

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Wyoming Division

# EMPLOYEES' TIME TABLE

To Take Effect Sunday, January 13, 1924

at 12:01 A. M. "Mountain Time"



For the government and information of Employees only, and not intended for the use of the public.

The right is reserved to vary from this time table at pleasure.

# CONDENSED TIME TABLE.

## COUNCIL BLUFFS AND OGDEN—WESTWARD.

SECOND CLASS					FIRST CLASS														Distance from Council Bluffs	Time Table No. 95 January 13, 1924
269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	7 Passenger	5 Mail	3 Passenger	1 Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	9.30PM	7.30PM	1.00PM								10.55AM		9.30AM			0.0	COUNCIL BLUFFS			
	9.50	7.45	1.15		12.35AM		12.40AM	11.55AM	4.25PM	12.25AM	11.30AM	9.40AM	9.50	4.40PM	9.45AM	2.8	OMAHA			
																6.4	SOUTH OMAHA			
	11.45PM	9.50	3.02		1.12		1.22	12.34PM	5.07	1.02	12.07PM	10.18	10.26	5.24	10.33	28.0	VALLEY			
	12.35AM	10.45PM	3.45		1.35		1.45	12.54	5.28	1.25	12.27	10.36	10.45	5.48	10.52	39.3	FREMONT			
	3.20	1.50AM	6.55		2.38		2.48	1.55	6.43	2.28	1.28	11.48AM	11.42AM	6.55	11.53AM	84.5	COLUMBUS			
	6.20	5.05	9.12		3.35		3.45	2.49	7.49	3.25	2.18	12.38PM	12.29PM	8.10	12.48PM	124.9	CENTRAL CITY			
HASTINGS 2.30PM	8.45	7.45	11.00PM		4.20		4.30	3.30	8.40	4.05	2.55	1.15	1.05	9.05	1.25	146.9	GRAND ISLAND			
5.15	11.30AM	10.28AM	1.45AM		5.30		5.40	4.30	9.50	5.05	3.55	2.15	2.05	10.40PM	2.26	189.1	KEARNEY			
9.50PM	6.40PM	6.20PM	8.40AM		7.45		7.40	6.00	11.50PM	6.30	5.10	3.30	3.10	2.25AM	3.50	284.1	NORTH PLATTE			
2.05AM	12.49AM	12.30AM	1.30PM		9.50		9.40	8.19	2.10AM	8.35AM	6.55	5.38	4.55	5.10	5.52	365.3	JULESBURG			
			4.00AM	11.35PM			1.30PM		7.30AM	3.00PM						562.6	Arrive..... DENVER Leave..... DENVER.....			
5.25AM	4.40AM	4.20AM			11.15AM		11.05AM	9.30PM			7.58	6.50	5.58	7.05	7.00	407.5	SIDNEY			
12.30PM 1.20PM	12.50PM 2.25	12.20PM 1.30			12.10PM 2.25		12.05PM 2.20	12.35AM 12.50			10.23 10.35PM	9.45 10.00PM	8.15 8.30	10.20AM 12.16PM	10.00 10.15PM	509.5	CHEYENNE			
7.20PM	8.00PM	7.30PM		12.45PM	4.50	6.25	4.40	2.55			12.30AM	12.05AM	10.20PM	2.30	12.20AM	566.2	LARAMIE			
2.50AM	5.30AM	5.00AM		9.10PM	8.35	9.30PM	8.25	6.30			3.20	3.30	1.05AM	6.30	3.55	682.8	RAWLINS			
10.45AM	2.30PM	1.55PM		7.45AM	11.55PM	12.36AM	11.45PM	9.57			6.08	6.50	3.58	10.26	7.20	802.1	ROCK SPRINGS			
7.15PM	9.15	6.45		12.30PM	12.35AM	1.30	12.25AM	10.40			6.45	7.30	4.35	10.55PM	8.00	817.0	GREEN RIVER			
9.20PM	11.45PM	8.50PM		2.45	1.30	2.25	1.20	11.35AM			7.35	8.25	5.25AM		8.55	847.1	GRANGER			
5.20AM		4.50AM		11.30PM	3.55	4.40	3.45				9.25	10.30			11.05AM	917.2	EVANSTON			
9.00AM		8.13AM		3.00AM	5.06	5.58	4.56				10.26	11.38AM			12.26PM	953.2	ECHO			
1.25PM		1.00PM		6.40AM	6.30AM	7.30AM	6.25AM				11.35AM	1.05PM			2.00PM	993.0	OGDEN			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(993.0)			

(71.55)	(74.55)	(90.15)	(39.45)	(55.05)	(30.55)	(18.00)	(30.45)	(24.40)	(16.05)	(15.35)	(25.05)	(28.25)	(20.35)	(31.15)	(29.15)	..... Time Omaha—Ogden	
					32.0	32.1	32.2	34.2	34.3	35.9	36.4	34.9	41.0	26.0	33.8	..... Average speed per hour	

**MILEAGE NORTHERN DISTRICT**

<b>NEBRASKA DIVISION</b>	
Main Line.....	286.2
Branches.....	575.6
<b>Total.....</b>	<b>861.8</b>
<b>WYOMING DIVISION</b>	
Main Line.....	398.6
Branches.....	239.7
<b>Total.....</b>	<b>638.3</b>
<b>WESTERN DIVISION</b>	
Main Line.....	311.0
Branches.....	67.2
<b>Total.....</b>	<b>378.2</b>
<b>GRAND TOTAL</b>	
Main Line.....	995.8
Branches.....	882.5
<b>Total.....</b>	<b>1878.3</b>

**W. M. JEFFERS,**  
General Manager.

**A. W. WOODRUFF,**  
General Superintendent.

# CONDENSED TIME TABLE.

## COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 95 January 13, 1924	Distance from Ogden	FIRST CLASS											SECOND CLASS						
		2 Passenger	4 Passenger	6 Mail	8 Passenger	10 Passenger	10 Passenger	12 Passenger	16 Passenger	18 Passenger	20 Passenger	22 Passenger	26 Passenger	254 Time Freight	256 Time Freight				
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
COUNCIL BLUFFS	993.0		7.15AM	5.20PM						11.40PM				7.40PM	10.00AM				
OMAHA	990.2	7.10PM	7.00 6.45	5.05 4.50	7.05PM					11.25 11.15	6.50AM	5.15PM	7.55PM	12.05AM		2.05AM	7.05	9.40	
SOUTH OMAHA	995.6																		
VALLEY	965.0	6.20	5.55	3.55	6.15					10.20	6.01	4.20	7.10	11.10PM		1.10	5.30	7.40	
FREMONT	953.7	6.06	5.37	3.35	5.58					10.00	5.46	4.00	6.55	10.55		12.55AM	4.50	7.00	
COLUMBUS	908.5	5.10	4.35	2.16	4.57					8.43	4.52	2.40	5.55	9.54		11.54PM	2.16PM	3.50	
CENTRAL CITY	868.1	4.18	3.30	1.10	4.04					7.40	4.02	1.26	4.48	8.58		10.58	11.48AM	1.20	
GRAND ISLAND	846.1	3.50	3.00	12.30PM	3.35					7.05	3.35	12.50PM	4.15	8.30		10.30	10.25	12.01AM	
KEARNEY	803.9	2.38	1.39AM	11.14AM	2.20					5.20	2.23	11.37AM	3.03	7.18		9.18	7.02	7.40PM	
NORTH PLATTE	708.9	12.35PM	11.10PM	8.50	12.10PM					2.35PM	12.25AM	9.05	12.55PM	5.10		7.10	1.30AM	1.25PM	
JULESBURG	627.7	9.41AM	7.31	5.15	9.10AM					10.59AM	9.32PM	5.25AM	10.00AM	2.10		4.10	6.10PM	5.25AM	
DENVER Leave																			
DENVER Arrive	577.1												3.30PM	11.30PM					
SIDNEY	585.5	8.45	6.10	4.10	8.10					9.45			9.00	1.10PM		3.10	3.35PM	2.30AM	
CHEYENNE	483.5	{ 6.05 5.50	{ 3.00 2.30	{ 1.30 1.00AM	{ 5.20 6.05	6.05PM	6.40AM			6.20 6.05			{ 10.35AM 10.25		{ 12.35 12.25PM	{ 8.50AM 7.50	{ 7.00PM 6.00		
LARAMIE	426.8	3.55	12.35PM	11.10PM	3.15	4.05				4.10	8.30	7.40AM	10.30AM	2.20AM		12.35PM			
RAWLINS	310.2	12.40AM	9.15AM	7.40	12.01AM	12.30PM				12.50AM	5.10	4.20	7.10	5.30PM		3.10AM			
ROCK SPRINGS	190.9	9.28PM	5.45	4.15	8.48PM	8.40				9.20PM	1.55	12.58	3.55	8.20AM		5.32PM			
GREEN RIVER	176.0	9.00	5.15AM	3.45	8.20	8.10AM				8.50	1.25	12.30AM	3.25	7.20		4.30			
GRANGER	145.9	7.56		2.30	7.20					7.50PM	12.20AM	11.30PM	3.26	4.20AM		1.36PM			
EVANSTON	75.8	5.40		12.05PM	5.25						10.15PM	9.35	12.15AM	10.55PM		8.25AM			
ECHO	39.8	4.11		10.15	3.52						8.51	8.03	10.51PM	6.17		3.48			
OGDEN	0.0	2.35PM		8.40AM	2.25PM						7.25PM	6.40PM	9.25PM	2.35PM		12.01AM			
(993.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time Ogden—Omaha.....	(27.35)	(24.30)	(31.10)	(27.40)	(9.55)	(15.35)	(14.20)	(16.45)	(23.05)	(27.40)	(17.35)	(37.40)	(75.30)	(80.39)
Average speed per hour.....	35.6	29.1	31.8	35.8	31.0	32.5	37.2	33.4	36.8	35.8	32.8	35.8		

**J. E. MULICK, Superintendent** ..... Cheyenne, Wyo.  
**H. A. CONNETT, Assistant Superintendent** ..... Cheyenne, Wyo.  
**L. A. JOHNSON, Trainmaster, Third Sub-Division and Branches** ..... North Platte, Nebr.  
**A. L. COEY, Trainmaster, Fourth and Fifth Sub-Divisions** ..... Cheyenne, Wyo.  
**J. M. GUILD, Trainmaster, Sixth Sub-Division and Branches** ..... Laramie, Wyo.

**Third and Fourth Sub-Divisions and Branches.**

F. P. FLESHER, Chief Train Dispatcher..... North Platte, Nebr.  
 W. D. DEAKIN, Night Chief Train Dispatcher..... North Platte, Nebr.  
 W. W. CUMMING, First Trick Dispatcher ..... North Platte, Nebr.  
 B. B. BOATMAN, Second Trick Dispatcher..... North Platte, Nebr.  
 H. E. SHUMWAY, Third Trick Dispatcher..... North Platte, Nebr.  
 W. E. HARDY, Relief Dispatcher..... North Platte, Nebr.

**Fifth Sub-Division**

Wm. DALEY, Chief Train Dispatcher..... Cheyenne, Wyo.  
 T. E. WILLIAMS, Night Chief Train Dispatcher..... Cheyenne, Wyo.  
 W. E. MAHONEY, First Trick Dispatcher..... Cheyenne, Wyo.  
 F. M. WHITE, Second Trick Dispatcher..... Cheyenne, Wyo.  
 J. G. CAVANAUGH, Third Trick Dispatcher..... Cheyenne, Wyo.

**Sixth Sub-Division and Branches.**

B. O. WEDGE, Chief Train Dispatcher..... Laramie, Wyo.  
 O. H. P. ROBINSON, First Trick Dispatcher..... Laramie, Wyo.  
 T. C. COLLOPY, Second Trick Dispatcher..... Laramie, Wyo.  
 W. A. BORTON, Third Trick Dispatcher..... Laramie, Wyo.

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

THIRD SUB-DIVISION—North Platte and Sidney—WESTWARD.

Length of Sidings in feet and location of Scales, Water, Fuel and Turning Stations. X—Cross-over.	SECOND CLASS								FIRST CLASS										Distance from Council Bluffs	STATIONS
	269	255	253	251	265	261	97	15	17	9	1	7	5	53	25	19	13	3		
	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight	Way Freight	Mixed	Passenger	Passenger	Mail	Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
YOTWFP	9.50PM	6.40PM	6.20PM	8.40AM		6.30AM	6.00AM	11.50PM	6.00PM	5.10PM	3.50PM	3.30PM	3.10PM	7.50AM	7.45AM	7.40AM	6.30AM	2.25AM		
4,555 P	10.10	7.05	6.48	9.00		f 6.46	6.13	12.01AM	6.10	5.18	4.00	3.41	3.18	f 8.05	7.56	7.50	6.40	f 2.38		
X	10.20	7.20	7.02	9.12		f 6.55	6.21	12.06	6.16	5.23	4.05	3.47	3.23	f 8.11	8.01	7.55	6.45	f 2.44		
W.B. 3,983 XP	10.30	7.34	7.15	9.23		s 7.08	6.30	12.11	6.23	5.27	4.10	3.52	3.27	s 8.18	f 8.08	8.00	6.50	s 2.50		
4,964 PWY	10.42	7.51	7.32	9.36		f 7.20	6.45AM	12.17	6.29	5.32	4.15	3.59	3.32	8.30AM	8.16	8.06	6.55	f 2.57		
XP	10.50	8.03	7.45	9.45		s 7.40		12.22	6.34	5.36	4.19	4.04	3.36		f 8.19	8.09	6.59	s 3.03		
4,501 P	11.05	8.22	8.03	10.00		f 7.55		12.29	6.41	5.41	4.26	4.11	3.41		8.25	8.15	7.05	f 3.12		
4,503 PW	11.25	8.55	8.37	10.26		s { 8.25 8.35		12.40	6.51	5.50	4.36	4.22	3.50		s 8.35	s 8.25	7.15	s 3.26		
W. 4,140 P	11.40	9.25	9.03	10.46		f 8.49		12.50	7.00	5.57	4.45	4.29	3.57		8.43	8.33	7.23	f 3.38		
4,473 P	11.55PM	9.52	9.30	11.08		f 9.08		1.00	7.08	6.04	4.52	4.37	4.04		8.51	8.41	7.31	f 3.50		
W 3,418—3420 E 4,231 XFPW	12.20AM	10.25	10.03	11.35AM		s 9.40		1.11	f 7.25	6.15	5.05	4.51	4.15		s 9.03	s 8.53	7.44	s 4.05		
4,586 P	12.45	11.05	10.43	12.05PM		s 10.20		1.27	f 7.42	6.26	5.18	5.04	4.26		f 9.15	9.05	7.55	s 4.22		
X	1.01	11.28	11.07	12.24		f 10.36		1.35	7.50	6.33	5.26	5.12	4.33		9.23	9.13	8.03	f 4.32		
4,515 PW	1.16	11.50PM	11.30	12.41		s 11.00		1.44	f 7.58	6.39	5.33	5.20	4.39		f 9.30	9.20	8.10	s 4.42		
4,478 P	1.35	12.18AM	11.58PM	1.00		f 11.18		1.53	8.07	6.46	5.42	5.28	4.46		9.38	9.28	8.18	f 4.54		
5,788 WFYP 3,455 X	2.05	12.49	12.30AM	1.20PM	7.00AM	11.50AM		2.05AM	s 8.19	6.55	f 5.52	f 5.38	4.55		s 9.50	s 9.40	8.33AM	s 5.10		
4,854 P	2.36	1.15	12.56		f 7.15				8.27	7.01	6.00	5.46	5.01		9.59	9.49		f 5.22		
X	2.50	1.35	1.16		f 7.30				8.32	7.07	6.05	5.52	5.07		10.07	9.57		f 5.30		
5,005 XPW	3.10	2.00	1.40		s 8.05				f 8.41	7.14	6.12	6.00	5.14		f 10.17	10.07		s 5.43		
X	3.25	2.22	2.03		f 8.20				8.48	7.20	6.19	6.08	5.20		10.24	10.14		f 5.53		
3,677 4,251 XPW	3.40	2.45	2.25		s 8.50				f 8.56	7.26	6.26	6.15	5.26		f 10.34	10.24		s 6.04		
XP	4.08	3.15	2.55		s 9.15				9.05	7.34	6.34	6.24	5.34		10.45	10.35		f 6.18		
5,006 P	4.30	3.40	3.20		f 9.35				9.12	7.42	6.41	6.31	5.42		10.54	10.44		f 6.30		
FPTWYC	5.00AM	4.10AM	3.50AM		10.00AM				9.25PM	7.55PM	6.55PM	6.45PM	5.55PM		11.08AM	10.58AM		6.45AM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Time Table No. 95  
January 13, 1924

STATIONS	
DN-R NORTH PLATTE	No
6.4	
BIRDWOOD	
3.3	
NICHOLS	
3.1	
D HERSHEY	Of
3.8	
D O'FALLONS	Fa
2.7	
D SUTHERLAND	Su
4.5	
DEXTER	
7.6	
D PAXTON	Pn
6.2	
KORTY	
6.1	
ROSCOE	
7.0	
DN OGALLALA	Gt
9.0	
D BRULE	Ru
5.3	
MEGEATH	
4.8	
D BIG SPRINGS	Gs
5.7	
BARTON	
5.7	
DN JULESBURG	Jb
0.1	
COLORADO JCT.	
5.2	
WEIR	
4.4	
RALTON	
5.3	
D CHAPPELL	Cq
4.8	
OTTMAN	
4.6	
DN LODGE POLE	Gp
6.6	
D SUNOL	Un
4.4	
COLTON	
6.8	
DN-R SIDNEY	Cd

W. B.—Westward Siding	(7.10) 17.4	(9.30) 12.9	(9.30) 12.9	(4.40) 17.4	(3.0) 14.1	(5.20) 22.1	(0.45)	(2.15) 26.0	(3.25) 26.1	(2.45) 44.8	(3.05) 40.0	(3.15) 37.9	(2.45) 44.8	(0.40) 24.7	(3.18) 37.4	(3.18) 37.4	(2.03) 29.9	(4.20) 28.4	..... Time over Sub-Division	
																				..... Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.

THIRD SUB-DIVISION—North Platte and Sidney—EASTWARD.

Time Table No. 95  
January 13, 1924

Distance from  
Ogden

FIRST CLASS

SECOND CLASS

Block Signals

Double Track

STATIONS	Distance from Ogden
DN-R NORTH PLATTE No	708.9
6.4 BIRDWOOD	702.5
3.3 NICHOLS	699.2
3.1 D BERSHEBY Of	696.1
3.8 D O'FALLON'S Fa	692.3
2.7 D SUTHERLAND Su	689.6
4.5 DEXTER	685.1
7.6 D PAXTON Pa	677.5
6.2 KORTY	671.3
6.1 ROSCOE	665.2
7.0 DN OGALLALA Gt	658.2
9.0 D BRULE Ru	649.2
5.3 MEGEATH	643.9
4.8 D BIG SPRINGS Gs	639.1
5.7 BARTON	633.4
5.7 DN JULESBURG Jb	627.7
0.1 COLORADO JCT.	627.6
5.2 WEIR	622.4
4.4 RALTON	618.0
5.3 D CHAPPELL Cq	612.7
4.8 OTTMAN	607.9
4.6 DN LODGE POLE Gp	603.3
6.6 D SUNOL Un	596.7
4.4 COLTON	592.3
6.8 DN-R SIDNEY Cd	585.5

STATIONS	Distance from Ogden	FIRST CLASS										SECOND CLASS						
		6 Mail	16 Passenger	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	54 Passenger	4 Passenger	12 Passenger	256 Time Freight	262 Way Freight	252 Time Freight	266 Way Freight	98 Mixed	254 Time Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. and Saturday	Arrive Daily	
NORTH PLATTE	708.9	7.35AM	7.55AM	11.05AM	11.30AM	11.50AM	1.15PM	4.00PM	6.00PM	9.10PM	10.00PM	11.20PM	10.20AM	1.00PM	10.25AM		3.25PM	11.10PM
BIRDWOOD	702.5	7.20	7.40	10.50	11.15	11.39	f 1.00	3.50	5.50	f 8.56	9.45	11.09	9.52	f 12.45	10.02		3.00	10.50
NICHOLS	699.2	7.13	7.34	10.45	11.11	11.35	f 12.54	3.45	5.45	f 8.48	9.38	11.05	9.40	f 12.30	9.54		2.50	10.39
BERSHEBY	696.1	7.08	f 7.28	10.41	11.07	11.30	s 12.49	3.41	5.41	s 8.40	9.32	11.00	9.30	s 12.20	9.46		2.40	10.30
O'FALLON'S	692.3	7.02	7.21	10.36	11.02	11.25	f 12.44	3.36	5.36	8.30PM	9.25	10.55	9.15	f 12.05PM	9.36		2.25PM	10.16
SUTHERLAND	689.6	6.58	f 7.17	10.32	10.58	11.21	s 12.39	3.32	5.32		s 9.20	10.51	9.05	s 11.55AM	9.29			10.06
DEXTER	685.1	6.50	7.07	10.25	10.52	11.15	f 12.32	3.26	5.26		9.10	10.45	8.50	f 11.30	9.18			9.50
PAXTON	677.5	6.37	f 6.55	10.16	10.43	11.05	s 12.22	3.16	5.16		s 8.58	10.36	8.24	f 11.05	8.58			9.25
KORTY	671.3	6.27	6.44	10.08	10.35	10.57	f 12.10	3.08	5.08		8.48	10.28	8.02	9.50	8.42			9.02
ROSCOE	665.2	6.17	6.32	10.00	10.27	10.49	f 12.01PM	3.00	5.00		8.37	10.20	7.40	9.35	8.25			8.37
OGALLALA	658.2	6.05	s 6.20	9.51	10.19	10.40	s 11.50AM	2.51	4.51		s 8.26	s 10.10	s 7.15	9.10	8.08		s	7.55
BRULE	649.2	5.50	6.04	9.39	10.08	10.28	s 11.34	2.39	4.39		s 8.09	9.59	6.42	f 8.35	7.45			7.23
MEGEATH	643.9	5.42	5.55	9.32	10.01	10.21	f 11.25	2.32	4.32		7.59	9.52	6.25	f 8.05	7.31			7.05
BIG SPRINGS	639.1	5.34	5.48	9.26	9.55	10.15	s 11.18	2.25	4.25		s 7.50	9.46	6.07	s 7.45	7.18			6.50
BARTON	633.4	5.24	5.38	9.19	9.48	10.08	f 11.08	2.18	4.18		7.41	9.39	6.45	f 7.20	7.03			6.30
JULESBURG	627.7	s 5.15	5.25AM	f 9.10	f 9.41	s 10.00	s 10.59	s 2.10	s 4.10		s 7.31	9.32PM	s 5.25	7.00AM	6.50AM	1.30PM	s	6.10
COLORADO JCT.	627.6																	
WEIR	622.4	5.04		8.59	9.32	9.49	f 10.47	1.59	3.59		7.18		4.44			f 1.00		5.45
RALTON	618.0	4.58		8.53	9.27	9.43	f 10.40	1.53	3.53		7.12		4.28			f 12.45		5.31
CHAPPELL	612.7	4.51		8.47	9.20	9.36	s 10.33	1.46	3.46		s 7.04		4.10			s 12.26PM		5.12
OTTMAN	607.9	4.44		8.41	9.14	9.29	f 10.22	1.39	3.39		6.52		3.51			f 11.55AM		4.55
LODGE POLE	603.3	4.36		8.35	9.08	9.24	s 10.15	1.34	3.34		s 6.44		3.35			s 11.40		4.38
SUNOL	596.7	4.27		8.26	9.00	9.15	f 10.05	1.25	3.25		f 6.32		3.12			s 11.15		4.15
COLTON	592.3	4.20		8.20	8.54	9.09	f 9.56	1.19	3.19		6.22		2.55			f 10.50		3.58
SIDNEY	585.5	4.10AM		8.10AM	8.45AM	9.00AM	9.45AM	1.10PM	3.10PM		6.10PM		2.30AM			10.30AM		3.35PM

(123.4)

Time over Sub-Division .....	(3.25)	(2.30)	(2.55)	(2.45)	(2.50)	(3.30)	2-50	(3.30)	(0.40)	(3.50)	(1.48)	(7.50)	(6.00)	(3.35)	(3.00)	(1.00)	(7.35)
Average speed per hour .....	36.1	32.4	42.3	44.3	43.5	35.2	43-5	43.5	24.7	32.2	45.1	15.7	12.5	23.6	14.1	16.2	16.2

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



**FOURTH SUB-DIVISION—Sidney and Cheyenne—EASTWARD.**

**Time Table No. 95**  
January 13, 1924

STATIONS	Distance from Ogden	FIRST CLASS							SECOND CLASS							
		6 Mail	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	4 Passenger	262 Way Freight	254 Time Freight	256 Time Freight				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
DN-R SIDNEY Cd	585.5	4.05AM	8.05AM	8.40AM	8.55AM	9.40AM	1.05PM	3.05PM	5.50PM	2.00PM	3.05PM	2.00AM				
3.6 MARGATE	581.9	3.56	7.51	8.34	8.43	f 9.30	12.57	2.57	5.44	f 1.45	2.40	1.40				
4.4 BROWNSON	577.5	3.50	7.44	8.27	8.37	f 9.23	12.51	2.51	5.36	f 1.30	2.25	1.20				
5.4 HERDON	572.1	3.42	7.36	8.19	8.29	f 9.14	12.43	2.43	5.27	f 1.12	2.05	12.55				
5.4 D POTTER Pr	566.7	3.34	7.27	8.11	8.21	s 9.05	12.36	2.36	s 5.18	s 12.55	1.46	12.30				
4.7 JACINTO	562.0	3.28	7.20	8.04	8.14	f 8.55	12.29	2.29	5.08	f 12.40	1.30	12.10AM				
4.3 D DIX Dx	557.7	3.21	7.14	7.58	8.08	f 8.49	12.23	2.23	s 5.02	f 12.23PM	s 1.15	s 11.52PM				
4.6 OWASCO	553.1	3.14	7.07	7.50	8.01	f 8.40	12.16	2.16	4.54	f 11.55AM	12.58	11.34				
4.6 DN KIMBALL Kb	548.5	3.08	6.59	7.43	s 7.54	s 8.32	12.10	2.10	s 4.47	s 11.40	12.43	11.15				
6.6 OLIVER	541.9	2.59	6.49	7.34	7.45	f 8.21	12.01PM	2.00	4.34	f 11.22	12.26	10.50				
5.5 D BUSHNELL Bn	536.4	2.52	6.42	7.26	7.37	s 8.13	11.53AM	1.53	s 4.27	s 11.05	12.09PM	10.29				
4.4 SMEED	532.0	2.44	6.35	7.19	7.31	f 8.04	11.46	1.46	4.19	f 10.50	11.55AM	10.08				
4.7 DN PINE BLUFFS Uf	526.3	2.36	6.27	7.10	s 7.24	s 7.56	11.38	1.38	s 4.12	s 10.30	s 11.38	s 9.48				
5.3 TRACY	521.0	2.28	6.18	7.02	7.16	f 7.45	11.30	1.30	4.01	f 9.45	11.04	9.25				
5.5 D EGBERT Gr	515.5	2.20	6.09	6.54	7.08	s 7.36	11.22	1.22	s 3.52	f 9.25	10.43	9.02				
5.7 D BURNS Ux	509.8	2.11	6.00	6.45	6.59	f 7.26	11.14	1.14	s 3.43	s 9.05	10.20	8.40				
6.5 DN HILLSDALE Hd	503.3	2.02	5.50	6.36	6.50	s 7.16	11.05	1.05	s 3.33	s 8.44	s 10.00	s 8.17				
6.1 DURHAM	497.2	1.54	5.41	6.27	6.41	f 7.05	10.57	12.57	f 3.23	f 8.30	9.38	7.55				
5.4 ARCHER Rd	491.8	1.45	5.33	6.18	6.33	f 6.55	10.48	12.48	f 3.15	f 8.20	9.18	7.32				
8.3 DN-R CHEYENNE Cy	483.5	1.30AM	5.20AM	6.05AM	6.20AM	6.40AM	10.35AM	12.35PM	3.00PM	8.00AM	8.50AM	7.00PM				
(102.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				

Time over Sub-Division.....	(2.35)	(2.45)	(2.35)	(2.35)	(3.00)	(2.30)	(2.30)	(2.50)	(6.00)	(6.15)	(7.00)
Average speed per hour.....	39.5	37.1	39.5	39.5	34.0	40.8	40.8	36.0	17.9	16.3	14.5

**Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.**

FIFTH SUB-DIVISION—Cheyenne and Laramie—WESTWARD.

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations. X—Cross-over.	SECOND CLASS				FIRST CLASS													Distance from Council Bluffs
	255 Time Freight	253 Time Freight	269 Time Freight	155 Time Freight	104 Passenger	126 Passenger	106 Passenger	9 Mail	1 Passenger	7 Passenger	5 Mail	21 Passenger	25 Passenger	19 Passenger	3 Passenger	17 Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
FOPTWY	2.25PM	1.30PM	1.20PM		2.55PM	1.15PM	6.45AM	10.35PM	10.15PM	10.00PM	8.30PM		2.25PM	2.20PM	12.15PM	12.50AM	509.5	
E.B.4,320 XP					3.05PM	1.25PM	6.55AM										514.0	
W.B. 5,000KW	2.50	2.00	1.50				10.46	10.29	10.14	8.41		2.42	2.35	12.30	1.03	515.4		
3,517 XIP	3.10	2.25	2.10	7.30AM			10.54	10.39	10.24	8.49	4.40PM	2.52	2.45	12.40	1.13	519.0		
W.B. 5,000 PW	3.30	2.58	2.35	8.05			11.02	10.49	10.34	8.57	4.51	3.05	2.58	12.52	1.23	523.9		
E.B.4,320 X		3.05					11.12	11.00	10.45	9.06	5.02	3.17	3.10	1.02	1.33	528.6		
WB5,000 4,320 XPW	4.00	3.27	3.10	8.30			11.19	11.09	10.54	9.12	5.11	3.28	3.19	1.11	1.42	531.6		
W.B. 3,500 P	4.30	3.48	3.38	8.50			11.28	11.19	11.04	9.20	5.22	3.40	3.30	1.22	1.52	536.5		
5,584 FPWY	5.00	4.10	4.00	9.20			11.37	11.29	11.14	9.27	5.32	3.48	3.38	1.32	2.03	540.4		
E.B.4,868 X							11.42	11.33	11.18	9.32	5.37	3.56	3.46	1.38	2.09	543.0		
3,949 P	5.32	4.40	4.25	9.55			11.50	11.41	11.26	9.40	5.47	4.06	3.56	1.46	2.18	547.7		
3,901 XPW	5.45	4.58	4.35	10.10			11.55PM	11.45	11.30	9.44	5.52	4.15	4.05	1.50	2.23	549.7		
3,623 XIP	6.06	5.15	4.50	10.30			12.09AM	11.59PM	11.44	9.58	6.04	4.27	4.20	2.06	2.35	557.4		
W.B. 4,320 5,594 W	6.52	6.04	5.30	11.20AM														
3,905 P																		
FOPTWY	7.35PM	7.00PM	6.20PM	12.15PM			12.25AM	12.15AM	11.59PM	10.15PM	6.20PM	4.40PM	4.35PM	2.25PM	2.50AM	566.2		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			

Block Signals

Time Table No. 95  
January 13, 1924

**STATIONS**

DN-R CHEYENNE Cy
4.5
CORLETT JCT.
1.4
CORLETT
3.6
DN BORIE Bo
4.9
OTTO
4.7
D GRANITE CANON Ca
3.0
OZONE
4.9
DN BUFORD Bf
3.9
SHERMAN
2.6
DALE CREEK
4.7
D HERMOSA Hm
2.0
DN HERMOSA JCT. HJ
7.7
RED BUTTES
8.8
DN-R LARAMIE Ki

Double Track

W.B.—Westward Siding	(5.10)	(5.30)	(5.00)	(4.45)	(0.10)	(0.10)	(0.10)	(1.50)	(2.00)	(1.50)	(1.45)	(1.40)	(2.15)	(2.15)	(2.10)	(2.00)	..... Time over Sub-Division
	10.9	10.3	11.3	9.9	27.0	27.0	27.0	30.9	28.4	28.4	32.4	30.5	25.2	25.2	26.2	28.4	..... Average speed per hour

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.  
Westward Trains Will Use LEFT HAND TRACK Hermosa Junction to Laramie.

FIFTH SUB-DIVISION—Cheyenne and Laramie—EASTWARD.

Time Table No. 95 January 13, 1924	Distance from Ogden	FIRST CLASS											SECOND CLASS				Water and Length of Siding in feet	
		8 Passenger	2 Passenger	18 Passenger	22 Passenger	20 Passenger	26 Passenger	4 Passenger	10 Passenger	6 Mail	103 Passenger	105 Passenger	109 Passenger	254 Time Freight	256 Time Freight	154 Time Freight		252 Time Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DN-R CHEYENNE Cy	483.5	5.05AM	5.50AM	6.05AM		10.25AM	12.25PM	2.30PM	6.05PM	1.00AM	11.45AM	7.45PM	9.30PM	7.50AM	6.00PM			12.50AM
4.5 CORLETT JCT.	479.0										11.34AM	7.30PM	9.20PM					
1.4 CORLETT	477.6	4.51	5.38	5.52		10.14	12.14	2.16	5.52	12.48				7.20	5.30			12.20AM
3.6 DN BORIE Bo	474.0	4.44	5.30	5.44	9.15AM	10.06	12.06PM	2.08	5.42	12.41				6.55	5.05	10.20PM	11.55PM	
4.9 OTTO	469.1	4.36	5.22	5.36	9.07	9.56	11.56AM	2.00	5.34	12.33				6.30	4.40	10.00	11.28	
4.7 D GRANITE CANON Ca	464.4	4.27	5.12	5.27	8.58	9.48	11.48	1.50	5.23	12.25				6.05	4.15	9.35	11.05	
3.0 OZONE	461.4	4.21	5.05	5.20	8.52	9.41	11.41	1.44	5.15	12.20				5.42	3.50	9.10	10.40	
4.9 DN BUFORD Bf	456.5	4.12	4.56	5.11	8.42	9.32	11.32	1.35	5.07	12.11				5.11 4.56	3.30	8.50	10.18	
3.9 SHERMAN	452.6	4.05	4.48	5.03	8.34	9.25	11.25	1.28	4.58	12.05				4.29	3.05	8.25	9.58	
2.6 DALE CREEK	450.0	4.00	4.43	4.58	8.29	9.20	11.20	1.23	4.53	12.01AM				4.15	2.48	8.08	9.40	
4.7 D HERMOSA Hm	445.3	3.52	4.34	4.49	8.19	9.11	11.11	1.14	4.43	11.51PM				3.52	2.22	7.43	9.20	
2.0 DN HERMOSA JCT HJ	443.3	3.48	4.30	4.45	8.14	9.07	11.07	1.09	4.39	11.49				3.34	2.14	7.34	9.05	
2.0 HEARD	441.3	3.44	4.26	4.41	8.10	9.03	11.03	1.05	4.36	11.44				3.24	2.01	7.21	8.52	4,336
2.1 COLORES	439.2	3.41	4.21	4.36	8.07	8.59	10.59	1.02	4.33	11.39				3.14	1.48	7.08	8.40	W. 3,918
4.1 SATANKA	435.1	3.33	4.14	4.28	7.59	8.49	10.49	1.25	4.25	11.30				2.58	1.26	6.48	8.20	3,981
3.8 FORELLE	431.3	3.25	4.05	4.20	7.50	8.40	10.40	1.25	4.15	11.21				2.40	1.04	6.24	7.50	3,904
4.5 DN-R LARAMIE KJ	426.8	3.15AM	3.55AM	4.10AM	7.40AM	8.30AM	10.30AM	12.35PM	4.05PM	11.10PM				2.20AM	12.35PM	6.00PM	7.20PM	
(56.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Time over Sub-Division.....	(1.50)	(1.55)	(1.55)	(1.35)	1-55	(1.55)	(1.55)	(2.00)	(1.50)	(0.11)	(0.15)	(0.10)	(5.30)	(5.25)	(4.20)	(5.30)		
Average speed per hour.....	31.0	29.6	29.6	29.8	29.6	29.6	29.6	28.4	31.0	24.7	18.0	27.0	10.3	10.5	10.9	10.3		

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.  
 Eastward Trains will use LEFT HAND TRACK Laramie to Hermosa Junction

**SIXTH SUB-DIVISION—Laramie and Rawlins—WESTWARD.**

Length of Sidings in feet and location of Telephones, Scales, Water, Fuel and Turning Stations X Cross-over	SECOND CLASS				FIRST CLASS								Distance from Council Bluffs	STATIONS	
	255 Time Freight	253 Time Freight	269 Time Freight	155 Time Freight	5 Mail	21 Passenger	25 Passenger	19 Passenger	3 Passenger	17 Passenger	9 Mail	1 Passenger			7 Passenger
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily
WPTOP	8.00PM	7.30PM	7.20PM	12.45PM	10.20PM	6.25PM	4.50PM	4.40PM	2.30PM	2.55AM	12.30AM	12.20AM	12.05AM	566.2	DN-R LARAMIE Ku
4.994 PW	8.35	8.02	7.43	1.05	10.30	6.35	5.02	4.52	2.45	3.08	12.40	12.30	12.15	573.7	HOWELL
3.120 XP	8.50	8.19	7.56	1.22	10.35	6.41	5.10	5.00	2.53	3.14	12.45	12.36	12.21	577.9	WYOMING
5.011 P	9.23	8.52	8.20	1.45	10.44	6.51	5.20	5.10	3.08	3.26	12.54	12.46	12.32	585.3	D BOSLER Fy
3.662 XW	9.45	9.14	8.35	2.05	10.51	6.58	5.29	5.19	3.17	3.34	1.01	12.53	12.39	590.7	COOPER LAKE
5.680 PY	10.05	9.35	8.47	2.20	10.57	7.04	5.35	5.25	3.24	3.41	1.07	1.01	12.46	593.9	D LOOKOUT Xn
4.526 P	10.20	9.55	9.03	2.45	11.03	7.11	5.45	5.35	3.31	3.51	1.15	1.09	12.54	599.2	HARPER
4.360 FPWY X	10.40	10.20	9.25	3.15	11.11	7.22	5.55	5.45	3.40	4.02	1.24	1.24	1.08	605.3	DN ROCK RIVER Gk
3.384 XP	10.55	10.35	9.40	3.30	11.17	7.30	6.04	5.54	3.50	4.10	1.30	1.35	1.17	608.8	WILCOX
4.157 P	11.27PM	10.55	10.10	4.02	11.27	7.41	6.16	6.06	4.02	4.22	1.40	1.45	1.28	616.7	RIDGE
4.468 PWY	12.01AM	11.10	10.26	4.35	11.35	7.51	6.28	6.18	4.14	4.32	1.48	1.53	1.38	622.9	D MEDICINE BOW Mb
855	12.23	11.20	10.40	4.55	11.40	7.57	6.35	6.25	4.20	4.40	1.54	1.59	1.44	627.0	ALLEN
4.454 P	12.45	11.47PM	10.57	5.15	11.47	8.05	6.50	6.40	4.30	4.49	2.02	2.09	1.53	632.4	COMO
4.453 P	1.15	12.20AM	11.20	5.40	11.54PM	8.16	7.02	6.52	4.43	5.00	2.11	2.19	2.02	638.7	RAMSEY
3.968 FPWY X	1.35	12.50	11.35PM	6.05	12.01AM	8.25	7.12	7.02	4.54	5.10	2.19	2.30	2.12	642.9	DN HANNA Hn
3.301 3.324 XP	1.50	1.15	12.08AM	6.22	12.08	8.33	7.22	7.12	5.04	5.20	2.27	2.41	2.20	648.0	PERCY
4.028 PW	2.03	1.31	12.25	6.34	12.13	8.38	7.30	7.20	5.10	5.27	2.32	2.48	2.26	651.6	DANA
4.065 P	2.15	1.56	12.43	6.55	12.20	8.45	7.38	7.28	5.20	5.35	2.38	2.57	2.33	656.7	EDSON
3.903 P	2.45 3.07	2.15	1.00	7.15	12.27	8.52	7.50	7.40	5.30	5.45	2.45	3.07	2.45	661.9	DN WALCOTT W <sub>a</sub>
4.013 XPW	3.35	2.52 3.18	1.20	7.50 8.00	12.35	9.01	8.00	7.50	5.40	5.55	2.52	3.18	2.58	667.6	D FT. STEELE F <sub>s</sub>
3400	3.45	3.32	1.30	8.10	12.38	9.04	8.04	7.54	5.44	5.58	2.55	3.22	3.01	669.8	VICO
4.461 P	4.10	3.55	1.45	8.25	12.47	9.13	8.15	8.05	5.55	6.10	3.03	3.35	3.12	675.8	PARCO
WPTO	4.55AM	4.30AM	2.10AM	8.45PM	1.00AM	9.25PM	8.30PM	8.20PM	6.10PM	6.25AM	3.15AM	3.50AM	3.25AM	682.8	DN-R RAWLINS R <sub>s</sub>
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

Time Table No. 95 January 13, 1924		
STATIONS		
DN-R	LARAMIE	Ku
	7.5	
	HOWELL	
	4.2	
	WYOMING	
	7.4	
D	BOSLER	Fy
	5.4	
	COOPER LAKE	
	3.2	
D	LOOKOUT	Xn
	5.3	
	HARPER	
	6.1	
DN	ROCK RIVER	Gk
	3.5	
	WILCOX	
	7.9	
	RIDGE	
	6.2	
D	MEDICINE BOW	Mb
	4.1	
	ALLEN	
	5.4	
	COMO	
	6.3	
	RAMSEY	
	4.2	
DN	HANNA	Hn
	5.1	
	PERCY	
	3.6	
	DANA	
	5.1	
	EDSON	
	5.2	
DN	WALCOTT	W <sub>a</sub>
	5.7	
D	FT. STEELE	F <sub>s</sub>
	2.2	
	VICO	
	6.0	
	PARCO	
	7.0	
DN-R	RAWLINS	R <sub>s</sub>

Block Signal

Double Track

(8.55)	(9.00)	(6.50)	(8.00)	(2.40)	(3.00)	3.40	(3.40)	(3.40)	(3.30)	(2.45)	(3.30)	(3.20)	.....Time over Sub-Division
13.1	13.0	17.0	14.5	43.7	39.9	31.8	31.8	31.8	33.2	42.4	33.3	35.0	.....Averages peed per hour

**Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.**

SIXTH SUB-DIVISION—Rawlins and Laramie—EASTWARD.

Time Table No. 95  
January 13, 1924

STATIONS

DN-R	LARAMIE	Ki
	7.5	
	HOWELL	
	4.2	
	WYOMING	
	7.4	
D	BOSLER	Fy
	5.4	
	COOPER LAKE	
	3.2	
D	LOOKOUT	Xn
	5.3	
	HARPER	
	6.1	
DN	ROCK RIVER	Ck
	3.5	
	WILCOX	
	7.9	
	RIDGE	
	6.2	
D	MEDICINE BOW	Mb
	4.1	
	ALLEN	
	5.4	
	COMO	
	6.3	
	RAMSEY	
	4.2	
DN	HANNA	Hn
	5.1	
	PERCY	
	3.6	
	DANA	
	5.1	
	EDSON	
	5.2	
DN	WALCOTT	Wa
	5.7	
D	FT. STEELE	Fs
	2.2	
	VICO	
	6.0	
	PARCO	
	7.0	
DN-R	RAWLINS	Rs

Distance from Ogden	FIRST CLASS									SECOND CLASS												
	8	2	18	22	20	26	4	10	6	256	252	254										
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Time Freight	Time Freight	Time Freight										
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
426.8	3.10AM	3.50AM	4.05AM	7.35AM	8.25AM	10.25AM	12.30PM	4.00PM	11.05PM	11.59AM	6.20PM	1.50AM										
419.3	2.58	3.37	3.52	7.20	8.11	10.11	12.17	f 3.47	10.50	11.24	5.50	1.20										
415.1	2.52	3.30	3.45	7.14	8.05	10.05	12.11PM	f 3.40	10.44	11.02	5.30	1.00										
407.7	2.42	3.19	3.33	7.02	7.54	9.54	f 11.59AM	s 3.28	10.32	10.22	5.02	12.32										
402.3	2.34	3.12	3.26	6.54	7.45	9.45	11.52	f 3.20	10.24	9.58	4.42	12.10AM										
399.1	2.29	3.06	3.20	6.48	7.40	9.40	11.47	s 3.15	10.18	9.40	4.30	11.55PM										
393.8	2.18	2.56	3.08	6.39	7.29	9.29	11.37	f 3.08	10.07	8.58	4.05	11.25										
387.7	2.06	2.44	s 2.56	6.28	f 7.17	f 9.17	s 11.26	s 2.55	9.56	8.25	3.30	10.55										
384.2	1.58	2.35	2.48	6.20	7.09	9.09	11.15	f 2.45	9.46	8.05	3.00	10.35										
376.3	1.46	2.24	2.36	6.08	6.57	8.57	11.04	f 2.30	9.34	7.30	2.40	10.10										
370.1	1.35	2.13	f 2.26	5.57	6.46	8.46	s 10.55	s 2.17	9.22	7.08	2.17	9.48										
366.0	1.27	2.07	2.18	5.50	6.38	8.38	10.49	f 2.09	9.15	6.56	1.48	9.34										
360.6	1.19	1.58	2.10	5.41	6.30	8.30	10.42	f 2.00	9.06	6.40	1.35	9.16										
354.3	1.09	1.49	1.59	5.31	6.20	8.20	10.33	f 1.50	8.55	6.20	1.15	8.55										
350.1	1.02	1.42	f 1.52	5.23	6.13	8.13	s 10.26	s 1.40	8.46	5.50	1.00	8.25										
345.0	12.53	1.35	1.43	5.16	6.04	8.04	10.17	f 1.31	8.36	5.28	12.35	8.02										
341.4	12.47	1.29	1.37	5.09	5.58	7.58	10.07	f 1.24	8.30	5.09	12.20PM	7.45										
336.3	12.39	1.21	1.30	5.01	5.50	7.50	9.58	f 1.16	8.21	4.40	11.55AM	7.20										
331.1	12.32	1.13	1.22	4.53	5.43	7.43	s 9.48	s 1.06	8.13	4.22	11.30	6.55										
325.4	12.24	1.04	1.14	4.45	5.35	7.35	s 9.38	s 12.52	8.05	4.00	11.00	6.30										
323.2	12.20	1.00	1.10	4.41	5.30	7.31	9.35	12.49	8.01	3.50	10.45	6.15										
317.2	12.12	12.52	1.02	4.32	5.22	7.22	f 9.27	s 12.40	7.52	3.35	10.30	5.58										
310.2	12.01AM	12.40AM	12.50AM	4.20AM	5.10AM	7.10AM	9.15AM	12.30PM	7.40PM	3.10AM	10.00AM	5.30PM										
(116.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										

Time over Sub-Division.....	(3.09)	(3.10)	(3.15)	(3.15)	(3.15)	(3.15)	(3.15)	(3.15)	(3.30)	(3.25)	(3.49)	(3.20)	(3.20)										
Average speed per hour.....	37.0	36.8	35.9	35.9	35.9	35.9	35.9	35.9	33.3	34.1	33.2	34.0	34.0										

Westward Trains are Superior to Trains of the same class in the Opposite Direction—See Rule 72.

**WESTWARD—NORTH PLATTE BRANCH—EASTWARD.**

Length of Sidings in feet and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS				FIRST CLASS			Distance from O'Fallons	Time Table No. 95 January 13, 1924			Distance from Cottier	FIRST CLASS		SECOND CLASS	
		91 Mixed	97 Mixed			53 Passenger			STATIONS				54 Passenger		98 Mixed	92 Mixed
		Lv. Daily Ex. Sunday	Lv. Mon., Wed. Fri.			Leave Daily			DN	O'FALLONS	Fa		195.3	8.30PM		Ar. Tuesday Thu., Sat.
1,016 YP			6.50AM		8.30AM	0.0	DN	O'FALLONS	Fa	195.3	8.30PM		2.25PM			
2,402		f	7.15		8.42	5.9		5.9 GLENBURNIE		189.4	f	8.16	f	2.00		
2,462		f	7.35		8.56	12.8		6.9 SARBEN	Al	182.5	s	8.02	f	1.40		
2,489		f	7.55		9.10	19.6		6.8 NEVENS		176.7	f	7.48	f	1.20		
505		f	8.15		9.15	22.1		2.5 NEVENS SPUR		173.2	f	7.43	f	1.12		
760		f	8.23		9.20	24.7		2.6 NEFF		170.6	f	7.38	f	1.05		
2,487 PW		s	8.35		9.27	28.0	D	3.8 KEYSTONE	Ka	167.3	s	7.31	s	12.55		
2,484		f	8.55		9.42	35.2		7.2 MARTIN		160.1	f	7.16	f	12.10PM		
2,473 P		f	9.15		9.53	40.8		5.6 LEMOYNE	My	154.6	s	7.04	f	11.50AM		
2,573		f	9.35		10.07	48.1		7.3 BELMAR		147.2	f	6.49	f	11.30		
2,585		f	9.50		10.16	52.9		4.8 RUTHTON		142.4	f	6.38	f	11.10		
640		f	10.05		10.23	56.6		3.7 CORMICK		138.7	f	6.31	f	10.40		
2,501 PWF		s	10.29		10.29	58.5	D	1.9 LEWELLEN	W	136.8	s	6.26	s	10.29		
2,514		f	11.02AM		10.38	62.2		3.7 LUTHERVILLE		133.1	f	6.15	f	10.05		
2,520 P		s	12.20PM		10.55	70.1	D	7.9 OSHKOSH	Ox	125.2	s	5.58	s	9.35		
1,663		f	12.40		11.06	74.9		4.8 PENN		120.4	f	5.46	f	9.12		
2,497		f	1.05		11.19	81.0		6.1 LYTLE		114.3	f	5.33	f	8.55		
2,501 PW		s	1.35		11.29 11.49	85.7	D	4.7 LISCO	Co	109.6	s	5.22 5.02	s	8.40		
2,501		f	1.55		11.58AM	90.6		4.9 KUHN		104.7	f	4.50	f	8.20		
2,48		f	2.10		12.06PM	94.6		4.0 FINLEY		100.7	f	4.40	f	8.05		
2,516 P		s	2.40		12.17	99.6	D	5.0 BROADWATER	Br	95.7	s	4.28	s	7.50		
944		f	2.52		12.25	103.6		4.0 RILEY		91.7	f	4.18	f	7.32		
2,499		f	3.10		12.33	107.6		4.0 KELLY		87.7	f	4.08	f	7.20		
6,308 PWF		9.30AM	3.40PM		12.44 12.55	113.3	DR	5.7 NORTHPORT	Np	82.0	s	3.55	7.05AM	3.00PM		
I						114.7		1.4 C. B. & Q. CROSSING		80.6						
1,439		f	10.01		1.22	126.9		12.2 CHIMNEY ROCK		68.4	f	3.29		f	2.00	
3,000 PW		s	10.25		1.31	131.4	D	4.5 MCGREW	Me	63.9	s	3.18	s	1.31		
1,999 P		f	10.45		1.42	137.2	D	5.8 MELBETA	Mb	58.1	s	3.05	s	1.05		
1,325		f	11.05		1.52	142.6		5.4 BROCKHOFF		52.7	f	2.52	f	12.35		
3,246 PW		11.25AM 1.30PM			2.00	145.1	D	2.5 GERING	G	50.2	s	2.45	s	12.20PM		
1,991 FPY		2.20			2.20PM	151.6	DR	6.5 HAIG	Ha	43.7	2.30PM		s	11.10AM		
1327						153.6		2.0 SIDING NO 1		41.7						
3005 P		s	2.45			158.8	D	5.2 BAILEYVUE	Bi	36.5			s	10.40		
1,165		f	2.55			163.5		4.7 JOYCE		31.8			f	10.25		
3001 PW		s	3.10			167.1	D	3.6 LYMAN	Mu	28.2			s	10.15		
2988 P		s	3.35			173.0		5.9 HUNTLEY	Hu	22.3			s	9.45		
857 PW		f	3.50			178.0		5.0 SIDING NO. 2		11.7			f	9.28		
3003 P		s	4.01			180.8	D	2.8 YODER	Dr	14.5			s	9.20		
2999 P		f	4.25			187.4		6.6 VETERAN		7.9			f	8.35		
496		f	4.40			191.0		3.6 SIDING NO. 3		4.3			f	8.20		
3302 PWFY		5.00PM				195.3	DR	4.3 COTTIER	C	0.0				8.00AM		
		Arr. Daily Ex. Sunday	Ar. Mon., Wed. Fr.		Arrive Daily			195.3			Leave Daily		Leave Tues. Thurs. Sat.	Leave Daily Ex. Sunday		
		(7.30) 10.9	(8.50) 12.8		(5.50) 25.6			Time over Branch		(6.00) 25.3		(7.20) 15.4	(7.00) 11.7			
								Speed per hour								

Westward Trains are superior to Trains of the same class in Opposite Direction—See Rule 72.

WESTWARD-ENCAMPMENT BRANCH-EASTWARD

Length of passing tracks in feet and location of Telephone, scales, water, fuel and turning stations.	SECOND CLASS						SECOND CLASS					
	201 Mixed						202 Mixed					
	Leave Daily Ex. Sunday	Distance from Walcott	STATIONS				Distance from Encampment	Arrive Daily Ex. Sunday				
2548 WFPY	10.30AM	0	DN-R	WALCOTT	44.4	9.25AM						
670	10.57	6.8		6.8 MEADS	37.6	8.57						
747	11.19	12.3		5.5 OVERLAND	32.1	8.35						
890	11.48	19.5		7.2 LAKE CREEK	24.9	8.05						
424	11.53AM	20.6		1.1 FISH HATCHERY	23.8	8.00						
1348 WPY	12.20PM	24.1		3.5 SARATOGA	20.3	7.45						
448	12.35	27.8		3.7 SEARS	16.6	7.09						
359	12.44	29.7		1.9 DAVIS	14.7	7.00						
357	12.52	31.5		1.8 DAYS	12.9	6.53						
645	1.03	34.2		2.7 OOW CREEK	10.2	6.42						
	1.07	35.2		1.0 RAINBOW	9.2	6.38						
1104	1.25	39.4		4.2 CANYON	5	6.20						
2444 WPY	2.00PM	44.4	DR	ENCAMPMENT	0	6.00AM						
	Arrive Daily Ex. Sunday			44.4		Leave Daily Ex. Sunday						

P.—Toll Phone (3.30) 12.7 (3.25) 13.0

Westward Trains are Superior to Trains of same class in the Opposite Direction.—See Rule 72.  
 No. 202 has right over No. 201 Encampment to Walcott

**SIXTH SUB-DIVISION**  
 (a) All trains will not exceed six (6) miles per hour on passing track Fort Steele and 5 miles per hour in the yard.  
 (b) Eastward freight trains will not exceed twenty (20) miles an hour between west switch Fort Steele until engine is over Platte River bridge.  
 (c) All trains reduce speed to twenty (20) miles per hour on No. 1 track around first curve east of bridge.  
 (d) In addition to making inspection of trains as often as possible, as per Rule 524, all freight trains will be inspected at Rock River and Hanna.  
 (e) Engines will be run continuously and speed of 20 miles per hour must not be exceeded while passing through town shops between Hanna and Rawlins.

**SEVENTH SUB-DIVISION**  
 (a) North Platte branch passenger trains will not exceed speed of thirty-five (35) miles, and freight trains twenty-five (25) miles per hour.  
 (b) Encampment branch trains will not exceed speed of twenty (20) miles per hour, fifteen (15) miles per hour over town bridges.

**RAILWAY CROSSINGS**  
 See General Rule No. 95.  
 The following is the law in Nebraska:  
 All railroad trains and engines without train shall come to a full stop at least 200 feet, and not more than 500 feet, from the crossing of 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 foreman attached, and when the signals indicate the crossing to be clear, no stop need be made.  
 When trains or locomotives without train approach a crossing simultaneously, the one on the right 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 train 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, person or corporation or corporation on which such offense is committed shall forfeit for each offense so committed, the sum of \$200, to be recovered in the manner provided in the statute.  
 C. & N. P. trains have absolute right to cross ahead of Union Pacific trains at Northport.

**DIVISION SPEED RESTRICTIONS**  
 Passenger trains with M14s or freight engines will not exceed a speed of 45 miles an hour, and with 7400 Type engines 50 miles an hour west of Cheyenne, and 60 miles an hour east of Cheyenne. With Mountain Type (7000 class) engines 50 miles per hour west of Cheyenne.  
 Freight trains, including light engines with or without engines, will not exceed a speed of 35 miles an hour at any point.  
 All trains will not exceed a speed of 20 miles an hour passing crossing stations.  
 Engines backing up, with or without cars, will not exceed a speed of 20 miles an hour.  
 All trains will not exceed 15 miles an hour when using crossover or turnouts and be under control through sidings, interlocking plants and yard limits.  
 Trains moving against current of traffic will not exceed speed of 30 miles an hour.  
 When within yard limits a maximum speed of thirty (30) miles an hour by first class trains and fifteen (15) miles an hour by all other trains will not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

**SUB-DIVISION SPEED RESTRICTIONS, TRAIN AND AIR PROTECTION AND SPECIAL RULES**  
**THIRD SUB-DIVISION**  
 (a) In addition to making inspection of trains as often as possible, as per Rule 524, all freight trains will be inspected at Ogallala and Johnson.  
 (b) If an eastward Wyoming Division train is seen approaching Colorado Junction, trains in either direction must not occupy crossover until the approaching train has stopped.

**FOURTH SUB-DIVISION**  
 (a) All trains will reduce speed on No. 1 and 2 tracks to forty-five (45) miles per hour between Mile Post 422 and 423 East of Fort.  
 (b) Automatic block signal No. 2002 located at West end of crossover on North side of No. 1 track, East of the house, Cheyenne governs train or engine moving against current of traffic on No. 1 track to Signal No. 2002. Signal No. 2002 located 500 feet East of West lot of West lot of No. 1 track governs Westward train or engine on No. 1 track.  
 When a train or engine is stopped by either of these Signal Rules 200 (A), and 202 (B) will govern.  
 (c) In addition to making inspection of trains as often as possible, as per Rule 524, all westward freight trains will be inspected at Fort and Pine Bluffs, and all eastward freight trains at Hildreth, Pine Bluffs and Dr.

# WYOMING DIVISION

## SPECIAL RULES

1. No. 2 will stop to let off passengers from California.

No. 4 will stop at any station Rawlins to Cheyenne to pick up passengers ticketed east and south of Cheyenne and will stop at Hershey to let off passengers from west of O'Fallons.

No. 8 will stop to let off passengers from points south of Salt Lake.

No. 12 will stop to let off passengers from Colorado.

Nos. 13 and 15 will stop to pick up passengers for Colorado stations beyond Julesburg.

No. 16 will stop to let off passengers from Colorado.

No. 17 will stop on flag at stations in Nebraska to pick up passengers for Green River, Wyo., and beyond.

No. 17 will stop at Hershey, Sutherland, Paxton, Brule and Big Springs to let off passengers from North Platte and east of North Platte, and stop at Walcott to let off passengers from Laramie and east.

No. 18 will stop to let off passengers from stations north of Granger.

No. 18 will stop at Chappell for Passengers for Grand Island and points beyond at which Train is scheduled to stop.

No. 19 will stop at Brule, Roscoe and Chappell to discharge Parcel Post or Films when requested by Clerk in charge.

No. 20 will stop at stations east of Cheyenne to let off passengers from Ogden and beyond.

No. 26 will stop at Walcott, Hanna, and Medicine Bow, to let off passengers from Evanston and points west, and at stations east of Cheyenne to let off passengers from Ogden and beyond.

No. 21 will stop at Rock River and Walcott to let off passengers from Colorado.

2. Passengers will not be carried on freight trains other than Nos. 261, 262, 265 and 266, except persons in charge of special freight, employes with annual passes, or employes on trip passes so endorsed by persons issuing them between stations at which trains stop.

3. Wooden underframe cars, 80,000 lbs. or less capacity. Empty wooden flat cars, outfit cars, emigrant movable, cars equipped with emergency couplers and emergency draw bars and cars tagged with Form 4725 "Handle only on rear of Train" must be handled in rear of train ahead of caboose. Outfit cars should be handled first ahead of caboose but when outfit cars and cars equipped with emergency draw bars are handled in the same train, the latter will be handled next to caboose.

4. If a Home Block Signal fails to indicate stop or a Distant Block Signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the Train Dispatcher must be notified from the first available point of communication and report must be sent to the superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain until relieved by an employe of the Signal Department or by Official Instructions.

### DIVISION SPEED RESTRICTIONS.

5. Passenger trains with Mikado or freight engines will not exceed a speed of 45 miles an hour, and with Pacific Type engines 50 miles an hour west of Cheyenne, and 60 miles an hour east of Cheyenne. With Mountain Type (7000 class) engine 50 miles per hour west of Cheyenne.

6. Freight trains, including light engines with or without caboose, will not exceed a speed of 35 miles an hour at any point.

7. All trains will not exceed a speed of 30 miles an hour passing coaling stations.

8. Engines backing up, with or without cars, will not exceed a speed of 20 miles an hour.

9. All trains will not exceed 15 miles an hour when using crossovers or turnouts and be under control through sidings, interlocking plants and yard limits.

10. Trains moving against current of traffic will not exceed speed of 30 miles an hour.

11. When within yard limits a maximum speed of thirty (30) miles an hour by first class trains and fifteen (15) miles an hour by all other trains will not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.

### SUB-DIVISION SPEED RESTRICTIONS, TRAIN AND AIR INSPECTION AND SPECIAL RULES.

#### 12. THIRD SUB-DIVISION.

(a) In addition to making inspection of trains as often as possible, as per Rule 824, all freight trains will be inspected at Ogallala and Julesburg.

(b) If an eastward Wyoming Division train is seen approaching Colorado Junction, trains in either direction must not occupy crossover until the approaching train has stopped.

#### 13. FOURTH SUB-DIVISION.

(a) All trains will reduce speed on No. 1 and 2 tracks to forty-five (45) miles per hour between Mile Post 422½ and 423½ East of Potter.

(b) Automatic block signal No. 5092 located at West end of crossover on North side of No. 1 track, East of ice house, Cheyenne, governs trains or engines moving against current of traffic on No. 1 track to Signal No. 5085. Signal No. 5085 located 500 feet East of East leg of Wye on No. 1 track governs Westward trains or engines on No. 1 track. When a train or engine is stopped by either of these Signals Rules 509, 509 (A), and 509 (B) will govern.

(c) In addition to making inspection of trains as often as possible, as per Rule 824, all westward freight trains will be inspected at Potter and Pine Bluffs, and all eastward freight trains at Hillsdale, Pine Bluffs and Dix.

#### 14. FIFTH SUB-DIVISION.

(a) Trains will not exceed the following speed per hour:

	Passenger	Freight
Between Cheyenne and Laramie—Light Engines	30 miles	30 miles
Through Hermosa Tunnel	15 miles	15 miles
Over Switch at Hermosa Junction East and West	10 miles	10 miles
Passing Track Hermosa	6 miles	6 miles
Hermosa to Red Buttes, Westward	40 miles	25 miles
Sherman to Laramie, Westward		25 miles
Buford to Cheyenne—Eastward		20 miles
Mallet engines will not exceed at any point		20 miles

(b) In addition to making inspection of trains as often as possible, as per Rule 824, all westward freight trains will stop not less than five (5) minutes at Milepost 554.8 and all eastward freight trains at Buford, Granite Canon, Otto, and Borie. to make thorough inspection and allow wheels to cool. Eastward gravel trains will also stop at Ozone. Ballast trains Buford to Laramie will stop at Hermosa Junction five (5) minute to cool wheels, inspect train and turn up retainers.

Do not exceed four (4) miles per hour on spur track, Red Buttes to Plaster Mills.

One arm home signal located at east end of passing track, Borie, governs trains pulling out of passing track. Trains will not pull out of passing track if this signal is at stop unless they know positively that train coming from west has stopped.

(c) Running test per Rule 1016 of Air Brake Rules will be made by westward passenger trains at Sherman and by eastward passenger trains at Buford.

(d) Air Brake test as per Rule 1017 of Air Brake Rules by westward freight trains at Hermosa Junction and by eastward freight trains at Buford.

(e) At Corlett Junction, a train going from Colorado Division to Wyoming Division will stop clear of Wyoming Division main track. If a train is approaching from west, on Wyoming Division, a train from Colorado Division will not open the switch to nor obstruct the Wyoming Division main track, and a train going from Wyoming Division to Colorado Division will not cross over until the approaching train has stopped at stopboard 1000 feet west of junction. Eastward trains on Wyoming Division will stop at stopboard and not proceed until it is known that the crossover and the route to Colorado Division are clear.

(f) At Borie, eastward freight trains going to Colorado Division will pull through eastward passing track.

(g) Passenger trains in both directions east end of Laramie yards must have clear signal route before crossing over.

(h) Retainers will be used on Eastward freight trains Buford to head in switch Cheyenne.

#### 15. SIXTH SUB-DIVISION.

(a) All trains will not exceed six (6) miles per hour on passing track Fort Steele and 5 miles per hour in tie yard.

(b) Eastward freight trains will not exceed twenty (20) miles an hour between west switch Fort Steele until caboose is over Platte River bridge.

(c) All trains reduce speed to twenty (20) miles per hour on No.1 track around first curve East of Ridge.

(d) In addition to making inspection of trains as often as possible, as per Rule 824, all freight trains will be inspected at Rock River, and Hanna.

(e) Engine bell will be rung continuously and speed of 20 miles per hour must not be exceeded while passing through snow sheds between Laramie and Rawlins.

#### 16. BRANCHES.

(a) North Platte Branch, passenger trains will not exceed speed of thirty-five (35) miles, and freight trains twenty-five (25) miles per hour.

(b) Encampment Branch trains will not exceed speed of twenty (20) miles per hour, fifteen (15) miles per hour over truss bridges.

### RAILWAY CROSSINGS.

See General Rule No. 98.

The followin 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 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.

C. B. & Q. trains have absolute right to cross ahead of Union Pacific trains at Northport.

# LIST OF SURGEONS

A. F. JONAS, Chief Surgeon, Omaha, Neb.

NAME	TITLE	PLACE	DISTRICT
T. J. Kerr	District Surgeon	North Platte	Brady Island to Ogallala.
J. S. Simms	District Surgeon	North Platte	Brady Island to Ogallala.
S. J. Richardson	District Surgeon	Hershey	North Platte to Sutherland.
Chas. F. Heider	District Surgeon	Sutherland	Hershey to Ogallala.
W. E. Paxton	District Surgeon	Paxton	Sutherland to Ogallala.
C. E. Vandiver	District Surgeon	Ogallala	Sutherland to Big Springs.
C. H. Smith	District Surgeon	Big Springs	Brule to Julesburg.
F. G. Dutton	District Surgeon	Julesburg	Ogallala to Chappell and Sterling.
H. L. Mantor	District Surgeon	Sidney	Kimball to Lodge Pole.
J. R. Taylor	District Surgeon	Sidney	Lodge Pole to Kimball.
P. C. Mockett	District Surgeon	Kimball	Kimball to Lodge Pole.
B. W. Marshall	District Surgeon	Pine Bluffs	Kimball to Cheyenne.
Galen A. Fox	Division Surgeon	Cheyenne, Wyo.	Julesburg to Rock Springs.
G. P. Johnston	Consulting Surgeon	Cheyenne, Wyo.	Julesburg to Laramie.
J. D. Shingle	District Surgeon	Cheyenne, Wyo.	Julesburg to Laramie
Strader & Beck	Oculist	Cheyenne	Cheyenne.
A. B. Hamilton	District Surgeon	Laramie	Cheyenne to Hanna.
H. E. McCollum	District Surgeon	Laramie	Cheyenne to Hanna.
H. Irwin	District Surgeon	Saratoga	Walcott to Encampment
R. K. Sell	District Surgeon	Medicine Bow	Rock River to Hanna
R. A. Smith	District Surgeon	Hanna	Laramie to Rawlins.
Raymond Barber	District Surgeon	Rawlins	Hanna to Rock Springs.
G. H. Morris	District Surgeon	Oshkosh	Lewellen to Kelly.
W. C. Harvey	District Surgeon	Gering	Northport to Gering.

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

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

Any officer of the Railroad is authorized to call Railroad 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 Railroad Surgeon.

## ALLOWANCE FOR EMPTY OR UNLOADED CARS

	For each empty or loaded car weighing less than 40,000 lbs. (including light weight of car)	For each empty or loaded car weighing between 40,000 and 50,000 lbs. (including light weight of car.)
North Platte to Sidney	6000 lbs.	3000 lbs.
Sidney to Cheyenne	6000 "	3000 "
Cheyenne to Laramie	6000 "	3000 "
Laramie to Cheyenne	6000 "	3000 "
Laramie and Rawlins	6000 "	3000 "
North Platte and Haig	6000 "	3000 "

## LOCATION STANDARD CLOCKS

North Platte	Dispatcher's Office
North Platte	Telegraph Office
North Platte	Yard Office
Julesburg	Telegraph Office
Sidney	Telegraph Office
Cheyenne	Dispatcher's Office
Cheyenne	Telegraph Office
Cheyenne	Yard office
Laramie	Telegraph Office
Rawlins	Telegraph Office
Walcott	Telegraph Office

## TIME SERVICE

W. F. Hayes, General Supervisor } Room 323 Union Pacific  
of time service. } Bldg., Omaha, Nebr.

## LOCATION LOCAL TIME INSPECTORS

Harry Dixon, Local Time Inspector..... North Platte  
S. A. Sherrard and Son, Local Time Inspector..... Sidney  
J. Burri Jewelry Co. Local Time Inspector..... Cheyenne  
Mrs. E. Greenwood, Local Time Inspector..... Laramie  
W. Robertson, Local Time Inspector..... Rawlins

## RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of Locomotives will haul in each direction between the stations shown, under favorable weather conditions:

(A deduction of ten (10) per cent may be made for time freight trains.)

Helper, Cheyenne to Buford, add 66 2-3 percent.

### NORTH PLATTE AND CHEYENNE

Class	Numbers	NORTH PLATTE AND SIDNEY		SIDNEY TO CHEYENNE	CHEYENNE TO ARCHER	ARCHER TO SIDNEY
		WESTWARD	EASTWARD	WESTWARD	EASTWARD	EASTWARD
C 57 — 22 — 187	201 to 358	2200	4500	1750	2800	4500
MK 57 — 23 <sup>1</sup> — 30 — 205	1900 to 1949	3200	4500	2100	3000	4500
C 57 — 22 — 30 — 182	150 to 158	1700	3000	1500	1750	3000
C 57 — 21 — 30 — 161	402 to 477	1625	3000	1500	1750	3000
MK 63 — 26 — 28 — 214	2000 to 2294	3200	4500	2150	3300	4500
T 69 — 20 — 28 — 143	1320 to 1329	1175	2500			
T 63 — 20 — 28 — 145	1360 to 1369	1360	2600			

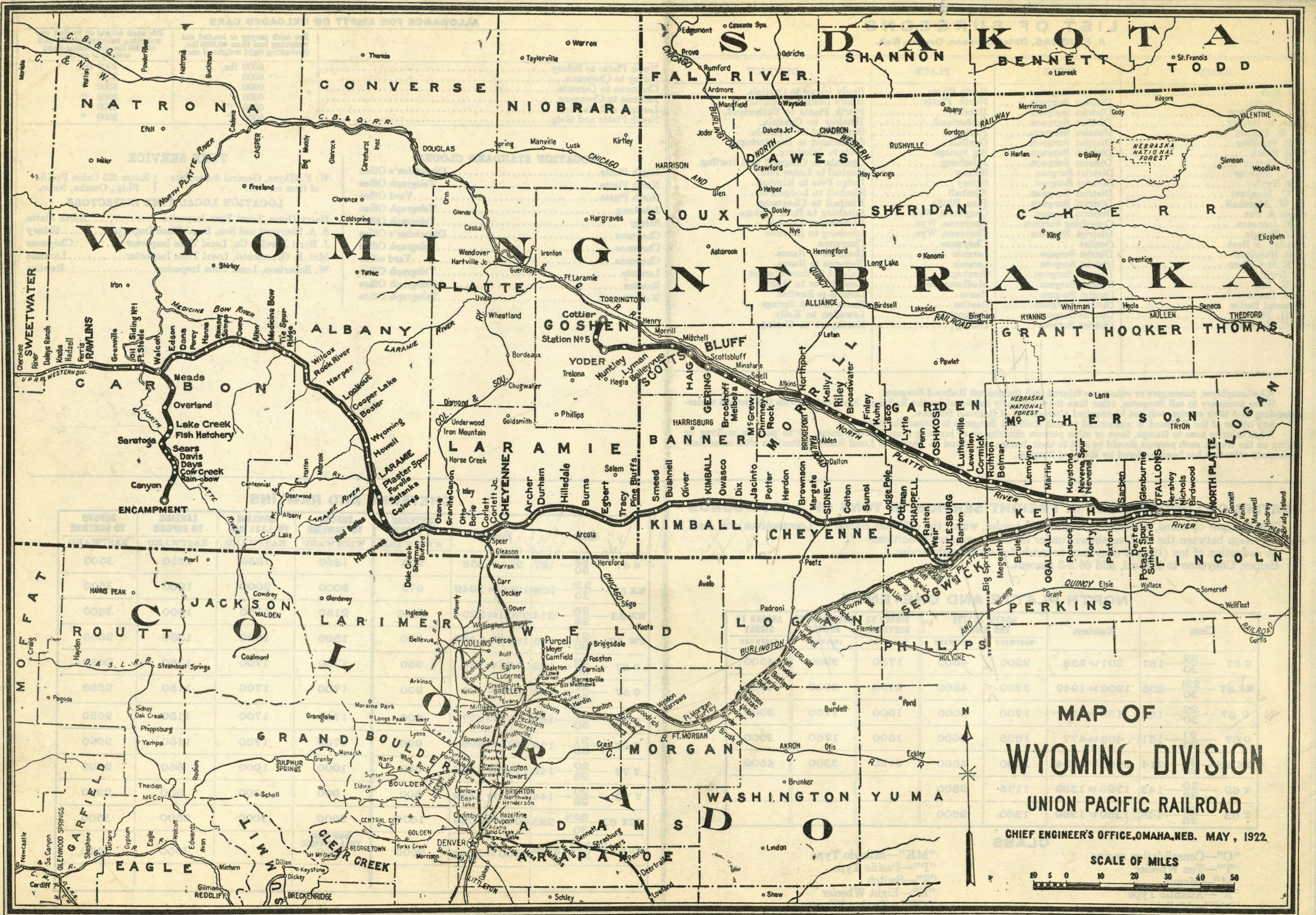
### CLASS

"C"—Consolidation engine  
"T"—Ten Wheeler  
"M"—Mogul  
"A"—Atlantic Type  
"MC"—Mallet

"MK"—Mikado Type  
"P"—Pacific Type  
"S"—Switch  
"E"—Eight Wheeler  
"TW"—Twelve Wheeler

## CHEYENNE AND RAWLINS

Class	Numbers	CHEYENNE TO BUFORD	BUFORD TO RAWLINS	RAWLINS TO LARAMIE	LARAMIE TO BUFORD	BUFORD TO CHEYENNE
		WESTWARD	WESTWARD	EASTWARD	EASTWARD	EASTWARD
C 57 — 22 — 30 — 187	201 to 358	975	1850	1850	1650	3500
MK 57 — 23 <sup>1</sup> — 30 — 205	1900 to 1949	975	2000	2000	1900	3500
MK 63 — 26 — 28 — 214	2200 to 2294	1000	2150	2150	1900	3500
TW 57 — 21 — 30 — 165	1800 to 1807	800	1500	1500	1350	2650
C 57 — 22 — 30 — 182	150 to 158	950	1700	1700	1350	2650
C 57 — 21 — 30 — 161	400 & 401	900	1700	1700	1150	2650
C 57 — 21 — 30 — 161	402 to 477	900	1700	1700	1150	2650
C 57 — 21 — 30 — 172	478 to 499	900	1700	1700	1150	2650
T 73 — 20 — 28 — 142	1330 to 1347	550	1000	1000	850	2200
T 79 — 20 — 28 — 144	1348 to 1359	500	900	900	850	2200
TTT 63 — 29 <sup>1</sup> — 30 — 285	5000 to 5089	1600	2500	3000	2500	3500
MC 57 — 26 & 41 — 32 — 457 SS	3600 to 3644	2000	BUFORD TO LARAMIE 3000		3500	3500



MAP OF  
**WYOMING DIVISION**  
 UNION PACIFIC RAILROAD

CHIEF ENGINEER'S OFFICE, OMAHA, NEB. MAY, 1922.

