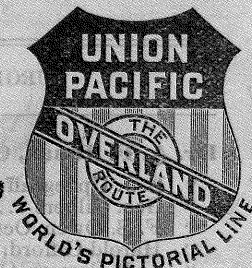


# UNION PACIFIC RAILROAD COMPANY.



## NEBRASKA AND WYOMING DIVISIONS.

# EMPLOYÉES' TIME TABLE

### No. 11.

## To take Effect Wednesday, Sept. 5th, 1900.

{ East of North Platte 1:05 A. M. "Central Time."  
 { West of North Platte at 12:05 A. M. "Mountain Time."

**E. DICKINSON,**  
 General Manager.

**THIS TIME TABLE** is for the use and guidance of Employees only, and is not intended for the information of the public, or as an advertisement of time of any Train. The Company reserves the right to vary from it at pleasure.

# LIST OF SURGEONS.

SURGEON	PLACE	OFFICE	RESIDENCE	DISTRICT
<b>Dr. A. F. Jonas, Chief Surgeon</b> .....	Omaha .....	{ Continental Block, Telephone 1073.... General Office Building, Telephone 748..	106 S. 31st Ave., Telephone 614 .....	All Divisions.
" E. J. Updegraff .....	" .....	Continental Block, Telephone 495.....	2615 So. 13th, Telephone 2499 .....	Council Bluffs to Fremont.
" Geo. Gilbert .....	" .....	Brown Block, Telephone 2055 .....	1806 Chicago St., Telephone 2134.....	Council Bluffs to Fremont.
" F. S. Owen, Oculist .....	" .....	Karbach Block .....	Omaha .....	Omaha.
" Harold Gifford, Consulting Oculist .....	" .....	14th and Farnam Sts. ....	Omaha .....	Omaha.
" A. B. Somers, Consulting Surgeon .....	" .....	" .....	" .....	Omaha.
" H. P. Jensen, Consulting Surgeon .....	" .....	" .....	" .....	Omaha.
" V. L. Treynor .....	Council Bluffs .....	Baldwin Block, Telephone 1 .....	724 S. 7th St., Telephone 9 .....	Council Bluffs to Omaha.
" Thos. Kelly .....	South Omaha .....	Cor. N and 24th Sts., Tel. No. 1 .....	South Omaha .....	Omaha to Valley.
" C. W. Baldwin .....	Elkhorn .....	" .....	" .....	Papillion to Valley.
" W. H. Reed .....	Valley .....	" .....	" .....	Papillion to Fremont & Wahoo
" L. B. Smith .....	Fremont .....	Cor. Broad and 9th Sts., Telephone 106 .....	Cor. Broad and 9th Sts., Telephone 106 .....	Valley to North Bend.
" Ira Doan .....	North Bend .....	" .....	" .....	Fremont to Schuyler.
" James Wood .....	Schuyler .....	Montana St. ....	Cor. Main and Utah Sts. ....	North Bend to Columbus.
" D. T. Martyn .....	Columbus .....	1 Block North U. P. Depot, Telephone 19 .....	Corner 16th and Nebraska Ave., Tel. 42... ..	Schuyler to Central City.. } and Branches
" C. D. Evans .....	" .....	" .....	" .....	Schuyler to Central City.. } No. of Columb's
" F. H. Geer .....	" .....	1 Block North U. P. Depot, Telephone 19 .....	" .....	Schuyler to Central City.. }
" E. A. Benton .....	Central City .....	Telephone 37 .....	Telephone 38 .....	Columbus to Grand Island.
" W. B. Hoge .....	Grand Island .....	Cor. 3d and Pine Sts. ....	512 West 2d St., Telephone 730 .....	Columbus to Kearney & Branches No. of Grand Island
" Geo. Roeder, Consulting Surgeon .....	" .....	" .....	" .....	Grand Island.
" M. A. Hoover .....	Kearney .....	Central Ave. and 21st St., Telephone 41... ..	520 East 22d St., Telephone 18 .....	Grand Island to Lexington & Callaway.
" F. J. Rosenberg .....	Lexington .....	" .....	" .....	Kearney to Gothenburg.
" J. H. Lockard .....	Gothenburg .....	" .....	" .....	Lexington to North Platte.
" N. McCabe .....	North Platte .....	" .....	" .....	Gothenburg to Julesburg.
" V. Lucas .....	" .....	" .....	" .....	Gothenburg to Julesburg.
" A. Hollingsworth .....	Ogallala .....	" .....	" .....	North Platte to Julesburg.
" T. J. Mason .....	Julesburg .....	" .....	" .....	Ogallala to Sidney.
" A. D. Stowitts .....	Sidney .....	Chowins Block .....	Corner 3d and Military Avenue .....	North Platte to Cheyenne.
" W. L. Carlyle .....	Kimball .....	" .....	" .....	Sidney to Cheyenne.
" H. M. Bennett .....	Cheyenne .....	" .....	" .....	Sidney to Laramie.
" A. W. Barber, Consulting Surgeon .....	" .....	" .....	" .....	Cheyenne.
" H. L. Stevens .....	Laramie .....	113 South A St. ....	115 South A St. ....	Cheyenne to Hanna.
" S. B. Miller, Consulting Surgeon .....	Laramie .....	" .....	" .....	Laramie.
" J. C. Hammond .....	Hanna .....	" .....	" .....	Laramie to Rawlins.
" J. Carter .....	Carbon .....	Front St. ....	Front St. ....	Carbon to Allen.
" T. G. Maghee .....	Rawlins .....	Rawlins Drug Store .....	Capitol Hill .....	Hanna to Green River.
" R. H. Reed, Division Surgeon .....	Rock Springs .....	Front St. ....	Third St. ....	Rawlins to Ogden.
" J. W. Hawk .....	Green River .....	North Front St. ....	North Front St. ....	Rawlins to Evanston.
" F. H. Harrison .....	Evanston .....	Hocker Block .....	10 Sixth St. ....	Ogden to Green River.
" G. W. Perkins .....	Ogden .....	" .....	Ogden, Telephone 150. ....	Evanston to Ogden.
" J. D. Carnahan, Consulting Surg. ....	" .....	" .....	" .....	Ogden.
" S. L. Brick, Oculist .....	" .....	" .....	" .....	Ogden.
" E. E. Levers .....	Almy .....	" .....	" .....	Almy Branch.
" C. M. Wilson .....	Park City .....	" .....	" .....	Echo to Park City.
" J. C. F. Bush .....	Wahoo .....	" .....	" .....	Valley to Valparaiso.
" J. D. Guttery .....	Valparaiso .....	" .....	" .....	Valley to Lincoln and David City.
" F. C. Graham .....	Lincoln .....	" .....	" .....	Valparaiso to Beatrice.
" A. P. Haynes .....	Brainard .....	" .....	" .....	Valparaiso to Osceola.
" G. H. Brash .....	Beatrice .....	" .....	" .....	Lincoln to Beatrice.
" M. L. Shaw .....	Osceola .....	" .....	" .....	David City to Stromsburg.
" E. R. Fletcher .....	St. Paul .....	" .....	" .....	Ord and Loup City Branch.
" F. D. Haldeman .....	Ord .....	" .....	" .....	Ord to St. Paul.
" A. Bear .....	Norfolk .....	" .....	" .....	Norfolk to Columbus.
" G. A. Ireland .....	St. Edward .....	" .....	" .....	Oconee to Albion.
" J. F. Davies .....	Callaway .....	" .....	" .....	Callaway to Kearney.
" W. C. Wightman .....	Wayne .....	" .....	" .....	Norfolk to Sioux City.
" Wm. Jepson .....	Sioux City .....	" .....	" .....	Wayne to Sioux City.

When employes, passengers, or others are injured, call the nearest Company Surgeon.

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

Any officer of the Company is authorized to call Company Surgeons' to attend the injured.

When injuries arise to tramps, boys, or other persons climbing on or jumping from moving trains, or to persons walking or lying on the tracks, such persons should be sent to their homes, or placed in charge of Local Relief Authorities, after immediate necessary attention has been rendered by Company Surgeon.

# NEBRASKA DIVISION.

## Special Regulations Concerning the Carrying of Passengers on Freight Trains.

All way freight trains will carry passengers subject to the conditions of Rules 218 and 243, and other regulations provided for this service, and such trains may be flagged for passengers. All other freight trains will carry passengers subject to the same rules and conditions but only between points at which trains are to stop for other business.

### REGISTERING STATIONS.

COUNCIL BLUFFS, Transfer,  
OMAHA,  
GILMORE,  
VALLEY,  
COLUMBUS,

GRAND ISLAND,  
NORTH PLATTE,  
JULESBURG,  
SIDNEY,

CHEYENNE,  
VALPARAISO,  
LINCOLN,  
BEATRICE.

STROMSBURG,  
OCONEE,  
NORFOLK,  
GENOA,  
ALBION,

CEDAR RAPIDS,  
ST. PAUL,  
SCOTIA JUNCTION,  
ORD,  
BOELUS,

LOUP CITY,  
PLEASANTON,  
CALLAWAY,

### SUPERINTENDENTS AND DISPATCHERS.

**R. W. BAXTER,**

Superintendent, Omaha, Neb.

#### Eastern District and Branches.

**CHARLES WARE,** Assistant Superintendent, Omaha, Neb.

W. L. CROXTON, Chief Dispatcher, ..

C. A. McCUNE, Dispatcher, ..

J. P. CAREY, " ..

C. C. WRIGHT, " ..

E. L. WOLCOTT, " ..

G. A. ZENTMYER, " ..

#### Middle and Western Districts and Branches.

**C. B. KEYES,** Assistant Superintendent, North Platte, Neb.

H. J. ROTH, Chief Dispatcher, Western Dist., North Platte, Neb.

J. F. CLABAUGH, Dispatcher, " "

H. E. COX, " " "

W. J. JEFFERS, " " "

H. V. HILLIKER, Acting Chief Dispatcher, Middle Dist. and Branches, Grand Island, Neb.

A. L. HILDUM, Dispatcher, " "

J. V. ANDERSON, " "

W. B. SMITH, " "

### SPECIAL RULES.

Referring to rules 36 and 37.—The day signals will be carried during the night in addition to regular night signals.

#### RAILWAY CROSSINGS.

See General Rule No. 94.

The following is the law in Nebraska:

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 attachment, and when the signals indicate the crossing to be clear, no stop need be made.

When trains, or locomotives 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.

Penalty. Every engineer violating the provisions of the preceding section, shall, for each offense, forfeit \$100, 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 \$200, to be recovered in like manner.

Union Pacific trains have absolute right to cross ahead of B. & M. trains at  
Columbus, Grand Island, Wahoo, David City.  
Central City, Ord, Beatrice,

B. & M. trains have absolute right to cross ahead of Union Pacific trains at

Nantasket, Lincoln.

Union Pacific trains have absolute right to cross ahead of Missouri Pacific trains at

Portal, Lincoln.

Union Pacific trains have absolute right to cross ahead of C. R. I. & P. trains at

Beatrice.

Union Pacific trains have absolute right to cross ahead of F. E. & M. V. trains at

Ames, Wahoo, David City.

Humphreys, Brainard,

F. E. & M. V. trains have absolute right to cross ahead of Union Pacific trains  
Norfolk (Main Line and Creighton Branches).

EASTERN DISTRICT—Gilmore and Grand Island.—WESTWARD.

Length of sidings in feet and location of scales water fuel and turning stations.	SECOND CLASS								FIRST CLASS						Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.							
	23 Grd. Island Local Frt.		25 Columbus Local Frt.		27 Freight		19 Fast Frt.		43 Beatrice Local		7 Grd. Island Local Pass.		5 Colorado Special			3 Pacific Express		101 Fast Mail		1 Overland Limited			
	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday		Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday	Lv. Daily	Ex. Sunday		
155,070 TOYCW																					2.8	N..... COUNCIL BLUFFS..... Br	
882,429 OTCW																						4.3	N..... OMAHA DEPOT..... Yd
36,563 OW																						4.3	D..... SOUTH OMAHA..... Sa
The above Figures for Information only. See Bridge District Time Table for running time between Gilmore and Council Bluffs.																							
5,147																					9.8	N..... Gilmore..... Gm	
10,821																					14.7	D..... PAVILLION..... Po	
130																					17.1	M. P. Crossing (Portal).....	
7,721 W																					20.3	N..... Millard..... Md	
2,617																					23.8	Lane.....	
7,716																					28.6	D..... Elkhorn..... Kh	
5,001																					31.3	D..... Waterloo..... Wo	
30,411 YCW																					34.8	N..... VALLEY..... V	
3,304																					40.9	Mercer.....	
17,502 OW																					46.2	N..... FREMONT..... Fn	
3,894																					49.8	Sanberg.....	
																					51.6	F, E. & M. V. Crossing.....	
38,726																					53.1	D..... Ames..... Am	
4,000																					57.0	Riverside.....	
6,802 W																					61.2	N..... North Bend..... Nb	
1,554																					63.2	Bay State.....	
5,468																					68.2	D..... Rogers..... Dj	
4,000																					72.0	Hayland.....	
14,929 W																					75.5	N..... SCHUYLER..... Se	
4,260																					79.7	Lambert.....	
5,197																					83.7	D..... Benton..... Bz	
3,033																					87.2	Warrack.....	
																					90.6	B. & M. R. Crossing.....	
36,197 OYTCW																					91.3	N..... COLUMBUS..... C	
3,021																					95.8	Cayuga.....	
4,537																					99.0	Duncan.....	
3,087																					103.8	Gardiner.....	
5,218 W																					109.1	N..... Silver Creek..... Sy	
4,676																					114.9	Havens.....	
8,297 W																					120.5	D..... Clark's..... Cx	
4,017																					125.8	Thumnel.....	
																					131.1	B. & M. R. Crossing.....	
10,107 W																					131.7	N..... CENTRAL CITY..... Cl	
4,039																					135.4	Paddock.....	
4,559																					141.8	D..... Chapman..... Cp	
3,253																					147.6	Lockwood.....	
113,934 OYTCW																					153.6	N..... GRAND ISLAND..... Ge	

(4.35) (11.55) (11.55) (7.40) (1.25) (5.00) (3.55) (4.45) (4.40) (4.11) (153.6)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

**EASTERN DISTRICT—Gilmore and Grand Island,—EASTWARD.**

Time Table No. 11. Sept. 5th, 1900.	Distances from Cheyenne	FIRST CLASS						SECOND CLASS					
		2	102	4	6	8	42	20	22	28	26	24	
		Overland Limited	Fast Mail	Chicago Special	Atlantic Express	Grand Island Local Pass.	Beatrice Local	Fast Frt.	Freight	Stock	Columbus Local Frt.	Grd. Island Local Frt.	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Exc. Sunday	Arrive Daily Exc. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Exc. Sunday	Arrive Daily Exc. Sunday	Arrive Daily Exc. Sunday		
N.....COUNCIL BLUFFS....Br	519.1	8.00pm	3.45pm	7.15am	5.10pm	9.50am	12.45pm	7.00am	4.00am	6.30am	6.35pm		
N.....OMAHA DEPOT.....Yd	516.3	s 7.45	s 3.30	s 7.00	s 4.55	s 9.30	s 12.30	s 6.45	s 3.45	s 6.00	s 6.00		
D.....SOUTH OMAHA.....Sa	512.0	s 7.25pm	s 3.16pm	s 6.42am	s 4.24pm	s 9.20am	s 12.15pm	6.30am	s 3.32am	s 5.40am	s 5.40pm		
The above figures for information only. See Bridge District Time Table for running time between Gilmore and Council Bluffs.													
N.....Gilmore.....Gm	506.5	7.17pm	3.07pm	6.32am	4.14pm	f 9.10am	f 12.05pm	6.15am	2.58am	5.10am	f 5.15pm		
D.....PAPILLION.....Po	501.6	7.11	3.00	6.25	4.06	s 9.01	s 11.58am	6.00	f 2.42	4.56	4.54 4.06		
.....M. P. Crossing (Portal).....	499.2					f 8.56							
N.....Millard.....Md	496.0	7.04	2.52	6.18	3.57	s 8.51	s 11.48	5.45	f 2.26	4.42	s 3.30		
.....Lane.....	492.5	7.00	2.47	6.14	3.52	8.40	11.42	5.35	2.15	4.32	3.10		
D.....Elkhorn.....Kh	487.7	6.54	2.41	6.08	3.45	s 8.32	s 11.34	5.20	f 2.00	4.20	s 2.41		
D.....Waterloo.....Wo	485.0	6.50	2.37	6.05	3.41	s 8.24	s 11.28	5.12	f 1.54	4.12	s 2.10		
N.....VALLEY.....V	481.5	6.46	2.32	6.00	s 3.36	s 8.14	11.20am	5.00	s 1.44	s 4.00	1.50 1.10		
.....Mercer.....	475.4	6.37	2.24	5.52	3.26	f 8.04		4.40	f 1.28	3.34	f 12.45		
N.....FREMONT.....Fn	470.1	s 6.30	s 2.16	s 5.44	s 3.18	s 7.54		4.20	s 1.00	s 3.20	12.20pm 10.50am		
.....Sanberg.....	466.5	6.24	2.07	5.35	3.08	7.43		4.08	12.47	3.00	10.35		
.....F., E. & M. V. Crossing.....	464.7												
D.....Ames.....Am	463.2	6.20	s 2.03	5.31	3.04	s 7.38		3.56	s 12.24	2.52	10.25 9.20 9.05		
.....Hayland.....	459.3	6.15	1.58	5.26	2.59	7.32		3.46	12.12am	2.42			
N.....North Bend.....Nb	455.1	6.09	s 1.52	5.21	2.54	s 7.26		3.36	s 11.59pm	2.32	s 8.50		
.....Bay State.....	453.1					f 7.21							
D.....Rogers.....Dj	448.1	5.58	1.42	5.12	2.45	s 7.14		3.16	s 11.30	2.14	s 8.00		
.....Riverside.....	444.3	5.50	1.37	5.07	2.40	7.09		3.06	11.14	2.00	7.40		
N.....SCHUYLER.....Sc	440.8	5.48	s 1.32	s 5.02	s 2.35	s 7.04		2.54	s 11.00	1.44	s 7.04		
.....Lambert.....	436.6	5.43	1.26	4.55	2.29	6.57		2.42	f 10.40	1.26	f 6.32		
D.....Benton.....Bz	432.6	5.38	1.21	4.50	2.24	f 6.52		2.30	10.30	1.00	s 6.20		
.....Warrack.....	429.1	5.34	1.17	4.46	2.20	6.47		2.10	10.20	12.46	6.10		
.....B. & M. R. Crossing.....	425.7												
N.....COLUMBUS.....C	425.0	s 5.28	s 1.10	s 4.40	s 2.14	s 6.42		s 1.45	10.10 9.20	12.30am 11.50pm	6.00am 6.55pm		
.....Cayuga.....	420.5	5.18	1.02	4.30	2.05	6.33		1.24	9.10	11.36	6.30		
.....Duncan.....	417.3	5.14	12.58	4.26	2.01	s 6.29		1.16	s 9.00	11.28	s 6.10		
.....Gardiner.....	412.5	5.09	12.53	4.20	1.55	6.22		1.04	f 8.42	11.15	f 5.45		
N.....Silver Creek.....Sy	407.2	5.02	s 12.46	4.13	1.48	s 6.16		12.50	s 8.18	11.00	s 5.02		
.....Havens.....	401.4	4.55	12.37	4.05	1.41	f 6.06		12.35	f 8.00	10.42	f 4.15		
D.....Clark's.....Cx	395.8	4.48	s 12.29	3.58	1.34	s 5.58		12.20	s 7.40	10.25	s 3.30		
.....Thummel.....	390.5	4.41	12.21	3.50	1.26	5.48		12.05am	f 7.18	10.06	f 3.10		
.....B. & M. R. Crossing.....	385.2												
N.....CENTRAL CITY.....Ci	384.6	4.34	s 12.10	s 3.42	s 1.18	s 5.41		11.52pm	s 7.00	s 9.50	s 2.50		
.....Paddock.....	380.9	4.29	12.03pm	3.34	1.12	f 5.35		11.42	f 6.48	9.34	f 2.20		
D.....Chapman.....Cp	374.5	4.21	11.55am	3.26	1.04	s 5.26		11.28	s 6.32	9.10	s 1.55		
.....Lockwood.....	368.7	4.14	11.47	3.18	12.56	s 5.14		11.14	f 6.16	8.50	f 1.30		
N.....GRAND ISLAND.....Ge	362.7	4.05pm	11.35am	3.10am	12.40pm	5.00am		11.00pm	6.00pm	8.35pm	1.10pm		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	Leave Daily	Leave Daily	Leave Daily Exc. Saturday	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	

(153.6)    (3.55)    (4.10)    (4.05)    (4.35)    (4.50)    (1.25)    (8.10)    (10.00)    (9.55)    (12.35)    (5.55)  
**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**

MIDDLE DISTRICT—Grand Island and North Platte—WESTWARD.

Length of sidings in feet and location of scales water, fuel and turning stations.	SECOND CLASS						FIRST CLASS				Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.	
	27		19		5	3	101	1	STATIONS				
	Way Freight	Fast Freight	Colorado Special	Pacific Express	Fast Mail	Overland Limited							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
	Exc. Sunday												
113,934 OTCW		7.00am	6.10am	3.15am	8.45pm	1.20pm	12.01pm	153.6	N.....	GRAND ISLAND.....	Ge		
5,082	s	7.30	6.26	3.26	8.59	1.32	12.12	161.3	D.....	Alda.....	Da		
5,228 W	s	8.10	6.44	3.36	9.14	s 1.44	12.23	169.1	D.....	Wood River.....	Wr		
7,240	s	8.44	7.02	3.46	9.30	s 1.56	12.34	176.6	N.....	Shelton.....	Hn		
6,789 W	s	9.10	7.16	3.54	9.43	s 2.08	12.42	182.7	D.....	Gibbon.....	Gb		
4,000		9.30	7.25	4.00	9.49	2.14	12.48	186.9		Optic.....			
4,880	s	9.50	7.34	4.05	9.55	2.20	12.54	191.1	D.....	Buda.....	K		
34,042 OCW		{ 10.30am 12.20pm	7.48	s 4.14	s 10.06	s 2.30	s 1.05	195.8	N.....	KEARNEY.....	Kr		
3,601	f	12.44	8.01	4.22	10.15	2.40	1.13	201.2		Watson's Ranche.....			
5,551	s	1.18	8.10	4.27	10.21	2.48	1.18	205.1	D.....	Odessa.....	Dz		
5,628 W	s	1.48	8.25	4.36	10.32	s 2.56	1.26	211.3	N.....	Elm Creek.....	Qr		
3,423	f	2.06	8.34	4.41	10.38	3.01	1.31	215.2		Simonds.....			
4,509	s	2.28	8.46	4.48	10.44	f 3.07	1.37	220.0	D.....	Overton.....	Ov		
4,611	f	2.50	9.00	4.54	10.51	3.13	1.44	224.5		Josselyn.....			
14,847 CW		3.26	{ 9.35 9.58	s 5.07	s 11.04	s 3.26	s 1.56	231.0	N.....	LEXINGTON.....	Um		
3,699	f	3.56	10.10	5.13	11.11	3.32	2.05	235.3		Markel.....			
3,362	f	4.10	10.20	5.18	11.17	3.37	2.10	239.2		Cayote.....			
5,523	s	4.34	10.32	5.26	11.27	s 3.46	2.18	245.0	D.....	Cozad.....	Co		
3,806 W	s	4.56	10.46	5.34	11.37	f 3.54	2.25	250.0		Willow Island.....			
14,501	s	5.20	11.00	s 5.48	s 11.50	s 4.02	2.32	255.3	N.....	Gothenburg.....	Bu		
4,379	f	5.38	11.12	5.51	11.59pm	4.09	2.39	260.4		Vroman.....			
4,816 W	s	6.00	11.32	6.02	12.11am	f 4.20	2.50	268.2	N.....	Brady Island.....	Bi		
4,273	f	6.20	11.44	6.08	12.18	4.27	2.56	273.2		Hindrey.....			
5,274	s	6.40	11.54am	6.14	12.24	f 4.33	3.02	277.4	D.....	Maxwell.....	Mx		
3,518	f	6.50	12.05pm	6.19	12.30	4.39	3.08	281.4		Pawnee.....			
3,372	f	7.00	12.15	6.24	12.36	4.44	3.14	285.3		Gannett.....			
66,126 TCOW		7.15pm	12.30pm	6.35am	12.45am	4.55pm	3.25pm	290.9	N.....	NORTH PLATTE.....	No		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
		Exc. Sunday											

(12.15) (6.20) (3.20) (4.00) (3.35) (3.24) (137.3)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

MIDDLE DISTRICT—Grand Island and North Platte—EASTWARD.

Time Table No. 11. Sept. 5th, 1900.		Distances from Cheyenne	FIRST CLASS				SECOND CLASS											
			2 Overland Limited	102 Fast Mail	4 Chicago Special	6 Atlantic Express	20 Fast Freight	22 Stock	28 Way Freight									
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday										
N.....	GRAND ISLAND.....	Ge	362.7	4.00pm	11.30am	3.05am	12.25pm	10.30pm	7.40pm	7.00pm								
D.....	7.7 Alda.....	Da	355.0	3.50	11.18	2.46	f 12.12pm	10.10	7.20	s 6.40								
D.....	7.8 Wood River.....	Wr	347.2	3.41	11.08	2.37	s 11.56am	9.50	6.50	s 6.05								
N.....	7.5 Shelton.....	Hn	339.7	3.32	10.59	2.27	s 11.40	9.30	6.15	s 5.30								
D.....	6.1 Gibbon.....	Gb	333.6	3.24	10.50	2.19	s 11.24	9.04	5.50	s 5.05								
	4.2 Optic.....		329.4	3.18	10.44	2.14	11.16	8.55	5.30	4.44								
D.....	4.2 Buda.....	K	325.2	3.12	10.38	2.08	f 11.07	8.46	5.10	s 4.30								
N.....	4.7 KEARNEY.....	Kr	320.5	s 3.05	s 10.30	s 2.02	s 10.58	s 8.36	s 4.50	{ 4.10 3.05								
	5.4 Watson's Ranche.....		315.1	2.54	10.19	1.50	10.47	8.21	3.55	2.40								
D.....	3.9 Odessa.....	Dz	311.2	2.48	10.14	1.45	f 10.42	8.14	3.40	s 2.18								
N.....	6.2 Elm Creek.....	Cr	305.0	2.38	10.08	1.37	s 10.32	8.00	3.20	s 1.48								
	3.9 Simonds.....		301.1	2.33	10.00	1.32	10.24	7.52	3.01	1.31								
D.....	4.8 Overton.....	Ov	296.3	2.28	9.53	1.26	f 10.16	7.42	2.28	s 1.00								
	4.5 Josselyn.....		291.8	2.23	9.46	1.20	10.08	7.32	1.44	f 12.35								
N.....	6.5 LEXINGTON.....	Um	285.3	s 2.14	s 9.35	s 1.10	s 9.58	s 7.20	s 1.00	{ 12.10pm 10.50am								
	4.3 Markel.....		281.0	2.05	9.24	12.59	9.46	7.08	12.30	10.35								
	3.9 Cayote.....		277.1	1.57	9.18	12.54	9.40	7.00	12.18pm	f 10.20								
D.....	5.8 Cozad.....	Co	271.3	1.50	9.10	f 12.46	s 9.30	6.45	11.59am	s 10.00								
	5.0 Willow Island.....		266.3	1.44	9.02	12.39	f 9.20	6.38	11.30	f 9.38								
N.....	5.3 Gothenburg.....	Bu	261.0	1.38	8.54	s 12.31	s 9.10	6.28	11.00	{ 9.10 8.54								
	5.1 Vroman.....		255.9	1.32	8.47	12.23	9.00	6.18	10.38	f 8.20								
N.....	7.8 Brady Island.....	Bi	249.1	1.22	8.35	12.11am	f 8.48	6.00	10.10	s 7.58								
	5.0 Hindrey.....		243.1	1.16	8.28	11.59pm	8.38	5.44	9.54	f 7.42								
D.....	4.2 Maxwell.....	Mx	238.9	1.11	8.22	11.54	f 8.32	5.32	9.42	s 7.30								
	4.0 Pawnee.....		234.9	1.07	8.16	11.49	8.26	5.21	9.30	7.16								
	3.9 Gannett.....		231.0	1.02	8.10	11.44	8.20	5.10	9.18	f 7.05								
N.....	5.6 NORTH PLATE.....	No	225.4	12.55pm	8.00am	11.35pm	8.10am	4.55pm	9.00am	6.50am								

(137.3)

(3.05)

(3.30)

(3.30)

(4.15)

(5.35)

(10.40)

(12.10)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

WESTERN DISTRICT—North Platte and Sidney.—WESTWARD.

Length of sidings in feet and location of scales, water, fuel and turning stations	SECOND CLASS						FIRST CLASS				Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.	STATIONS
	23		19		5	3	101	1					
	Way Freight	Fast Freight	Colorado Special	Pacific Express	Fast Mail	Overland Limited							
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
66,126 YOTCW	6.55am	11.50am	5.45am	11.50pm	4.00pm	2.30pm	290.9	N..... NORTH PLATTE.....No					
4,014	f 7.10	11.59am	5.50	11.56	4.05	2.35	294.7	3.8 ..... Pallas.....					
4,188	7.20	12.04pm	5.54	11.59pm	4.09	2.39	297.4	2.7 ..... Spuds.....					
3,011	f 7.30	12.10	5.58	12.04am	4.13	2.43	300.7	3.3 ..... Nichols.....					
4,216 W	s 7.45	12.16	6.02	f 12.10	f 4.17	2.47	303.6	2.9 N..... Hershey.....Of					
4,148	s 8.20	12.28	6.12	f 12.22	f 4.27	2.56	310.1	6.5 D..... Sutherland.....Su					
3,484	f 8.40	12.38	6.20	12.30	4.34	3.03	314.8	4.7 ..... Dexter.....					
4,886 W	s 9.05	12.55	6.32	f 12.43	f 4.45	3.14	322.2	7.4 N..... Paxton.....Pn					
3,426	f 9.44	1.08	6.41	12.52	4.54	3.22	328.3	6.1 ..... Korty.....					
3,064	f 10.02	1.25	6.50	1.02	5.02	3.30	334.5	6.2 ..... Roscoe.....					
7,353 W	s 10.43	1.40	7.02	s 1.16	s 5.14	s 3.42	341.5	7.0 N..... Ogallala.....Gt					
3,460	f 11.20	1.50	7.08	1.24	5.20	3.50	345.9	4.4 ..... Plano.....					
3,070	f 11.40am	2.00	7.14	1.32	5.26	3.56	350.6	4.7 ..... Brule.....					
3,456	f 12.02pm	2.14	7.20	1.40	5.32	4.03	355.7	5.1 ..... Megeath.....					
5,795 W	s 12.30	2.26	7.26	1.49	f 5.40	4.10	360.6	4.9 N..... Big Springs.....Gs					
2,790	f 1.00	2.46	7.38	2.02	5.51	4.21	368.2	7.6 ..... Barton.....					
12,828 YCW	1.10 } 2.10 }	s 3.00	7.45am	2.10 } 2.30 }	s 6.00	s 4.32	371.9	3.7 N..... JULESBURG.....Jb					
3,483	f 2.25	3.20		2.42	6.08	4.42	377.3	5.4 ..... Weir.....					
3,340	f 2.40	3.34		2.50	6.14	4.50	381.6	4.3 ..... Ralton.....					
4,916 W	s 3.00	3.52		s 3.02	f 6.22	4.58	386.9	5.3 N..... Chappell.....Cq					
3,448	f 3.20	4.08		3.11	6.29	5.06	391.8	1.9 ..... Perdu.....					
4,303 W	s 3.44	4.23		s 3.22	f 6.36	5.12	396.4	4.6 N..... Lodge Pole.....Gp					
3,406	f 4.10	4.44		3.34	6.46	5.22	402.7	6.3 ..... Sunol.....					
2,960	f 4.40	5.00		3.44	6.54	5.29	407.7	5.0 ..... Colton.....					
30,682 TYCW	5.40pm	5.40pm		4.00am	7.05pm	5.40pm	414.2	6.5 N..... SIDNEY.....Cd					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							

(10.45) (5.50) (2.00) (4.10) (3.05) (3.10) (123.3)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

WESTERN DISTRICT—North Platte and Sidney.—EASTWARD.

Time Table No. 11. Sept. 5th, 1900.		Distances from Cheyenne	FIRST CLASS				SECOND CLASS								
STATIONS			2 Overland Limited	4 Local Passenger	6 Atlantic Express	104 Chicago Special	20 Fast Freight	22 Freight							
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
N.....	<b>NORTH PLATTE</b> .....No	225.4	<b>11.50am</b>	<b>10.15pm</b>	<b>6.55am</b>	10.25pm	<b>8.25pm</b>	<b>10.15pm</b>							
	3.8 Pallas.....	221.6	11.44	10.04	6.48	10.20	3.16	9.48							
	2.7 Spuds.....	218.9	11.40	10.00	6.45	10.17	3.08	9.40							
	3.3 Nichols.....	215.6	11.36	f 9.54	6.41	10.13	3.00	9.28							
N.....	2.9 Hershey.....Of	212.7	11.32	s 9.50	f 6.38	10.10	<b>2.47</b>	s 9.18							
D.....	6.5 Sutherland.....Su	206.2	11.24	s 9.36	f 6.28	10.02	2.24	s 8.58							
	4.7 Dexter.....	201.5	11.18	f 9.26	<b>6.20</b>	9.57	2.10	8.44							
N.....	7.4 Paxton.....Pn	194.1	11.08	s 9.12	6.09	9.49	1.50	s 8.22							
	6.1 Korty.....	188.0	11.00	9.00	6.02	9.42	1.38	8.04							
	6.2 Roscoe.....	181.8	10.52	f 8.48	5.55	9.35	1.25	7.45							
N.....	7.0 Ogallala.....Gt	174.8	<b>10.43</b>	s 8.34	s 5.45	9.27	1.08	s 7.25							
	4.4 Plano.....	170.4	10.36	8.24	5.38	9.22	12.58	7.10							
	4.7 Brule.....	165.7	10.30	f 8.16	5.32	9.17	12.50	6.58							
	5.1 Megeath.....	160.6	10.24	8.06	5.26	9.11	12.40	6.45							
N.....	4.9 Big Springs.....Gs	155.7	10.18	s 7.56	5.20	9.05	<b>12.30</b>	s 6.32							
	7.6 Barton.....	148.1	10.08	7.40	5.10	8.56	12.10pm	6.14							
N.....	3.7 <b>JULESBURG</b> .....Jb	144.4	s 10.02	{ 7.30 7.20	s 5.04	8.50pm	s 11.59am	{ <b>6.00</b> 5.30							
	5.4 Weir.....	139.0	9.52	f 7.10	4.48		11.42	5.10							
	4.3 Ralton.....	134.7	9.47	7.04	4.43		11.32	<b>4.50</b>							
N.....	5.3 Chappell.....Cq	129.4	9.40	s 6.56	4.36		11.20	s 4.24							
	4.9 Perdu.....	124.5	9.34	6.46	4.30		11.10	<b>4.08</b>							
N.....	4.6 Lodge Pole.....Gp	119.9	9.29	s <b>6.36</b>	4.24		11.00	s <b>3.44</b>							
	6.3 Sunol.....	113.6	9.20	6.28	4.16		10.48	3.20							
	5.0 Colton.....	108.6	9.14	6.06	4.10		10.38	3.00							
N.....	6.5 <b>SIDNEY</b> .....Cd	102.1	9.05am	<b>5.50pm</b>	<b>4.00am</b>		10.25am	2.30pm							
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							

(123.3)

(2.45)

(4.25)

(2.55)

(1.35)

(5.00)

(7.45)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

WESTWARD—WESTERN DISTRICT—Sidney and Cheyenne—EASTWARD.

Length of sidings in feet and location of scales water, fuel and turning stations	SECOND CLASS		FIRST CLASS			Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.	Distances from Cheyenne.	FIRST CLASS			SECOND CLASS	
	23	19	3	101	1				2	4	6	20	22
	Way Freight Leave Daily	Fast Freight Leave Daily	Pacific Express Leave Daily	Fast Mail Leave Daily	Overland Limited Leave Daily				Overland Limited Arrive Daily	Local Passenger Arrive Daily	Atlantic Express Arrive Daily	Fast Freight Arrive Daily	Freight Arrive Daily
30,682 YTCW	7.00am	5.45pm	4.10am	7.10pm	5.45pm	414.2	N.....SIDNEY.....Cd	102.1	9.00am	5.30pm	3.55am	10.05am	2.00pm
3,594	f 7.14	6.00	4.20	7.15	5.50	417.8	3.6 .....Margate.....	98.5	8.55	5.23	3.48	9.55	1.44
3,944	f 7.30	6.12	f 4.30	7.21	5.56	422.1	4.3 .....Brownson.....	94.2	8.50	f 5.16	3.43	9.46	f 1.32
3,462	f 7.54	6.24	4.42	7.29	6.04	427.5	5.4 .....Herdon.....	88.8	8.43	5.08	3.37	9.36	1.18
5,078 W	s 8.36	6.38	s 4.54	f 7.37	6.12	433.0	5.5 N.....Potter.....Pr	83.3	8.36	s 5.00	3.30	9.24	f 1.02
3,457	9.14	6.50	5.04	7.44	6.19	437.6	4.6 .....Jacinto.....	78.7	8.30	4.51	3.25	9.14	12.48
3,926	f 9.34	7.02	f 5.14	7.50	6.26	442.0	4.4 .....Dix.....	74.3	8.25	f 4.44	3.20	9.04	f 12.36
3,462	9.54	7.14	5.24	7.57	6.33	446.6	4.6 .....Owasco.....	69.7	8.20	4.37	3.14	8.54	12.22
5,598 W	s 10.26	7.26	s 5.36	s 9.05	s 6.40	451.1	4.5 N.....Kimball.....Kb	65.2	8.14	s 4.30	s 3.08	8.44	s 12.10pm
3,289	11.00	7.46	5.52	8.16	6.50	457.7	6.6 .....Oliver.....	58.6	8.06	4.18	2.58	8.29	11.46am
3,842 W	f 11.30	8.02	f 6.04	8.24	6.58	463.1	5.4 .....Bushnell.....	53.2	8.00	f 4.10	2.52	8.18	f 11.30
3,417	11.50am	8.14	6.15	8.32	7.05	467.7	4.6 .....Smeed.....	48.6	7.54	4.03	2.46	8.08	11.14
8,543 CW	s 12.40pm	8.40	s 6.30	s 8.40	s 7.18	473.1	5.4 N.....Pine Bluffs.....Uf	43.2	7.47	s 3.54	2.39	7.47	s 10.58
3,955	1.20	9.04	6.45	8.50	7.28	478.6	5.5 .....Tracy.....	37.7	7.40	3.44	2.32	7.20	10.42
4,075 W	s 2.00	9.22	f 7.00	9.00	7.38	484.2	5.6 D.....Egbert.....Gx	32.1	7.33	s 3.35	2.25	7.00	f 10.26
3,355	2.30	9.50	7.25	9.10	7.50	490.8	6.1 .....Burns.....	26.0	7.25	3.25	2.17	6.36	10.08
5,319 W	s 3.15	10.14	f 7.46	9.22	8.04	496.3	6.0 N.....Hillsdale.....Hd	20.0	7.17	s 3.15	2.09	6.24	s 9.50
4,477 W	f 3.54	10.40	f 8.06	9.36	8.18	502.7	6.4 .....Atkins.....	13.6	7.09	f 3.05	2.00	6.12	f 9.30
5,743	f 4.20	11.02	f 8.22	9.44	8.30	507.9	5.2 N.....Archer.....Ac	8.4	7.02	f 2.55	1.52	6.00	f 9.14
3,500	4.35	11.12	8.30	9.51	8.37	512.9	5.0 .....Lawton.....	3.4	6.55	2.46	1.46	5.42	8.55
78,886 OYTCW	5.00pm	11.30pm	8.40am	10.00pm	8.45pm	516.3	3.4 N.....CHEYENNE.....Me	.....	6.50am	2.40pm	1.40am	5.25am	8.40am
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

(10.00) (5.45) (4.30) (2.50) (3.00) (102.1) (2.10) (2.50) (2.15) (4.40) (5.20)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.  
No. 3 will take Siding for No. 2.

**WESTWARD—BEATRICE BRANCH—Valley and Beatrice—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel, turning stations.	SECOND CLASS			FIRST CLASS			Distances from Valley	Time Table No. 11. Sept. 5th, 1900.	Distances from Beatrice	FIRST CLASS			SECOND CLASS	
	57	55	45	43	41	42				44	46	56	58	
	Freight	Freight	Kansas City Mail and Express	Beatrice & Stromsburg Express	Passenger	Omaha Express				Stromsburg Passenger	Kansas City Mail & Exp.	Freight	Freight	
	Leave Daily Exc. Sunday	Leave Daily Exc. Saturday	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	Ar. Daily Exc. Sunday				Ar. Daily Exc. Sunday	Ar. Daily Exc. Sunday	Ar. Daily Exc. Sunday	Ar. Daily Exc. Sunday	
30,411 CWV	7.30am	11.00pm		5.15pm		N..... VALLEY..... V	0.0	96.8	11.15am			3.45am	9.30pm	
3,716	s 8.10	s 11.20		s 5.29		D..... Yutan..... Yn	6.4	90.4	s 11.00			s 3.10	s 8.45	
4,034	s 8.45	s 11.35pm		s 5.40		D..... Mead..... Ad	11.6	85.2	s 10.48			s 2.33	s 8.00	
6,188 W	s 9.32	s 12.30am		s 5.57		N..... Wahoo..... W	18.8	78.0	s 10.32			s 1.45	s 7.05	
4,004	s 10.15	s 1.00		s 6.10		N..... FE & M V and B & M Crossing.....	19.6	77.2						
1,193	f 11.10am	f 1.30		f 6.25		D..... Weston..... Wn	26.3	70.5	s 10.15			s 1.00	s 6.10	
14,012 CWV	s 12.15pm	s 2.40		s 6.35	9.50am	N..... Touhy's.....	33.2	63.6	f 9.59			f 12.05am	f 5.17	
1,626	s 12.32	f 2.55		f 6.45	10.00	N..... VALPARAISO..... Vo	37.3	59.5	s 9.50	6.35pm		s 11.30pm	s 4.45	
2,104	s 12.47	s 3.10		s 6.55	s 10.09	D..... Agnew.....	41.8	55.0	f 9.38	f 6.18		f 10.25	s 4.00	
2,082				f 7.13	f 10.27	D..... Raymond..... Rm	46.4	50.4	s 9.27	s 6.07		s 10.10	s 3.40	
16,447 OTCW	1.30pm	s 4.45	7.30am	s 7.17	10.30am	N..... West Lincoln.....	56.5	41.5	f 9.09	f 5.50				
2,019	f 5.25	f 7.52	s 7.35			N..... B. & M. R. Crossing.....	56.6	40.3						
1,775 W	s 5.40	s 7.59	s 7.40			N..... C. R. I. & P. Junction.....	57.1	39.7	s 9.05	5.45pm	7.55pm	s 9.15	3.00pm	
1,568	s 6.10	s 8.13	s 7.58			N..... LINCOLN..... Sn	57.4	39.4						
2,745	s 6.30	s 8.23	s 8.11			N..... B. & M. R. Crossing.....	65.4	31.4	s 8.49		s 7.35	f 8.35		
1,773	s 7.10	s 8.43	s 8.29			N..... Jamaica.....	68.2	28.6	s 8.44		s 7.30	s 8.25		
18,636 TCW	7.45am	9.00am	8.45pm			D..... Hanlon.....	74.7	22.1	s 8.32		s 7.12	s 7.58		
	Ar. Daily Exc. Sunday (6.00)	Ar. Daily Exc. Sunday (8.45)	Ar. Daily Exc. Sunday (1.30)	Ar. Daily Exc. Sunday (3.30)	Ar. Daily Exc. Sunday (4.40)	N..... Princeton..... Ic	79.5	17.3	s 8.23		s 7.00	s 7.35		
						D..... Cortland..... Rd	88.9	7.9	s 8.01		s 6.40	s 7.00		
						N..... Pickerell..... Ik	96.8	0.0	7.45am		6.20pm	6.30pm		
						N..... BEATRICE..... Bx			Lv. Daily Exc. Sunday (3.30)	Lv. Daily Exc. Sunday (.50)	Lv. Daily Exc. Sunday (1.35)	Lv. Daily Exc. Saturday (9.15)	Lv. Daily Exc. Sunday (6.30)	

Speed of all Trains or Engines in crossing Platte River Bridge must not exceed 6 miles per hour.

**WESTWARD—STROMSBURG BRANCH—Valparaiso and Stromsburg—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel, turning stations, and Wyes.	SECOND CLASS		FIRST CLASS		Distances from Valparaiso	Time Table No. 11. Sept. 5th, 1900.	Distances from Stromsburg	FIRST CLASS		SECOND CLASS	
	59	49	50	60							
	Freight	Passenger	Passenger	Freight							
	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday	Arrive Daily Exc. Sunday	Arrive Daily Ex. Saturday							
14,012 YCW	3.00am	6.35pm	N..... VALPARAISO..... Vo	52.9	9.45am	11.00pm					
582	f 3.40	f 6.50	D..... Spur.....	45.4	f 9.28	f 10.05					
2,705	s 4.15	s 7.03	D..... Brainard..... Bd	39.4	s 9.16	s 9.30					
4,947 WY	s 5.10	s 7.25	N..... F. E. & M. V. Crossing.....	37.9							
708	f 5.35	f 7.35	N..... F. E. & M. V. Crossing.....	30.1							
2,543 W	s 6.10	s 7.45	D..... DAVID CITY..... Dv	29.8	s 8.58	s 8.45					
2,231	s 6.45	s 8.00	N..... B. & M. R. Crossing.....	29.4							
2,146	s 7.25	s 8.12	N..... Foley.....	25.1	f 8.49	f 8.15					
5,974 TCW	8.00am	8.20pm	D..... Rising City..... Rn	19.5	s 8.38	s 7.45					
	Arrive Daily Exc. Sunday (5.00)	Arrive Daily Exc. Sunday (1.45)	D..... Shelby..... Sh	12.7	s 8.23	s 7.05					
			D..... Osceola..... Oz	5.4	s 8.10	s 6.30					
			D..... STROMSBURG..... S	0.0	8.00am	6.00pm					
					Leave Daily Exc. Sunday (1.45)	Leave Daily Ex. Saturday (5.00)					

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of same or inferior class.—See Rule 84.**

WESTWARD—NORFOLK BRANCH—Columbus and Norfolk—EASTWARD.

Length of Sidings in feet and location of scales, water, fuel, and turning stations.	SECOND CLASS		FIRST CLASS		Distances from Columbus	Time Table No. 11. Sept. 5th, 1900.	Distances from Norfolk	FIRST CLASS		SECOND CLASS	
	73	71	69	63				64	70	72	74
	Freight and Passenger	Freight and Passenger	Passenger	Passenger				Passenger	Passenger	Freight and Passenger	Freight and Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday			Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday	
36,197 OYTCW	6.45am	6.00am	2.15pm	7.00pm	0.0	N.....COLUMBUS.....C	12.50pm	1.05pm	11.30pm	9.00pm	
2,874 Y	7.15am	6.35	2.35pm	7.20	9.3	D.....OCONEE.....Oe	s 12.33	12.45pm	s 10.45	8.23pm	
2,973 W		s 7.05		s 7.35	14.7	D.....Platte Center.....Pe	s 12.20		s 10.15		
1,810		f 7.30		f 7.45	20.1	D.....Tarnov.....T	f 12.09pm		f 9.45		
					25.1	D.....F., E. & M. V. Crossing.....					
2,464		s 8.05		s 8.00	25.7	D.....Humphrey.....Hx	s 11.57am		s 9.20		
3,310 W		s 9.10		s 8.22	35.4	D.....Madison.....Ma	s 11.37		s 8.22		
1,355		s 10.00		f 8.45	45.1	D.....Warnerville.....Wa	f 11.15		f 7.00		
					48.7	D.....F., E. & M. V. Crossing.....					
					50.2	D.....Creighton Br. F., E. & M. V. Csg.....					
9,974 TCW		10.30am		9.00pm	50.4	D.....NORFOLK.....Nf	11.00am		6.30pm		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(50.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday			Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday	

The figures below are for information only and not for use in running. See Time Tables C., St. P. M. & O. Ry. for running time between Norfolk and Sioux City.

	11.59am		5.04	NORFOLK		5.50pm
	3.30pm		125.9	SIUOX CITY	75.5	1.50pm
				(75.5)		

WESTWARD—ALBION BRANCH—Oconee and Albion—EASTWARD.

Length of Sidings in feet and location of scales, water, fuel, and turning stations.	SECOND CLASS		FIRST CLASS		Distances from Oconee	Time Table No. 11. Sept. 5th, 1900.	Distances from Albion	FIRST CLASS		SECOND CLASS	
	73	69	70	74							
	Freight and Passenger	Passenger	Passenger	Freight and Passenger							
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday			Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday	
2,874 Y	7.15am	2.35 pm	12.45pm	8.23pm	0.0	D.....OCONEE.....Oe	s 12.35		s 7.55		
1,291	s 7.40	s 2.46	s 12.35	s 7.55	4.3	D.....Munroe.....Mn	s 12.15pm		s 7.10		
7,630 CWY	s 8.20	s 3.05	f 11.53am	f 6.20	11.3	D.....GENOA.....G	f 11.53am		f 6.20		
	f 8.53	f 3.26	s 11.39	s 6.05	18.8	D.....Woodville.....W	s 11.39		s 6.05		
3,963	s 9.30	s 3.36	s 11.25	s 5.40	22.3	D.....St. Edward.....St	s 11.25		s 5.40		
1,649	s 10.00	s 3.50	11.05am	5.15pm	27.2	D.....Boone.....Bn	11.05am		5.15pm		
5,453 YCW	10.45am	4.10 pm	Leave daily	Leave Daily	33.8	D.....ALBION.....A	Exc. Sunday		Exc. Sunday		
	Arrive Daily	Arrive Daily	Exc. Sunday	Exc. Sunday		(33.8)	Exc. Sunday		Exc. Sunday		

No. 73 has right of track against No. 70, Genoa to Albion.

WESTWARD—CEDAR RAPIDS BRANCH—Genoa and Cedar Rapids—EASTWARD.

Length of sidings in feet and location of scales, water, fuel and turning stations	SECOND CLASS		FIRST CLASS		Distances from Genoa	Time Table No. 11. Sept. 5th, 1900.	Distances from Cedar Rapids	FIRST CLASS		SECOND CLASS	
	77	75	76	78							
	Freight	Passenger	Passenger	Freight							
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday			Exc. Sunday	Exc. Sunday	Exc. Sunday	Exc. Sunday	
7,630 CWY	8.20am	3.05pm	12.15pm	7.00pm	0.0	D.....GENOA.....G	f 12.01pm		f 6.30		
993	f 8.40	f 3.15	f 11.43am	f 6.15	5.2	D.....Kent.....K	f 11.43am		f 6.15		
403	f 9.00	f 3.24	s 11.38	s 5.55	9.2	D.....Merchiston.....M	s 11.38		s 5.55		
4,920	s 9.20	s 3.34	s 11.13	s 5.10	13.6	D.....Fullerton.....Fu	s 11.13		s 5.10		
1,556	s 9.55	s 3.53	10.55am	4.45pm	23.1	D.....Belgrade.....Bl	10.55am		4.45pm		
8,420 CWY	10.30am	4.15pm	Leave Daily	Leave Daily	30.3	D.....CEDAR RAPIDS.....Cd	Exc. Sunday		Exc. Sunday		
	Arrive Daily	Arrive Daily	Exc. Sunday	Exc. Sunday		(30.3)	Exc. Sunday		Exc. Sunday		

No. 77 has right of track against No. 76, Genoa to Cedar Rapids.

Station Train Order Signal Lamps will not be kept burning after the passage of Regular Trains for the day.

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

**WESTWARD—ORD BRANCH—Grand Island and Ord—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel and turning stations.	SECOND CLASS		FIRST CLASS		Distances from Grand Island	Time Table No. 11. Sept. 5th, 1900.		FIRST CLASS		SECOND CLASS	
	83 Mixed Frt. and Pass.		81 Passenger			STATIONS	82 Passenger		84 Mixed Frt. and Pass.		
	Leave Daily Exc. Sunday	7.30am	Leave Daily Exc. Sunday	1.30pm			Arrive Daily Exc. Sunday	10.45am	Arrive Daily Exc. Sunday	7.30pm	
118,934 OTOWX					0.0	N..... GRAND ISLAND.....Ge	61.0				
					0.4	..... B. & M. R. Crossing.....	60.6				
1,482		s 8.10		s 1.50	11.2	D..... St. Libory..... Ry	49.8	s 10.23		s 7.00	
755		f 8.35		f 2.05	17.3	..... Dublin.....	43.7	f 10.10		f 6.25	
7,597 CWY		f 8.50		s 2.15	21.9	D..... ST. PAUL..... Sp	39.1	s 10.00		s 5.55	
516		f 10.00			24.5	..... Devries.....	36.5				
1,792		s 10.35		s 2.36	30.7	D..... Elba..... Eb	30.3	s 9.40		s 4.25	
					44.5	..... SCOTIA JUNCTION.....	16.5	9.15		3.35	
2,145 W		s 11.20		s 3.00	45.6	D..... Scotia..... Sk	17.6	s 9.10		s 3.20	
		s 11.25		s 3.05	44.5	..... SCOTIA JUNCTION.....	16.5	9.05		3.10	
1,838 W		s 11.35		s 3.10	48.8	D..... North Loup..... Nu	12.2	s 8.55		s 2.45	
564		s 11.50am		s 3.22	53.6	..... Olean.....	7.4	f 8.45		f 2.30	
		f 12.04pm		f 3.34	60.6	..... B. & M. R. Crossing.....	0.4				
7,424 WYC		f 12.30pm		3.50pm	61.0	D..... ORD..... Rd	0.0	8.30am		2.00pm	
		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday				Leave Daily Exc. Sunday		Leave Daily Exc. Sunday	
		(5.00)		(2.20)				(2.15)		(5.30)	

**WESTWARD—LOUP CITY BRANCH—St. Paul and Loup City—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel and turning stations.	87 Mix. Freight and Pass.		85 Passenger		Distances from St. Paul	Time Table No. 11. Sept. 5th, 1900.		86 Passenger		88 Mix. Freight and Pass.		90 Mix. Freight and Pass.	
	87		85			STATIONS	86		88		90		
	Leave Daily Exc. Sunday	9.30am	Leave Daily Exc. Sunday	5.55pm			Arrive Daily Exc. Sunday	9.30am	Arrive Mon., Wed., Fri.	5.55pm	Arrive Tues., Thurs., Sat.	5.55pm	
7,597 CWY					0.0	D..... ST. PAUL..... Sp	39.0						
2,150		s 10.00		s 6.20	8.3	D..... Dannebrog..... Db	30.7	s 9.08		s 5.15	s 5.15		
350					13.3	..... Kenyon.....	25.7						
3,004 WY		s 10.30		s 6.46	18.6	D..... Boelus..... Hw	20.4	s 8.48		{ 4.30 1.40	s 4.30		
2,032		s 10.57		s 7.01	25.8	D..... Rockville..... Rv	13.2	s 8.31		s 1.12	s 3.57		
448		f 11.19am		f 7.16	32.8	..... Austin.....	6.2	f 8.14		f 12.40	s 3.22		
6,479 CWY		12.05pm		7.35pm	39.0	D..... LOUP CITY..... Op	0.0	8.00am		12.20pm	2.55pm		
		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday				Leave Daily Exc. Sunday		Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.		
		(2.35)		(1.40)				(1.30)		(5.35)	(3.00)		

**WESTWARD—PLEASANTON BRANCH—Boelus and Pleasanton—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel and turning stations.	87 Mix. Freight and Pass.		88 Mix. Freight and Pass.		Distances from Boelus	Time Table No. 11. Sept. 5th, 1900.		88 Mix. Freight and Pass.	
	87		88			STATIONS	88		
	Leave Mon., Wed., Fri.	1.40pm	Arrive Mon., Wed., Fri.	4.30pm			Arrive Mon., Wed., Fri.	4.30pm	
3,004 WY					0.0	D..... BOELUS..... Hw	22.1		
					8.8	..... B. & M. R. Crossing.....	13.3		
2,682		s 2.09		s 3.49	9.7	D..... Nantasket..... Nk	12.4	s 3.49	
1,600		s 2.22		s 3.27	12.4	D..... South Ravenna..... Sr	9.7	s 3.27	
1,864		s 2.35		s 3.16	15.5	..... Poole Siding.....	6.6	s 3.16	
3,648 Y		3.00pm		3.00pm	22.1	D..... PLEASANTON..... Pn	0.0	3.00pm	
		Arrive Mon., Wed., Fri.		Arrive Mon., Wed., Fri.				Leave Mon., Wed., Fri.	
		(1.20)		(22.1)				(1.30)	

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**  
Station Train Order Signal Lamps will not be kept burning after the passage of Regular Trains for the day.

All trains and engines must come to a full stop at the wagon bridges at Boelus, St. Paul and Scotia; also all west-bound trains or engines at road crossing about four miles east of Scotia, and not proceed until plainly seen that bridges or crossing is clear.

Speed of all trains or engines in crossing bridges over the Loup River, 3/4 miles and 4 1/2 miles west of Boelus, and 1/2 mile east of St. Paul, and between Scotia Junction and Scotia, must not exceed 6 miles per hour. Between Scotia Junction and Scotia all trains will run very slowly and carefully.

Trains Nos. 88 and 90 have right of Track to St. Paul against Train No. 85.

**WESTWARD—KEARNEY BRANCH—Kearney and Callaway—EASTWARD.**

Length of Siding in feet and location of scales, water, fuel and turning stations				2d Class		Distances from Kearney	Time Table No. 11.		Distances from Callaway	2d Class					
				91			Sept. 5th, 1900.			92					
				Mixed Frt. and Pass.	Leave Daily except Sunday.		STATIONS	Arrive Daily except Sunday.							
34,042	OYCW			7.00 am	0.0	N.....KEARNEY.....Kr	65.5	4.15 pm							
1,305				s 7.20	5.5	D.....Glenwood Park.....W	60.0	s 3.50							
1,188				s 7.35	10.1	D.....Riverdale.....Rv	55.4	s 3.33							
1,804				s 7.50	16.8	D.....Amherst.....G	48.7	s 3.07							
1,185	W			s 8.12	22.7	.....Watertown.....	42.8	s 2.40							
2,070				s 8.30	26.3	D.....Miller.....Mr	39.2	s 2.25							
2,013				s 9.00	32.5	D.....Sumner.....Su	33.0	s 1.55							
2,540				s 9.35	40.4	D.....Eddyville.....Vd	25.1	s 1.23							
1,544	W			s 10.00	45.9	.....Lomax.....	19.6	s 1.01							
1,306				s 10.20	52.1	D.....Oconto.....Bs	13.4	s 12.37							
1,216				s 10.50	59.1	D.....Lodi.....D	6.4	s 12.16							
6,439	TOW			11.15 am	65.5	D.....CALLAWAY.....Ca	0.0	12.01 pm							
				Arrive Daily except Sunday.				Leave Daily except Sunday.							

(4.15)

(65.5)

(4.14)

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**

Station Train Order Signal Lamps will not be kept burning after the passage of Regular Trains for the day.

Bridge No. 3, east of Glenwood Park, all Wood River bridges east of Lomax, bridge over Oak draw west of Amherst, bridge No. 19 east of Watertown, bridge over Tibbitt's Creek east of Sumner, and bridge over Cottonwood Creek. All trains must reduce speed to 6 miles per hour.

# WYOMING DIVISION.

## Special Regulations Concerning the Carrying of Passengers on Freight Trains.

All regular way Freight Trains will carry passengers subject to the conditions of Rules 218, 243, and other regulations provided for this service, and such trains may be flagged for passengers. All other regular Freight Trains may carry passengers under the same rules and conditions but only between stations at which they are required to stop for other business.

### REGISTERING STATIONS.

CHEYENNE,  
LARAMIE,  
MEDICINE BOW,

RAWLINS,  
GREEN RIVER,  
GRANGER,

EVANSTON,  
ECHO,  
OGDEN.

### SUPERINTENDENTS AND DISPATCHERS.

#### W. L. PARK,

Superintendent,  
Cheyenne, Wyo.

#### EASTERN AND MIDDLE DISTRICTS.

**W. A. WHITNEY,** Asst. Superintendent, Laramie.

W. DALEY, Chief Dispatcher, Laramie,  
W. MAHONEY, Dispatcher, Laramie.  
J. Q. BECK, " "  
J. L. CODE, " "  
P. J. WALSH, " "  
J. W. EGAN, " "  
P. G. FLAHERTY, " "  
C. H. ELLIOTT, " "  
W. O. HOLLINGSWOTRH, " "

H. W. SHERIDAN, Train Master, Green River.  
J. P. FOLGER, Chief Dispatcher, " "  
C. C. CHILSON, Dispatcher, Green River.  
S. A. BROWN, " "  
R. D. FOWLER, " Rawlins.  
M. B. MURPHY, " "  
G. H. DOUGLASS, " "

#### WESTERN DISTRICT.

**G. E. BAIRD,** Asst. Superintendent, Evanston.

WM. PUGH Chief Dispatcher, Evanston,  
J. H. TRIPP, Dispatcher, " "  
O. M. MOODY, " "  
GEO. M. PERELWITZ, " "  
R. L. DAVIS, " Green River.  
G. H. LANCEY, " "

### SPECIAL RULES.

All "West Bound" Carbon District trains must register at Allen.

**JUNCTIONS.**—Echo and Park City Trains must come to a full stop before going on to Main track, and send flagman around the curve to protect them going into Echo yard. Echo and Park City Trains, leaving Echo, must send a flagman to E. & P. C. Junction to protect train between Echo and E. & P. C. Junction.

All Main Line Trains "West Bound" will stop at E. & P. C. Junction and whistle off brakes before proceeding and not exceed four miles per hour rounding Pulpit Rock Curve.

**SPEED OVER BRIDGES.**—The speed of all trains or engines, in crossing Bridges, is limited as follows: Eastern District, Dale Creek Bridge and North Platte Bridge, at Fort Steele, four miles per hour. Western District, Green River Bridge and Devil's Gate Bridge, four miles per hour.

**REFERRING TO RULES 36 AND 37** the day signals will be carried during the night in addition to the regular night signals.

**YARD LIMITS.**—All trains approaching Yard Limits must be under perfect control, always expecting to find main track occupied.

**TRAIN WORK.**—Train 23 will do Way work between Green River and Ogden, and No. 28 will do Way work between Ogden and Evanston. Fast Freight Trains will do Way work only on Special order.

After assigned freight, trains may be filled out with other freight and empty cars according to the best interests.

Fast Freight Trains must not be required to take or leave cars except at convenient points and times, and cars to be taken on must be made ready in a convenient place.

In loading freight it must, as far as practicable, be consolidated to make full car loads; use only such cars as are actually necessary for the way work. Conductors must pay due attention to the above in loading way freight. Agents at way stations must hold small lots of freight to load on train, instead of loading in cars at station.

Trains must be made up systematically, according to station order, except where it would interfere with air brakes. Air brake cars must be switched together and put ahead. Conductors must preserve this order in taking or leaving cars.

Agents must not sell tickets or check baggage for stations where trains do not stop.

**HELPING ENGINES.**—Conductors must notify Enginemen of Helping Engines coupled in their trains, of any orders they may have.

**WESTWARD—EASTERN DISTRICT—Cheyenne and Laramie—EASTWARD.**

Length of sidings in feet and loca- tion of scales, water, fuel and turning stations	SECOND CLASS		FIRST CLASS			Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.	Distances from Ogden	FIRST CLASS			SECOND CLASS	
	21	19	3	101	1				2	4	6	20	
	Fast Freight	Fast Freight	Pacific Express	Fast Mail	Overland Limited				Overland Limited	Local Passenger	Atlantic Express	Fast Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
117,890 WCTYO	7.00pm	12.10am	10.00am	10.15pm	9.00pm	516.3	N.....CHEYENNE.....N	514.6	6.40am	2.20pm	1.25am	4.45am	
5,397 W	7.20	12.30	10.14	10.27	9.12	521.9	5.6 .....Corlett.....	509.0	6.30	2.10	1.10	4.25	
5,121	7.40	1.00	10.28	10.38	9.23	526.4	4.5 N.....Borie.....Bo	504.5	6.22	2.02	1.00	4.10	
5,172 W	8.00	1.20	10.42	10.49	9.34	530.7	4.3 .....Otto.....	500.2	6.12	1.54	12.52	3.50	
3,800	8.10	1.30	10.48	10.54	9.40	532.5	1.8 .....Sabula.....	498.4	6.08	1.50	12.48	3.38	
4,025 WC	8.30	1.50	s 11.00	s 11.04	9.50	535.4	2.9 N.....Granite Canon.....Ge	495.5	6.02	s 1.44	12.42	3.30	
3,900	8.44	2.05	11.08	11.12	9.58	538.4	3.0 .....Ozone.....	492.5	5.56	1.38	12.35	3.14	
5,441 W	9.04	2.25	11.18	11.20	10.08	542.0	3.6 .....Buford.....	488.9	5.48	1.30	12.28	3.04	
3,100	9.22	2.50	11.28	11.30	10.16	546.1	4.1 .....Lone Tree.....	484.8	5.40	1.22	12.18	2.50	
10,303 WCY	s 9.34	s 3.00	s 11.40	s 11.38	s 10.24	549.0	2.9 N.....Sherman.....S	481.9	s 5.34	s 1.16	s 12.12	s 2.32	
5,809 W	9.44	3.12	11.46	11.42	10.28	552.8	3.8 .....Dale Creek.....	478.1	5.27	1.10	12.04am	2.20	
4,256	10.00	3.26	s 11.56am	s 11.52pm	10.38	554.9	2.1 N.....Tie Siding.....Si	476.0	5.16	s 1.02	11.52pm	2.05	
12,774 YCW	10.14	3.38	12.06pm	12.01am	10.46	559.1	4.2 .....Harney.....	471.8	5.05	12.50	11.40	1.45	
5,131	10.24	3.50	f 12.16	12.09	10.54	563.6	4.5 N.....Red Buttes.....Rx	467.3	4.54	s 12.38	s 11.30	1.25	
69,886 WCTYO	10.40	4.00	12.26	12.16	11.02	568.3	4.7 .....Sanders.....	462.6	4.44	12.26	11.18	1.00	
	11.10pm	4.25am	12.40pm	12.25am	11.10pm	572.8	4.5 N.....LARAMIE.....Ki	458.1	4.35am	12.15pm	11.10pm	12.25am	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(4.10)	(4.15)	(2.40)	(2.10)	(2.10)		(56.5)		(2.05)	(2.05)	(2.15)	(4.20)	

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**

Freight trains must not exceed a speed of twenty (20) miles per hour going down hill.

All trains must reduce speed to four (4) miles per hour over Dale Creek bridge.

All east-bound passenger trains will stop two minutes at Granite Canon, and all east-bound freight trains will stop five minutes at Buford, Granite Canon, Otto, and Borie to allow wheels to cool. Trainmen will examine wheels carefully at each stop.

All trains that pass Sherman without stopping will make a light running test of their brakes between switches to insure knowing that they are in working order before starting down hill.

**WESTWARD—EASTERN DISTRICT—Laramie and Rawlins.—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.	Distances from Ogden	FIRST CLASS			SECOND CLASS	
	27	21	19	3	101	1				2	4	6	20	22
	Freight	Fast Freight	Fast Freight	Pacific Express	Fast Mail	Overland Limited				Overland Limited	Local Passenger	Atlantic Express	Fast Freight	Fast Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
69,886 WCTYO	7.00am	11.15pm	4.30am	12.45pm	12.30am	11.15pm	572.8	N.....LARAMIE.....Ki	439.2	4.30am	12.10pm	11.05pm	12.20am	11.05pm
3,900	7.20	11.40	4.44	12.54	12.38	11.23	578.1	N.....Bona.....Ow	433.9	4.16	11.59am	10.50	12.02am	10.36
5,616 W	7.30	11.48	4.52	1.00	12.43	11.28	580.4	N.....Howell.....Ow	431.6	4.10	11.53	10.43	11.48pm	10.25
5,616	7.50	11.59pm	5.02	1.07	12.49	11.34	584.2	N.....Wyoming.....Ow	427.8	4.03	11.46	10.34	11.34	10.10
6,016 s	8.30	12.28am	5.20	f 1.22	1.02	11.46	591.8	N.....Bosler.....Fy	420.2	3.50	f 11.32	10.16	11.08	9.46
							595.2	N.....Cooper's Lake Tank.....Co	416.8					
5,621 W	8.50	12.48	5.34	1.34	1.12	11.56pm	597.2	N.....Cooper's Lake.....Co	414.8	3.40	11.22	10.04	10.54	9.28
6,802 Y s	9.20	1.26	5.56	s 1.50	1.26	12.08am	602.4	N.....Lockout.....Xn	409.6	3.28	s 11.12	9.52	10.38	9.10
4,520	9.40	1.46	6.08	2.00	1.34	12.18	606.2	D.....Harper's.....Ha	405.8	3.18	11.04	9.42	10.20	8.50
8,794 WY s	10.20	2.10	6.32	f 2.14	1.47	12.32	612.6	N.....Rock River.....Ck	399.4	3.02	s 10.50	9.24	9.56	8.26
5,760	10.40	2.22	6.44	2.26	1.54	12.40	616.1	N.....Wilcox.....Ck	395.9	3.52	10.40	9.14	9.42	8.10
2,700	11.00	2.44	6.58	2.32	2.00	12.48	620.1	N.....Aurora.....Ck	391.9	2.44	10.32	9.06	9.28	7.58
5,040	11.12	3.00	7.10	2.40	2.06	12.56	623.9	N.....Ridge.....Dg	388.1	2.34	10.24	8.56	9.14	7.46
1,936							626.8	N.....Tie Spur.....Dg	385.2					
28,909 WCY	11.40am 12.40pm	s 3.30	s 7.30	s 2.58	s 2.20	s 1.12	630.0	N.....Medicine Bow.....Mb	382.0	s 2.20	s 10.10	s 8.40	s 8.40	s 7.26
5,120	1.00	3.48	7.46	3.08	2.30	1.20	634.2	D.....Allen.....F	377.8	2.06	9.55	8.26	8.06	6.56
3,600	1.20	4.10	8.04	3.20	2.40	1.30	639.7	N.....Como.....Q	372.3	1.54	9.45	8.15	7.46	6.36
1,842	1.40	4.30	8.20	3.30	2.50	1.42	645.6	N.....Ramsey.....Q	366.4	1.42	9.35	8.04	7.26	6.16
32,154 WYO s	2.30	s 4.50	s 8.40	s 3.42	s 3.00	s 1.52	650.3	N.....Hanna.....Hn	361.7	s 1.30	s 9.25	s 7.52	s 7.10	s 6.00
4,100	2.50	5.10	9.10	3.54	3.10	2.04	655.2	N.....Percy.....Hn	356.8	1.18	9.10	7.38	6.50	5.38
5,644 W s	3.00	5.20	9.20	f 3.59	3.15	2.10	658.7	N.....Dana.....Dn	353.3	1.13	f 9.04	7.32	6.42	5.32
2,594	3.10	5.28	9.26	4.04	3.19	2.15	661.2	N.....Edson.....Dn	350.8	1.09	9.00	7.28	6.34	5.25
3,940 s	3.50	5.56	9.44	f 4.18	3.32	2.32	669.1	N.....Walcott.....Wa	342.9	12.54	f 8.42	7.12	6.12	5.00
11,685 CYW s	4.30	6.20	10.00	s 4.30	s 3.42	2.46	675.0	N.....Ft. Steele.....Fs	337.0	12.42	s 8.28	s 7.00	5.56	4.30
3,800	5.00	6.38	10.10	4.40	3.52	2.56	679.3	N.....New Siding.....Fs	332.7	12.32	8.16	6.48	5.42	4.06
3,395	5.30	6.50	10.20	4.50	4.00	3.06	683.2	N.....Greenville.....Gv	328.8	12.25	8.08	6.40	5.30	3.54
60,722 WCTYO	6.25pm	7.20am	10.40am	5.10pm	4.20am	3.30am	690.3	N.....RAWLINS.....Rs	321.7	12.10am	7.50am	6.25pm	5.10pm	3.30pm
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(11.25)	(8.05)	(6.10)	(4.25)	(3.50)	(4.15)		(117.5)		(4.20)	(4.20)	(4.40)	(7.10)	(7.35)

**WESTWARD—CARBON DISTRICT—EASTWARD.**

						31 Frt & Pass	STATIONS		32 Frt & Pass			
5,120						3.30pm	D.....ALLEN.....F	6.7	11.30am			
2,931						3.45	N.....Pynchon.....F	3.3	11.15			
32,156 WYO						4.00pm	D.....Carbon.....Cb	6.7	11.00am			
						Arrive Daily			Leave Daily			
						(0.30)			(6.7)			(0.30)

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**  
All trains must reduce speed to four (4) miles per hour over North Platte bridge at Fort Steele.

WESTWARD—MIDDLE DISTRICT—Rawlins and Green River.—EASTWARD.

Length of sidings in feet and location of scales, water, fuel and turning stations.	SECOND CLASS			FIRST CLASS			Distances From Omaha	Time Table No. 11. Sept. 5th, 1900.		Distances from Ogden	FIRST CLASS			SECOND CLASS	
	27	21	19	3	101	1		STATIONS			2	4	6	20	22
	Freight	Fast Freight	Fast Freight	Pacific Express	Fast Mail	Overland Limited		Overland Limited	Local Passenger		Atlantic Express	Fast Freight	Fast Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
60,722 WCTYO	6.30am	7.50am	10.50am	5.15pm	4.25am	3.35am	709.2	N.....	RAWLINS.....Rs	321.7	12.05am	7.30am	6.20pm	4.35pm	2.50pm
4,198	7.18	8.20	11.12	5.30	4.38	3.48	715.9	N.....	8.4 Solon.....CD	315.0	11.52pm	7.18	6.07	4.14	2.28
3,854	7.48	8.46	11.32	5.48	4.52	4.02	724.3	N.....	6.5 Riner.....Rn	306.6	11.34	7.02	5.48	3.48	2.00
4,303 W	8.10	9.10	11.52am	6.02	5.04	4.14	730.7	N.....	6.4 Fillmore.....Mo	300.2	11.24	6.50	5.32	3.28	1.34
3,993	s 8.34	9.40	12.12pm	f 6.18	5.16	4.26	736.7	N.....	6.0 Creston.....Z	294.2	11.14	f 6.38	5.18	3.10	1.10
3,790	9.00	10.06	12.30	6.36	5.30	4.40	743.9	N.....	7.2 Latham.....Am	287.0	11.00	6.22	5.02	2.46	12.30pm
13,836 CWY	s 9.40	s 10.40	s 12.50	s 6.56	s 5.47	s 4.58	751.6	N.....	7.7 Wamsutter.....Wm	279.3	s 10.46	s 6.08	s 4.46	s 2.20	s 11.58am
3,319	10.00	10.58	1.00	7.06	5.56	5.08	756.5		4.9 Frewen.....	274.4	10.36	5.56	4.34	2.02	11.32
3,650 W	10.18	11.16	1.10	7.14	6.02	5.16	761.0	N.....	4.5 Red Desert.....Dh	269.9	10.31	5.44	4.28	1.50	11.16
7,023 Y	s 10.45	11.50am	1.35	7.30	6.16	5.32	767.3	N.....	6.3 Tipton.....Pn	263.6	10.23	5.32	4.18	1.35	10.45
3,679	11.06	12.10pm	1.52	7.44	6.27	5.44	774.4		7.1 Table Rock.....	256.5	10.10	5.14	4.06	1.10	10.20
3,521	11.22	12.26	2.04	7.53	6.35	5.51	779.7		5.3 Monell.....	251.2	10.01	5.04	3.58	12.54	10.02
9,555 WY	s 11.38	12.40	2.14	f 8.01	6.41	5.57	784.4	N.....	4.7 Bitter Creek.....Bk	246.5	9.54	f 4.56	3.52	12.40	9.46
3,307	11.52am	12.50	2.22	8.07	6.46	6.02	788.4		4.0 Patrick.....	242.5	9.48	4.49	3.46	12.26	9.34
3,970	12.12pm	1.06	2.36	8.16	6.53	6.10	793.5	N.....	5.1 Black Buttes.....Ba	237.4	9.41	4.39	3.38	12.12pm	9.16
4,035	12.30	1.22	2.50	8.25	7.00	6.17	798.7		5.2 Hallville.....	232.2	9.34	4.29	3.30	11.54am	9.00
5,569 W	s 12.50	s 1.42	s 3.20	s 8.37	s 7.10	s 6.27	804.7	N.....	6.0 Point of Rocks.....Ro	226.2	s 9.24	s 4.18	s 3.20	s 11.38	s 8.40
3,910	1.08	1.58	3.36	8.48	7.17	6.35	810.2		5.5 Thayer.....	220.7	9.12	4.06	3.10	11.22	8.20
3,823	1.28	2.14	3.50	9.02	7.25	6.43	816.2	N.....	6.0 Salt Wells.....Sa	214.7	9.02	3.56	3.00	11.06	8.00
3,639	1.50	2.48	4.06	9.14	7.34	6.52	823.2		7.0 Baxter.....	207.7	8.48	3.44	2.48	10.48	7.34
141,574 WCOY	s 2.36	s 3.20	s 4.26	s. 9.26	s 7.45	s 7.05	829.7	N.....	6.5 Rock Springs.....Sg	201.2	s 8.38	s 3.30	s 2.36	s 10.30	s 7.05
500							837.3		7.6 Pump House.....	193.6					
4,969	3.30	3.50	4.46	9.42	7.58	7.22	838.9	N.....	1.6 Wilkins.....Wl	192.0	8.22	3.10	2.20	10.06	6.10
60,259 WCTYO	3.50pm	4.10pm	5.00pm	9.55pm	8.10am	7.35am	844.8	N.....	5.9 GREEN RIVER.....Gr	186.1	8.10pm	3.00am	2.10pm	9.50am	5.50am
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(9.20)	(8.20)	(6.10)	(4.40)	(3.45)	(4.00)		(135.6)			(3.55)	(4.30)	(4.10)	(6.45)	(9.00)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

WESTWARD—WESTERN DISTRICT—Green River and Evanston—EASTWARD.

Length of sidings in feet and lo- cation of scales water, fuel and turning sta- tions.	SECOND CLASS		FIRST CLASS			Distances from Omaha	Time Table No. 11.					Distances from Ogden	FIRST CLASS			SECOND CLASS	
	23	19	3	101	1		Sept. 5th, 1900.						2	4	6	20	22
							STATIONS										
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	N.....	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
57,197 TCWYO	8.15am	6.00pm	10.15pm	8.15am	7.55am	844.8	N.....GREEN RIVER.....Gr	186.1	7.55pm	2.55am	2.00pm	9.30am	4.50am				
5,189	f 9.04	6.30	10.36	8.34	8.15	853.0	.....8.2 Peru.....	177.9	7.38	2.34	1.40	9.04	4.20				
8,720 Y	f 9.30	6.48	10.47	8.43	8.26	858.3	N.....5.3 Bryan.....By	172.6	7.28	2.22	1.30	8.43 8.26	4.00				
W						862.9	.....4.6 Bryan Tank.....	168.0									
4,150	10.00	7.18	11.00	8.54	8.38	865.7	N.....2.8 Marston.....Ms	165.2	7.18	2.10	1.18	8.00	3.40				
20,012 YW	{ 10.30 11.30	s 7.45	{ 11.20 11.30	{ 9.10 9.20	{ 8.55 9.05	875.3	N.....9.6 GRANGER.....Gn	155.6	{ 7.00 6.54	s 1.52	{ 1.00 12.50	s 7.38	s 3.10				
3,419	11.58am	8.04	11.42	9.32	9.18	882.1	.....6.8 Garrett.....	148.8	6.43	1.37	12.40	7.20	2.44				
3,848	12.33pm	8.20	11.50pm	9.39	9.25	886.7	N.....4.6 Church Buttes.....B	144.2	6.34	1.27	12.33	7.09	2.30				
W						888.9	.....2.2 Church Buttes Tank.....	142.0									
3,925	f 1.00	8.34	12.01am	9.50	9.36	893.7	N.....4.8 Hampton.....On	137.2	6.24	1.16	12.23	6.56	2.10				
3,787	1.20	8.46	12.10	9.57	9.43	898.2	.....4.5 Elkhurst.....	132.7	6.18	1.08	12.16	6.46	1.57				
3,559	s 1.40	9.00	f 12.20	f 10.06	9.52	903.8	N.....5.6 Carter.....2	127.1	6.11	f 12.58	12.07pm	6.34	1.42				
5,597 YW	f 2.20	9.24	12.40	10.22	10.08	913.0	N.....9.2 Bridger.....Br	117.9	5.59	12.40	11.53am	6.14	1.16				
3,163	2.45	9.38	12.52	10.32	10.18	918.2	N.....5.2 Leroy.....Ry	112.7	5.52	12.26	11.45	6.02	12.52				
7,933 CW	s 3.50	10.08	s 1.18	s 10.52	10.39	923.2	N.....10.0 Piedmont.....Pm	102.7	5.39	s 12.06am	s 11.30	5.40	12.06am				
1,598	4.05	10.20	1.27	10.59	10.46	931.4	.....3.2 Gravel Pit.....	99.5	5.32	11.56pm	11.22	5.28	11.40pm				
1,896 Y						935.6	.....4.2 Tapioca.....	95.3									
4,129 W	f 4.40	10.44	f 1.44	f 11.10	11.00	937.4	N.....1.8 Aspen.....Ap	93.5	5.22	f 11.44	{ 11.10 11.00	5.10	11.16				
4,425	f 5.13	11.00	f 1.52	f 11.18	11.08	941.9	D.....4.5 Hilliard.....Hl	89.0	5.13	f 11.32	10.50	4.50	11.00				
3,801	5.30	11.22	1.59	11.24	11.14	946.1	N.....4.2 Millis.....Gu	84.8	5.06	11.22	10.42	4.32	10.35				
30,384 TCWO	6.10pm	11.45pm	2.15am	11.40am	11.30am	955.1	N.....9.0 EVANSTON.....Na	75.8	4.50pm	11.00pm	10.25am	4.00am	9.50pm				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

(9.55) (5.45) (4.00) (3.25) (3.35) (110.3) (3.05) (3.55) (3.35) (5.30) (7.00)

West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.

No Train or Engine will leave Granger without special order or release ticket.  
 East-Bound Trains will lookout carefully for helping engine Tapioca to Piedmont.  
 No Train will exceed schedule time Peru to Green River.

**WESTWARD—WESTERN DISTRICT—Evanston and Ogden—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel and turning stations	SECOND CLASS					FIRST CLASS					Distances from Omaha	Time Table No. 11. Sept. 5th, 1900.			Distances from Ogden	FIRST CLASS			SECOND CLASS		
	23		19		3		101		1	STATIONS		2	4	6		20	22	28			
	Way Freight	Fast Freight	Pacific Express	Fast Mail	Overland Limited	Overland Limited	Local Passenger	Atlantic Express	Fast Freight			Fast Freight	Way Freight								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily								
30,384 WCTO	1.40pm	11.50pm	2.20am	11.45am	11.35am	955.1	N..... EVANSTON ..... Na	75.8	4.45pm	10.55pm	10.20am	3.30am	9.00pm	11.35am							
2,182 Y						956.6	1.5 ..... Almy Junction .....	74.3													
3,592	2.05	12.10am	2.32	11.56am	11.46	961.6	5.0 ..... Wyata .....	69.3	4.34	10.38	10.06	3.05	8.40	s 10.55							
6,441 WY	s 2.25	12.24	f 2.42	12.04pm	11.54am	966.2	4.6 N..... Wahsatch ..... Wh	64.7	4.25	s 10.28	9.54	2.42	8.25	10.30							
5,159 W	s 3.14	12.50	3.04	f 12.22	12.12pm	974.5	8.3 D..... Castle Rock ..... Rq	56.4	4.02	f 10.02	9.30	1.40	7.30	f 9.30							
2,819	3.50	1.10	3.18	12.34	12.24	981.3	6.8 ..... Emory .....	49.6	3.50	9.48	9.16	1.10	7.02	8.50							
						981.6	0.3 ..... Emory Tank .....	49.3													
3,522	4.04	1.24	3.29	12.43	12.33	987.0	5.4 ..... Baskin .....	43.9	3.40	9.36	9.05	12.45	6.42	8.25							
1,157 Y						990.6	3.6 ..... E. & P. C. Junc .....	40.3													
15,165 WCY	s 4.30	s 1.38	s 3.40	s 12.54	12.42	991.0	0.4 N..... ECHO ..... Ho	39.9	s 3.30	s 9.26	s 8.55	s 12.30	s 6.28	8.00 6.50							
3,493	4.45	1.50	3.48	1.02	12.48	995.4	4.4 ..... Henefer .....	35.5	3.19	9.14	8.44	12.14	6.08	6.35							
8,645	5.00	2.00	3.56	1.10	12.56	999.6	4.2 ..... Croyden .....	31.3	3.10	9.06	8.34	12.02am	5.54	6.20							
3,997 W	s 5.35	2.20	s 4.08	s 1.22	1.08	1006.5	6.9 N..... Morgan ..... Wb	24.4	2.59	s 8.52	s 8.22	11.40pm	5.35	s 5.50							
2,663	s 6.00	2.40	4.20	f 1.34	1.20	1013.9	7.4 D..... Peterson ..... Ge	17.0	2.47	s 8.34	8.08	11.12	5.10	s 5.20							
						1017.5	3.6 ..... Strawberry .....	13.4													
2,444	6.30	2.54	4.30	1.43	1.30	1018.5	1.0 ..... Devil's Gate .....	12.4	2.39	8.28	7.58	10.56	4.50	5.00							
3,259	s 7.05	3.10	4.40	s 1.54	1.42	1023.5	5.0 N..... Uintah ..... Ux	7.4	2.28	s 8.15	7.45	10.26	4.24	s 4.40							
59,399 WCOY	8.00pm	3.30am	5.00am	2.10pm	2.00pm	1030.9	7.4 N..... OGDEN ..... Og		2.15pm	3.00pm	7.30am	10.00pm	4.00pm	4.00am							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
	(6.20)	(3.40)	(2.40)	(2.25)	(2.25)		(75.8)		(2.30)	(2.55)	(2.50)	(5.30)	(5.00)	(7.35)							

**WESTWARD—ECHO & PARK CITY DISTRICT—EASTWARD.**

Length of sidings in feet and location of scales, water, fuel, and turning stations	SECOND CLASS					Distances from Park City	Time Table No. 11. Sept. 5th, 1900.			Distances from Echo	SECOND CLASS				
	125						STATIONS	126							
	Freight and Passenger							Freight and Passenger							
	Leave Daily							Arrive Daily							
14,395					7.00am	.0	D..... PARK CITY ..... Kd	28.0	12.20pm						
W					7.05	1.0	1.0 ..... Freight Yard Junction .....	27.0	12.10pm						
						4.6	3.6 ..... U. C. Crossing .....								
1,054					7.30	8.0	..... Stand Pipe .....	23.4							
W						13.3	3.4 ..... Atkinson .....	20.0	11.40am						
1,186					7.53	15.3	5.3 ..... Wanship Tank .....	14.7							
3,180 O					8.20	22.7	2.0 ..... Wanship .....	12.7	11.10						
1,324					8.28	25.0	7.4 D..... Coalville ..... Ve	5.3	10.30						
Y						27.6	2.3 ..... Grass Creek Junction .....	3.0	10.05						
15,165 WCO					8.40am	28.0	2.6 ..... E. & P. C. Junction .....	0.4							
							0.4 N..... ECHO ..... Ho	.0	9.50am						
					Arrive Daily				Leave Daily						
						(1.40)	(28.0)		(2.30)						

**West-Bound Trains will have Absolute Right to the track over East-Bound Trains of the same or inferior class.—See Rule 84.**  
 West-Bound trains will not exceed schedule time between Wahsatch and Castle Rock, or Devil's Gate and Uintah.

# Issued by Union Pacific R. R. Co.

## GENERAL NOTICE.

It is of the utmost importance that proper rules for the government of the employes of a railroad company should be literally and absolutely enforced, in order to make such rules efficient. If they cannot or ought not to be enforced, they ought not to exist. Officers or employes whose duty it may be to make or enforce rules, however temporary or unimportant they may seem, should keep this clearly in mind. If, in the judgment of anyone whose duty it is to enforce a rule, such rule cannot or ought not to be enforced, he should at once bring it to the attention of those in authority.

All employes should be required to be polite and considerate in their intercourse with the public. The reputation and prosperity of a company depend greatly upon the promptness with which its business is conducted and the manner in which its patrons are treated by its employes.

### GENERAL RULES.

Supersedes all previous rules.

1. The Rules herein set forth apply to and govern all roads operated by the Union Pacific Railroad Company.

They shall take effect February 1st, 1890, and supersede all prior rules and instructions, in whatsoever form issued, which are inconsistent therewith.

Special instructions.

2. In addition to these rules, the Time-tables will contain special instructions, as the same may be found necessary. Special instructions, whether in conflict with these rules or not, which may be given by proper authority, whether upon the Time-tables or otherwise, shall be fully observed while in force.

Enforcement of obedience.

3. The head of each department must be conversant with the rules, supply copies of them to his subordinates, see that they are understood, enforce obedience to them, and report to the proper officer all violations and the action taken thereon.

Copy of rules at hand.

4. Every employe of this company whose duties are in any way prescribed by these rules must always have a copy of them at hand when on duty, and must be conversant with every rule. He must render all the assistance in his power in carrying them out, and immediately report any infringement of them to the head of his department.

Violation.

5. The fact that any person enters or remains in the service of the company will be considered as an assurance of willingness to obey its rules. No one will be excused for the violation of any of them, even though not included in those applicable to his department.

Cases of doubt.

6. If in doubt as to the meaning of any rule or special instructions, application must be made at once, to the proper authority, for an explanation. Ignorance is no excuse for neglect of duty.

Promotion.

7. All employes will be regarded as in the line of promotion, advancement depending upon the faithful discharge of duty, and capacity for increased responsibility.

Lost time.

8. If an employe should be disabled by sickness or other cause, the right to claim compensation will not be recognized. An allowance, if made, will be a gratuity justified by the circumstances of the case, and the employe's previous good conduct.

Jurisdiction.

9. Every employe, while on duty connected with the trains on any division of the road, is under the authority, and must conform to the orders, of the superintendent of that division.

Uniforms and badges.

10. Employes must wear the prescribed badges or uniforms while on duty.

Mail Agents and others.

11. Mail-agents, express messengers, parlor and sleeping car conductors and porters, news agents and persons in charge of individual cars are subject, while on duty, to the rules governing employes of the company.

### STANDARD TIME.

Standard Time.

12. Observatory Standard Time is the only recognized standard, and will be transmitted from Washington Observatory at St. Louis, Mo., to the designated offices.

13. The Standard Time will be telegraphed to all points from the St. Louis Observatory at 10:00 a. m., Central Time, daily. The time used shall be as follows: On all of the lines east of North Platte, Neb., and Wallace, Kas., time of the 90th meridian, known as "Central Time." On all lines west of these points and east of Huntington, Or., time of the 105th meridian, known as "Mountain Time," which is one hour slower than Central Time and on all lines west of Huntington, time of the 120th meridian, known as "Pacific Time," which is one hour slower than Mountain Time.

Standard Clocks.

14. The Standard Time for each district shall be that of the clock in the Train Dispatcher's office.

Station Clocks.

15. Where station clocks are provided, station agents must see that they show correct time; but trainmen and enginemen must not take time from such clocks unless they are also designated as Standard Clocks.

Standard Watches.

16. Each conductor and engineman must have a reliable watch, which has been examined and certified to on the form attached hereto, by a responsible watchmaker, and must file such certificate with the proper designated officer before he is allowed to take charge of a train or engine. Watches must be examined and certificates renewed every six months.

(Form of Certificate.)

### WATCHMAKER'S CERTIFICATE.

Form of certificate.

This is to certify that on ..... 18... the watch of ..... employed as ..... on the Union Pacific Railroad, has been examined and found to be a reliable and accurate time-piece, and in such repair as will, in my judgment, with proper usage, enable it to run within a variation not to exceed thirty seconds per week.

Name of Maker.....  
Brand.....  
Number of Movement.....  
Gold or silver.....  
Open or hunting case.....  
Stem or key winding.....

Signed,

.....  
Watchmaker.

Address.....

Regulating watches.

17. Each conductor and engineman must regulate his watch by the designated Standard Clock before starting on each trip, and register in the Train Register Book his name and the time at which he regulated his watch.

Comparing watches.

18. Conductors and enginemen whose duties prevent them from having access to a Standard Clock must compare daily with, and regulate their watches by, those of conductors and enginemen who have Standard Time, and have registered their names as above provided.

**87.** A train or engine must not leave a station to follow a train or engine until ten minutes after departure of such train or engine unless some form of block signal is used.

**88.** All trains running in the same direction must keep not less than ten minutes apart, unless some form of block signal is used.

**Responsibility.** **89.** When two or more trains are run in company they must be kept ten (10) minutes apart, except at meeting points, where they may close up to allow following sections to come in, but always with great care and train under perfect control. At such points the responsibility for a collision rests with the following train. **The following train must approach all Stations carefully expecting to find the leading train at the Station.** When fog, darkness, dangerous places, or other circumstances, render it necessary, the forward train, as an extra precaution, will send out a flagman; **but it must be distinctly understood that this does not relieve the following train from responsibility for a collision.**

Conductors and enginemen will be held equally responsible for the violation of any of the rules governing the safety of their trains, and they must take every precaution for the protection of their trains, even if not provided for by the rules.

**Clear superior trains.** **90.** No train must leave a station expecting to meet or be passed at the next station by a train having the right of track, unless it has full schedule time to make the meeting or passing point, and clear the track by the time required by Rules Nos. 85 and 86.

**Clear main track.** **91.** A train not having right of track must be entirely clear of the main track by the time it is required by rule to clear an opposing train or a train running in the same direction; failing to do so, it must be immediately protected as provided in Rule No. 99.

**Ahead of time.** **92.** Except at meeting or passing points, as provided in Rules Nos. 85 to 91 inclusive, no train must arrive at a station in advance of its schedule arriving time, when shown.

No train must leave a station in advance of its schedule leaving time.

**Caution stop.** **93.** All trains must stop at schedule meeting or passing points on single track, if the train to be met or passed is of the same class, unless the switches are plainly seen to be right, and the track clear. The point at which a train should stop is the switch used by the train to be met or passed in going on the siding.

When the expected train of the same class is not found at the schedule meeting or passing point, the train having right of track must approach all sidings prepared to stop, until the expected train is met or passed.

**Junctions, railroad crossings and drawbridges.** **94.** All trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, and must not proceed until the switches or signals are seen to be right or the track is plainly seen to be clear. Where required by law, all trains must stop.

**Leaving terminals.** **95.** No train must leave a junction, a terminal, or other starting point, or pass from double to single track, until it is ascertained that all trains due which have the right of track against it, have arrived.

**Protecting Passenger trains.** **96.** When a passenger train is detained at any of its usual stops more than five minutes, the flagman must go back with danger signals and protect his train, as provided in Rule No. 99; but if it stops at any unusual point, the flagman must immediately go back far enough to be seen from a train moving in the same direction when it is at least one-half mile (sixteen telegraph poles) from the rear of his own train, and if the stop is over five minutes, he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

**Protecting freight trains.** **97.** When a freight train is detained at any of its usual stops more than five minutes, where the rear of the train can be plainly seen from a train moving in the same direction at a distance of at least two-thirds of a mile (twenty telegraph poles), the flagman must go back with danger signals not less than one-eighth of a mile (four telegraph poles), and as much farther as may be necessary to protect his train; but if the rear of his train cannot be plainly seen at a distance of at least two-thirds of a mile, or if it stops at any point that is not its usual stopping place, the flagman must go back not less than one-half mile, and if his train should be detained until within ten minutes of the time of a passenger train moving in the same direction, he must be governed by Rule No. 99.

When it is necessary to protect the front of the train, the same precautions must be observed by the fireman. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

**Flagmen designated.** **98.** When it is necessary for the flagman to go back to protect the rear of his train, the next brakeman must immediately take the flagman's position on the train, and remain there until relieved by the flagman; and on passenger trains the baggage master must take the place of the front brakeman whenever necessary.

**Flagging, torpedoes.** **99.** When a train is stopped by an accident or obstruction, the flagman must immediately go back with danger signals to stop any train moving in the same direction. At a point one-fourth of a mile from the rear of his train he must place one torpedo on the rail; he must then continue to go back at least one-half mile from the rear of his train and place two

torpedoes on the rail, ten yards apart (one rail length), when he may return to a point one-fourth of a mile from the rear of his train, and he must remain there until recalled by the whistle of his engine; but if a passenger train is due within ten minutes, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to the train, but the two torpedoes must be left on the rail as a caution signal to any following train.

If any accident or obstruction occurs upon single track, and it becomes necessary to protect the front of the train, or if any other track is obstructed, the fireman must go forward and use the same precautions. If the fireman is unable to leave the engine, the front brakeman must be sent in his place.

**99a.** When a flagman is recalled and there is not a clear view for a quarter of a mile (eight telegraph poles) in rear of train, the train must start immediately on sounding of the whistle recalling flagman and be moved ahead, at a speed of not less than six miles per hour, until it reaches a point where the track is straight for a quarter of a mile (eight telegraph poles) in its rear. A flagman must always bear in mind that the time of his return to his train is the time of greatest risk. He must be attentive, and should he see or hear a train approaching, he must remain and use every exertion to stop it in time to prevent accident. In foggy, stormy or snowy weather, or in vicinity of curves or descending grades the number of torpedoes used should be increased.

When a train is flagged the engineman must obtain a thorough explanation of the cause before proceeding—coming to a full stop and picking up flagman if necessary.

**Crossing double track.** **100.** Freight trains having work to do on any other track may cross over if no passenger train is due, provided no approaching freight train is in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than one-half mile (sixteen poles), in the direction of the expected train.

**Crossing on double track to pass trains.** **101.** When a freight train on double track turns out on to the opposite track to allow a passenger train running in the same direction to pass, and, while waiting, a passenger train from the opposite direction arrives, the freight train may cross back and allow it to pass, provided the other passenger train is not in sight; and also provided that a flagman has been sent with danger signals, as provided in Rule No. 99, not less than one-half mile in the direction of the expected train.

**102.** When it is necessary for a freight train on double track to turn out on to the opposite track to allow a passenger train running in the same direction to pass, and a passenger train running in the opposite direction is due, a flagman must be sent back with the danger signals, as provided in Rule No. 99, not less than one-half mile in the direction of the following train, and the freight train must not

cross over until one of the passenger trains arrives. Should the following passenger train arrive first, a flagman must be sent forward on the opposite track with danger signals, as provided in Rule No. 99, not less than one-half mile in the direction of the overdue passenger train before crossing over. Great caution must be used, and good judgment is required to prevent detention to either passenger train. The preference should always be given to the passenger train of superior class.

#### Trains parting.

**103.** If a train should part while in motion, trainmen must use great care to prevent the detached parts from coming into collision. Enginemen must give the signal as provided in Rule No. 43, and keep the front part of the train in motion until the detached portion is stopped.

The front portion will have the right to go back regardless of all trains, to recover the detached portion, first sending a flagman with danger signals one-half mile in the direction in which the train is to be backed, and running with great caution, at a speed not exceeding four miles per hour. On single track all the precautions required by the Rules must also be taken to protect the train against opposing trains. **The detached portion must not be moved or passed around until the front portion comes back.** This rule applies to trains of every class.

An exception will only be made to the above when it is known that the detached portion has been stopped and when the whole occurrence is in plain view, no curves or other obstructions intervening, so that signals can be seen from both portions of the train. In that event the conductor and enginemen may arrange for the re-coupling, using the greatest caution.

#### Pushing trains.

**104.** When a train is being pushed by an engine (except when shifting and making up trains in yards) a flagman must be stationed in a conspicuous position on the front of the leading car, so as to perceive the first sign of danger and immediately signal the engineman.

#### Overdue trains.

**105.** A train starting from a station or leaving a junction, when a train of the same class running in the same direction is overdue, will proceed on its own time and rights, and the overdue train will run as provided in Rule 88 or 89.

#### On other train's time.

**106.** A train which is delayed, and falls back on the time of another train of the same class, does not lose its rights.

#### Twelve hour rule.

**107.** Regular trains twelve hours or more behind their schedule time lose all their rights.

#### Running around.

**108.** A train overtaking another train of the same or superior class, **disabled so that it cannot move**, will run around it, assuming the rights and taking the orders of the disabled train to the next telegraph office which is open, where it will report to the Superintendent. The disabled train will assume

the rights of the last train passing it, till the next telegraph office is reached.

#### Orders in writing.

**109.** All messages or orders respecting the movement of trains or the condition of track or bridges must be in writing.

#### Orders for signal.

**110.** Trains must not display signals for a following train without an order from the Superintendent.

#### Extra trains.

**111.** Extra trains must not be run on single track without an order from the Superintendent. On the arrival of an extra train at its appointed destination, or on its quitting the use of the road when authorized to run back and forth, the conductor (or engineer, in case of an engine or train without a conductor) shall notify the Superintendent to that effect in writing, to be sent by telegraph and placed on file by the sending operator, and all its rights to run shall then expire.

#### Taking down signals.

**112.** When signals displayed for a following train on single track are taken down at any point before the following train arrives, the conductor must inform the Superintendent promptly by telegraph, and also the operator or switchtender; and the latter, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class leaving that point before the train arrives for which signals were displayed.

If signals are taken down at a point where there is no operator, switchtender, or other provision for the purpose, the conductor must notify all opposing trains of the same or inferior class until he reaches the next telegraph office, when he must inform the Superintendent; and the operator, unless there is some other provision for the purpose, must notify all opposing trains of the same or inferior class until directed otherwise by the Superintendent.

If the train for which signals were displayed leaves the main line at a point where there is no operator, switchtender, or other provision for the purpose, a flagman must be left to notify opposing trains that it has arrived.

#### Work trains.

**113.** Work trains will be run as extras under special orders, and will be assigned working limits.

#### Approaching stations.

**114.** Great care must be exercised by the trainmen of a train approaching a station where any train is receiving or discharging passengers.

**115.** Enginemen must observe trains on the opposite track, and if they are running too closely together call attention to the fact.

#### Riding on engine, etc.

**116.** No person will be permitted to ride on engines, or in baggage, mail, or express cars, except employees, in the discharge of their duties, without a written order from the proper authority.

#### Responsibility for switches.

**117.** Conductors will be held responsible for the proper adjustment of the switches used by them and their trainmen, except where switchtenders are stationed.

Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe.

When there is more than one train to use a switch it must not be left open unless one of the trainmen of the following train is at the switch and takes charge of it.

At meeting or passing points, the employe attending the switch, will, after locking it to main track, take position on opposite side of track from the switch-stand, and remain there until the expected train has passed.

Except to prevent accident, switches must never be turned when an engine or car is on slide rail.

#### Reports.

**118.** Accidents, detention of trains, failure in the supply of water or fuel, or defects in the track or bridges must be promptly reported by telegraph to the Superintendent.

#### Leaving signal.

**119.** No train shall leave a station without a signal from its conductor.

#### Taking safe side.

**120. In all cases of doubt or uncertainty, take the safe course and run no risks.**

### SPECIAL RULES.

#### Exclusiv' service required.

**200.** Each person in the employ of the Company is to devote himself exclusively to its service, attending during the prescribed hours of the day or night, and residing wherever he may be required.

#### Not to use Company credit.

**201.** Unless appointed to do so, he is not to receive money on the Company's account. To use the credit of the Company is forbidden, unless special authority is given by the proper official.

**202.** Ties, timber, coal or other material (whether old or new), must not be taken for the use of employes or others.

#### Report theft, misconduct or negligence.

**203.** All employes, especially those in places of trust, are required to report any misconduct or negligence affecting the interest or safety of the Company, and withholding such information, will be considered a proof of negligence or indifference, and treated accordingly.

#### Company property.

**204.** Employes leaving the Company's service must deliver up the property entrusted to their care, or at any time when demanded by proper authority.

#### Gentlemanly deportment enjoined.

**205.** Persons having control of men must never curse or abuse them. Boisterous, profane or vulgar language is forbidden. Employes must not enter into altercation with any person, no matter what provocation may have been given, but will make note of the facts and report to their immediate superiors.

#### Testimonials and gratuities forbidden.

**206.** Employes are forbidden to offer testimonials to their superiors either directly or indirectly, and those in authority will not accept such presents or testimonials. The acceptance of gratuities or rewards from passengers or other patrons of the Company is forbidden.

#### Drinking and smoking prohibited.

**207.** The habitual use of Intoxicating Drink by employes will be considered good cause for dismissal from the service. Snook-

they must be replaced. In case agents' orders are unreasonable, the facts must be reported to the Superintendent; but the agents' orders must be carried out if practicable without endangering or delaying passenger trains. Agents will report violations of this rule, and all cases where conductors refuse to take cars that are ready to go.

Care of live stock.

**234.** Conductors of trains carrying live stock will consult the wishes of the stockmen in matters pertaining to the care and comfort of the stock. Especial attention must be given to stock unaccompanied by drovers. In warm weather trainmen will water hogs as often as may be necessary.

Close doors.

**235.** The doors of empty cars hauled in trains must be kept closed. Trainmen will be held responsible for the proper care and protection of goods and property while in transit in their trains, and they must see that the doors of loaded cars are properly secured and protected as required.

Must not delay trains for meals.

**236.** Conductors and enginemen are prohibited from going to meals, or delaying their train for any cause, after receiving an order to proceed, without permission from the Superintendent. If permission is received, the conductor must report for further orders when ready to go.

Conductors to be on duty thirty minutes.

**237.** Conductors and brakemen are required to be on duty at least thirty minutes in advance of their leaving time. Passenger brakemen will remain by their trains to assist passengers, examine tickets and answer inquiries.

Rear brakeman and fireman to have danger signals ready for use.

**238.** A Brakeman must always be stationed on the rear car of every train; and must have in his possession a red flag by day, and red and white lanterns (lighted) by night; also six torpedoes ready for immediate use. Every engine must carry a similar equipment of signals for use by the fireman. Conductors and enginemen must know that their brakemen and firemen are conversant with and properly understand the application of rules relating to flagging of trains. Conductors of freight trains must see that their brakemen are on top of the train before reaching the whistling post approaching and passing stations. Brakemen must not apply brakes so tightly as to slide a wheel nor allow the brake to remain applied over three minutes while in motion, but in descending grades will use the brake of several cars to check and regulate the train and change brakes frequently. Sticks must not be used to turn the brake wheel in applying brakes.

Heating, lighting and ventilation of cars.

**239.** Conductors must give particular attention to the safety and comfort of their passengers. Careful attention must be given to the Heating, Lighting and Ventilation of cars and the supply of water in the tanks. Brakemen and train porters will be required to assist ladies, children and infirm persons off and on the cars. Conductors will perform this duty themselves when necessary.

Calling stations and junctions.

Shortly before reaching a station at which the train stops, the brakemen and porters will pass through the train, except the sleeping cars, and announce distinctly, twice in each car, (with the doors closed) the name of the station they are approaching. At junction stations and crossings where trains leave in different directions, the conductor of each train must cause to be announced distinctly in each passenger car, before starting, the direction in which the train is to go and the principal stations on the route. Upon leaving a station conductors will cause the name of the next station at which the train will stop to be called inside of each car. If there are no brakemen or porters on the cars, this duty will devolve upon the conductors.

Prevent unnecessary noise.

**240.** Conductors will prevent any unnecessary noise about passenger trains, particularly at night, and not allow employes to enter or pass through sleeping or dining cars, except when necessary in the discharge of their duties. While meals are being served in dining cars, conductors, trainmen and news agents must, as far as possible, avoid passing through those cars and must remove their hats while in the cars. Conductors will not collect tickets or fare from passengers while at meals, except when it is necessary to do so, and will not permit news agents to carry their wares through the dining cars at meal time except under special circumstances. Care must be taken in switching and handling passenger cars, to disturb the occupants as little as possible.

Passengers not allowed to ride on platform, &c.

**241.** Conductors will see that passengers are seated, and not permit them to ride on the platform. Freight train conductors must allow none but train crew to ride on freight cars.

Collect fare. Passes.

**242.** Conductors will collect fare from all persons traveling without a ticket or pass, and will be allowed no discretion in the matter. Persons entitled to free transportation will be furnished with passes upon application to the proper officials. Fares wrongfully collected will be refunded.

Freight trains not to carry passengers except as provided.

**243.** Freight trains will not carry passengers except as designated in the Special Rules. Trains so designated will carry employes with passes and passengers when provided with proper transportation as required by the rules.

Employes with passes may be carried on all freight trains between stations at which trains stop.

Persons accompanying live stock (or other freight requiring man in charge) may be carried on the same train with the stock (or freight), when provided with proper transportation.

News Agents.

**244.** News Agents must not be allowed to discharge their duties unless equipped with the cap and badge designated for them to wear. Neatness in personal appearance is required.

Conductors will be held responsible for the good conduct of News Agents while on duty, and are authorized to prevent them acting in that capacity

for insubordination, violation of rules, or any improper action, and will see that nothing improper is offered for sale, and should there be, they will suppress it and promptly report the facts to the Superintendent. News Agents must not be allowed to annoy passengers by urging their sales, leaving books and articles with them unsolicited, or in any other manner.

Confidence men, beggars, etc.

**245.** Conductors must look out for confidence men, monte players, prize package vendors and other swindlers, and when known to be on the train must have them watched, and personally warn passengers and otherwise prevent their operating on the train, and report case by wire to the Superintendent. They must not permit beggars, gamblers or unauthorized peddlers to practice their vocations on the train, or allow advertising matter to be distributed.

Inspect bulletins.

**246.** Conductors and enginemen will carefully inspect Bulletin Boards before starting from terminal stations.

Registering.

**247.** Conductors of all trains must enter in train register book at terminal stations, or wherever such books are kept, the time of arrival and departure of their trains and all information called for by same.

Identification of trains.

**248.** Conductors of trains when meeting each other by special order will fill up and exchange identification tickets, showing number of train and number of engine.

#### TRAIN IDENTIFICATION TICKET.

This Train is.....Section, Train No.....Engine No.....  
Carrying.....Signals. From.....to.....Station.  
.....18.....Conductor.

Arrangement of cars in train.

**249.** Passenger trains must be made up in following order: Fruit, mail, express, baggage, smoking, Second-class coaches, First-class coaches, Chair and Sleeping cars. Freight and mixed trains in the following order: Freight cars equipped with Miller, Janney or other similar Coupler and Air Brake must be hauled in forward part of trains; freight cars not equipped with Air Brakes or Air Pipes and connections must be placed in rear of Air Brake Cars. Passenger equipment will be placed in rear of such trains.

Passenger cars having Baker heaters must be run with heater to the front when practicable.

Switch to be set to main track and locked.

**250.** Switches, when not in actual use, must be set for the main track and locked. Agents are responsible for the proper position and security of switches at their stations, and must know personally, at least ten minutes before the regular trains are due, and before leaving their stations at night, that switches are secure and everything is right for safe passage of trains.

Cars not to stand on main track.

**251.** Agents must not allow cars to stand on main track for loading or any other purpose without special permission from the Superintendent in each

Perform other duties when not engaged watching.

Go over sections in advance of passenger train.

Special orders.

Duplicate orders.

How numbered.

To whom addressed.

277. When the time of watchmen is not wholly occupied with watching, they will perform such other duties as may be required of them.

278. The rounds of road watchmen or track walkers must be so arranged as to pass over their section in advance of passenger trains when practicable. They will carefully examine the roadway, keeping a sharp lookout for broken rails; observe switches, try locks, and see that they are in proper order; see that ca.s clear the main track; examine buildings and other property, and protect same from theft, fire, or other damage. Should an obstruction or anything occur that would be liable to endanger trains, they will at once display danger signals, as directed in the rules, and send word to their foreman and to the nearest telegraph office.

279. Bridge and snow-shed watchmen must pass over their beats immediately after the passage of trains, keeping sharp lookout for fire. They are responsible for the cleanliness about structures, and must remove combustible matter from their vicinity, make frequent examinations and report any decay or failure; they will allow no one but employes upon bridges or structures.

### RULES FOR THE MOVEMENT OF TRAINS BY TELEGRAPHIC ORDERS.

500. Special orders, directing movements varying from or additional to the time-table, will be issued by the authority and over the signature of the Superintendent. They are not to be used for movements that can be provided for by rule or time-table. They must not contain information or instructions not essentially a part of them.

They must be brief and clear, and the prescribed forms must be used when applicable; and there must be no erasures, alterations or interlineations.

Transfers of orders from one dispatcher or operator to another shall be in writing in the train order book, dated and timed, with complete list of unexpired orders; or if done by telegraph the above shall be transmitted; an understanding returned and "Complete" given, before the authority is exercised by another person.

501. Each order must be given in the same words to all persons or trains directly affected by it, so that each shall have a duplicate of what is given to the others. Preferably an order should include but one specified movement.

502. Orders will be numbered consecutively for each day as issued, beginning with No. 1 at midnight.

503. Orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed

to the conductor and engineman, and also to a person acting as pilot. A copy for each person addressed must be supplied by the operator.

Dispatchers record.

Definition of rights.

Use of signal 31.

Simultaneous transmission.

Manifold copies.

Repeating.

Operators read orders aloud.

504. Each order must be written in full in a book provided for the purpose at the chief dispatcher's office; and with it must be recorded the names of train men and others who have signed for the order; the time and signals, showing when and from what offices the order and responses were transmitted; and the train dispatcher's initials. These records must be made at once on the original copy, and not afterward, from memory or memoranda.

505. The terms "superior right" and "inferior right" in these rules, refer to the rights of trains under the time table and train rules and not to rights under special orders.

506. When an order is to be transmitted, the signal "31" (as provided in Rule 509), meaning "Train Order," will be given to each office addressed, followed by the word "copy," and a figure indicating the number of copies to be made, if more or less than three—thus, "31 copy 5."

507. An order to be sent to two or more offices must be transmitted simultaneously to as many as practicable. The several addresses must be in the order of superiority of rights of trains, and each office will take only its proper address. When not sent simultaneously to all, the order must be sent first for the train having the superior right of track.

508. Operators receiving orders must write them out in manifold during the transmission, and make the requisite number of copies at one writing, or trace others from one of the copies first made.

509. When an order has been transmitted, preceded by the signal "31," operators receiving it must (unless otherwise directed) repeat it back at once from the manifold copy, and in the succession in which their several offices have been addressed. Each operator repeating must observe whether the others repeat correctly. After the order has been repeated correctly by the operators required at the time to repeat it, the response "O K," authorized by the Train Dispatcher, will be sent, simultaneously to as many as practicable, naming each office. Each operator must write this on the order with the time, and then reply "i O K," with his office signal.

Operators shall read orders aloud to the conductors and engineers addressed, and require them to sign their names thereon in proof of receipt and understanding. They will then transmit to the dispatcher, the signatures taken, and if approved by reply "Complete," enter the same upon the order with time received, sign their own names thereon in place provided, and deliver a copy to each conductor and engineer addressed.

Operators shall not allow a copy of an order to leave their possession until complete, as prescribed in

these rules, nor enter "Complete" thereon in advance of its receipt, nor sign their names thereon until the order is otherwise all complete.

Correct to superior train.

Treated as holding order.

Void if line fails.

Preceded by signal 31.

Operators' copy.

Conductors' copy.

Enginemen's copy.

Delivered at Dispatcher's office.

Others.

Non-telegraph offices.

510. For an order preceded by the signal "31," "complete" must not be given to the order for delivery to a train of inferior right until "O K" has been given to and acknowledged by the operator who receives the order for the train of superior right. Whenever practicable, the signature of the conductor and engineer of the train of superior right must be taken to the order and "complete" given before the train of inferior right is allowed to act on it.

After "O K" has been given and acknowledged and before "complete" has been given, the order must be treated as a holding order for the train addressed; but must not be otherwise acted on until "complete" has been given.

If the line fails before an office has received and acknowledged "O K" to an order preceded by the signal "31" the order at that office is of no effect, and must be there treated as if it had not been sent.

513. The order, the "O. K." and the "complete" must each, in transmitting, be preceded by "31," and the number of order thus, "31" No. 10. In transmitting the signature of a conductor it must be preceded by "31," the number of the order, and the train number, thus, "31, No. 10, Train No. 5." After each transmission and response the sending operator must give his office signal.

514. The operator who receives and delivers an order must preserve the lowest copy. On this must appear the signatures of those who sign for the order, and on it he must record the time when he receives it; the responses; the time when they are received; his own name; the date; and the train number, for which places are provided in the blanks. These copies must be sent to the Superintendent daily.

515. Orders used by conductors must be sent by them daily to the Superintendent.

516. Enginemen will place their orders in the clip before them until executed.

517. For orders delivered at the Dispatcher's office the requirements as to record and delivery will be the same as at other points.

518. Orders to persons in charge of work requiring the use of track in yards or at other points, authorizing such use when trains are late, must be delivered in the same way as to conductors of trains.

519. An order to be delivered to a train at a point not a telegraph station, or while the office is closed, must be addressed to

"C. and E., No. — at —, care of —," and forwarded and delivered by the conductor or other person in whose care it is addressed. "Com-