5.6												
800		10.03	0.9		BRIM		27.2	4.10		P	5.2	KEETLEY	Ky	0.0	5.6	GRASS CREEK	0.0												
1,180		10.10	3.0		GRASS CREEK JCT.		25.1	4.05																					
1,092	OP	10.30	5.4	D	COALVILLE	Ve	22.7	3.50																					
		10.40	8.3		HOYTSVILLE		19.8	3.20																					
1,187	P	11.00	13.0		WANSHIP		15.1	3.00																					
1,053	P	11.30	20.0		ATKINSON		8.1	2.35																					
W		11.45	23.7		HOMER SPUR		4.4	2.20																					
P		11.47AM	24.1	R	KEETLEY JCT.		4.0	2.13																					
Y		12.01PM	27.1		FRT YARD JCT.		1.0	2.05																					
WP		12.20PM	28.1	D-R	PARK CITY	Kd	0.0	2.00PM																					
		Arrive Daily						Leave Daily																					
		(2.20) 12.0		Thru Time.....			(2.30) 11.2																					
Average Speed Per Hour.....																													
Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.																													

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Engine	Numbers (Inclusive)	Rawlins to Evanston	Evanston to Ogden	Ogden to Evanston	Evanston to Rawlins	With train made up at Green River		With train made up at Rock Springs	
						Green River to Wamsutter	Wamsutter to Rawlins	Rock Springs to Wamsutter	Wamsutter to Rawlins
C 57 — 22 — 182	150 to 158	1700	2200	845	1700				
C 57 — 30 — 184	201 to 358	1850	2600	880	1850				
C 57 — 21 — 162	400 to 499	1650	2300	800	1650				
C 57 — 30 — 171									
T 73 — 20 — 148	1330 to 1347	1000	2200	460	1000				
T 73 — 28 — 148									
MK 57 — 23 3/4 — 206	1900 to 1949	1900	2800	1000	1900				
MK 63 — 26 — 214	2200 to 2320	2250	4000	1600	2250	2350		3300	
MK 63 — 28 — 228									
MK 63 — 26 — 222	2480 to 2499	2350	4000	1700	2350	2500		3750	2400
MK 63 — 30 — 222									
MC 57 — 26 & 41 — 457	3600 to 3664	4100	4900	3000	4100			5500	
MC 57 — 32 — 464									
TTT 63 — 29 1/2 — 285	5000 to 5089	3400	4900	2000	3400			4300	
TTT 63 — 30 — 295									
UP 67 — 27 — 355SE	9000 to 9029	4300	4900	3200	4300			5800	
UP 67 — 31-32									

EXPLANATION

“C”.....Consolidation Engines
 “E”.....Eight Wheelers
 “P”.....Pacific Type
 “S”.....Switch
 “T”.....Ten Wheelers
 “MC”.....Mallet
 “MK”.....Mikado Type
 “TTT”.....2-10-2 Type
 “UP”.....4-12-2 Type

EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 — 21 — 162
 30

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

SPECIAL RULES

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

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

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

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

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

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

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

On two or more tracks when approaching trains running in opposite direction.
 These instructions do not supersede or modify those contained in Rules 17 and D-17.

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

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

27 (A). In block signal limits, trains will not be required to stop for a switch light not burning at night, when it can be seen that the switch is in proper position.

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

TRAIN	STOPS	PASSENGERS
22	Granger.	Denver.
27	Morgan.	California.
28	Morgan.	Omaha and beyond.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
6	Marston and Bryan.	West of Granger.
8	Any station.	California.
21	Any station west of Green River.	East of Green River.
22	Granger.	Ogden and beyond.
26	Wamsutter.	Evanston and beyond.
28	Any station.	California.

Note.—No. 6 will stop at Thayer Junction to receive or discharge parcel post.
 No. 7 and No. 9 will slow down passing station at Granger to permit exchange of U. S. Mail.

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

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

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

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

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

98 (R). JUNCTIONS.

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

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

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

103 (A). Cars must not be handled ahead of engine between stations, except in work train service at slow speed.

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 pick up coal.

103 (R). Locomotives must not use coal trestle located immediately adjacent to east side of Power House at new Ogden terminal.

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 "Psg." includes mail and express trains, and under 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.	50	35	
Bitter Creek.	30	30	Passing coaling station.
At any point.	45		With Mikado type engines.
At any point.	35		With 9000 class engines.
On curves.	25	25	With 9000 class engines.
At any point.	35		With 5000 class engines.
At any point.	30	30	With Mallet type engines.
At any point.	20	25	Trains handling gravel.
At any point.	20	20	Engines backing up.
At any point.	6	6	Mallet and Mikado type, 9000 and 5000 class engines when using cross-overs or turn-outs.
Within yard limits.	30	15	Speed must be as much slower as rules or conditions may require.
Through Aspen tunnel.	15	15	
On sidings.	15	15	Speed must be as much slower as rules or conditions may require.
Riner to Daley's Ranch.		30	When train was not inspected at Riner.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Frt.	
M.P. 738½ to M.P. 735½.	40	30	Eastward.
First curve west of M.P. 785 one and one-half miles west of Thayer Jct.	40		
All curves between Kanda and M.P. 811 (Wilkins).	45		
Fish Cut, one mile east of Riview.	20	20	Eastward.
Mahoney's Cut, three-quarters mile west of Riview.	20	20	Eastward
Granger.	10	10	Eastward—over junction switch.
First curve east of Elkhurst.	35		Eastward.
M.P. 908.	12	10	Over sink holes just east and west of M.P. 908.
Between Evanston and Ogden.	25	25	With Mallet type engines.
Evanston to Ogden.		25	Westward.
Evanston to Ogden.		30	Westward with light engines.
Wahsatch to M.P. 935.	30	25	Westward.
On heavy curves between Castle Rock and Uintah.	20	20	With 9000 class engines.
Echo.	15		Westward—passing coal chute.
Through Narrows between Henefer and Devils Slide.	20	20	
M.P. 964.	20	20	Around curve west of tunnel No. 9.
First curve east of Peterson	45		
Between Devils Gate Bridge and east switch Gateway.	30	30	Eastward.
Gateway.	6	6	Passing track.
Gateway to M.P. 984.	30	25	Westward.
Superior Branch.	15	15	
Gunn Branch.	15	15	
South Pass Branch.	15	15	
Lionkol Branch.	15	15	
Reliance Branch.	15	15	
Winton Branch.	15	15	
Dines Branch.	15	15	
Park City Branch.	20	20	
Ontario Branch.	15	15	
Grass Creek Branch.	10	10	

Note.—No. 7 and No. 9 will slow down passing station at Granger to permit exchange of U. S. Mail.

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

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

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

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

D-511 (S). Trains moving from center siding to eastward main track at Morgan will be governed by Dwarf Signal 9680. When its arm extends horizontally, and in addition it shows a red light at night, after having stopped for it, a train may move from center siding to the eastward main track, complying with Rules 511 (B) and D-511 (R). When its arm extends downward, and in addition it shows a yellow light at night, a train may move from center siding to eastward main track without complying with Rules D-511 and D-511 (R).

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.

SPECIAL RULES

530 (R) Signal 7252 located at west-end, Wamsutter is a permissive home block signal. Enginemen finding this signal at permissive position may proceed without stopping, prepared to stop before overtaking a preceding train, or encountering an obstruction, broken rail, or switch not properly set.

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

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead.

720 (R). Passengers may be carried on freight trains between stations at which the trains stop as follows:

- (a) Persons in charge of live stock or other freight when provided with proper transportation.
(b) Employees with annual pass or with trip pass so endorsed.
(c) Passengers with revenue tickets when presented for passage on:

Table with 2 columns: Trains and Between Stations. Rows: Mine Run, Rock Springs and Superior, Mine Run, Rock Springs and Winton.

Agents and Conductors must notify passengers that freight trains will not be required to stop with cabooses opposite platforms for them to get on or off.

802 (R). Exception is made to the requirements of Rule 802 (A) in movements on Winton, Superior, Grass Creek, Weber and Keetley Branches, where cars are handled ahead of engines between stations.

802 (S). A man must be sent ahead of a train, engine, or car, moving over West Flat Street crossing just north of old rip track at Rock Springs.

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

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

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

Table with 3 columns: Location, For each empty or loaded car weighing less than 40,000 lbs., For each empty or loaded car weighing between 40,000 and 50,000 lbs.

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:

Table with 2 columns: Location and direction. Locations include Riner, Wamsutter, Rock Springs, Carter, Echo, Half way between Union Fuel Mine and Grass Creek Junction.

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

826 (R). When 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:

Table with 4 columns: NAME, TITLE, PLACE, TERRITORY. Lists surgeons such as John R. Nilsson, Raymond Barber, M. L. Crandell, etc.

865 (A). Trainmen, enginemen, yardmen, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Conductors must notify enginemen of the presence and location in the train of cars containing explosives and of loaded placarded tank cars before leaving the initial station or station where such cars are picked up.

Cars placarded "Explosives" must be placed in through freight trains near the middle of the train and must be not nearer than the 16th car from the engine, electric locomotive, or motor car, nor the 11th car from the caboose, if the length of the train will permit.

Cars placarded "Explosives" may be placed in local freight, local pickup, and local set-out trains not nearer than the second car from the engine, electric locomotive, or motor car, or caboose when placing them near the middle of the train would require additional switching at way-stations.

Cars placarded "Explosives" must not be placed in through or local trains next to cars placarded "Inflammable" or "Corrosive Liquid", nor next to empty or loaded tank cars, wooden frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to shift and break through end of placarded car; nor next to cars containing lighted heaters, stoves or lanterns.

Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves or lanterns, and when practicable must be placed not nearer than the sixth car from the engine, electric locomotive or motor car, or caboose, nor next to gondola or flat cars with lading such as logs, lumber, rails or pipe that is likely to shift.

Empty tank cars must not be moved from stations unless dome cover and all outlets have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

When placards become detached in transit, conductor must see that they are replaced upon arrival at the next terminal, if in through trains, or at first station stop if in local freight trains.

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named: Drover Cars, Scale Test Cars, Cars with Emergency Drawbars, Outfit Cars, Emigrant Movable, All Wooden Underframe Cars, Any car tagged with Form 4725 reading, "Handle only at rear end of train". Drover cars, occupied or unoccupied, must be placed in trains next ahead of caboose.

Trains containing drover cars must not be pushed by an engine at the rear. If it becomes necessary, in an emergency, to clear main track by use of an engine at rear of the train, the drover cars must first be vacated.

When a helper engine is used, it must be cut in ahead of drover cars (See Item 865 (R), Consolidated Superintendent's Bulletin Orders).

Switching must not be done with drover cars, except in handling to or from trains. 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 final 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.

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

865 (R). On freight trains, Ogden to Wahsatch, helper engines will be placed just ahead caboose, except that if there be wooden underframe cars or drovers' coaches on rear of train, the helper will be cut in ahead of them.

865 (S). Cars must not be handled behind caboose as follows: Ogden to Altamont—Eastward.

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 freight trains, air test as required by Air Brake Rule 1051 must be made at the following points: One mile east of Echo—Westward.

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

Table with 2 columns: Location and direction. Locations include Evanston, Between Evanston and Uintah, Summit of Grade, at M.P. 928.31.

On freight trains, air test as required by Air Brake Rule 1044 (A) must be made at: Evanston, Between Evanston and Uintah, Summit of Grade, at M.P. 928.31.

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

887 (S). Retainers must be used as follows: Wahsatch to Echo—on all westward freight trains; Gateway to Uintah—on all westward freight trains; All Branch Lines—on all freight and mixed trains descending heavy grades.

Exception.—Trains averaging not to exceed fifty gross tons per car may be handled without the use of retainers when handled by engines equipped with two air compressors which are operative.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor their use is necessary.

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

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

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

Table with 2 columns: Location and engine restrictions. Locations include Granger, Point of Rocks, Old Thayer, Spring Valley, Millis, Devil's Slide, Morgan, Strawberry, Hadsell, Rock Springs, Evanston.

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

Empty cars may be stored on Mine Spur track Point of Rocks as far as west end old main yard. Engines must not go beyond derailed at west end of this track.

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.

Table with 3 columns: Location, Structure or Obstruction, Clearance of Engine or Car is Close at—. Locations include At all stations, M. P. 814.28, M. P. 814.83, M. P. 960.91, M. P. 963.62, M. P. 964.34, M. P. 964.75, M. P. 980.06, Ogden.



**MAP OF THE
WESTERN DIVISION
UNION PACIFIC RAILROAD**

ENGINEER'S OFFICE, OMAHA NEB. MAY, 1927

SCALE OF MILES

0 10 20 30 40 50