

UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Wyoming Division

107

EMPLOYEES' TIME-TABLE



To Take Effect Sunday, March 4, 1928

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

WESTWARD

SECOND CLASS

FIRST CLASS

			269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	27 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	9 Mail	5 Mail	3 Passenger	1 Passenger	Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS
				9.30PM	7.30PM	1.00PM										10.55AM	9.30AM			0.0	COUNCIL BLUFFS
				9.45PM	7.45PM	1.15			9.50AM	4.10AM		4.15AM	11.55AM	4.25PM	11.59PM	11.30AM	9.50	6.30PM	8.40AM	2.8	C.T. OMAHA
								10.30	4.47			4.52	12.30PM	5.07	12.33AM	12.06PM	10.25	7.09	9.15	28.0	VALLEY
								9.10AM												65.3	VALPARAISO
								11.25AM												124.8	BEATRICE
			7.20PM					6.30PM			10.00PM									310.5	KANSAS CITY
									10.50	5.10		5.15	12.48	5.28	12.51	12.25	10.44	7.30	9.35	39.3	FREMONT
									11.52AM	6.10		6.20	1.45	6.43	1.52	1.20	11.42AM	8.40	10.27	84.5	COLUMBUS
									12.50PM	7.04		7.15	2.45	7.55	2.48	2.13	12.29PM	9.52	11.22	124.9	CENTRAL CITY
			HASTINGS 2.30PM	7.50AM	7.55AM	11.00PM			1.25	7.40		7.50	3.25	8.45	3.25	2.50	1.05	10.45PM	11.59AM	146.9	GRAND ISLAND
			5.15						2.30	8.45		9.00	4.25	9.50	4.25	3.47	2.01	12.05AM	12.58PM	189.1	KEARNEY
			9.35PM	4.05PM	6.20PM	8.40AM			3.50	10.15AM		10.35AM	5.55	11.35PM	6.00	5.00	3.10	2.15	2.10	284.1	M.T. NORTH PLATTE
						1.30PM			5.50	12.15PM		12.30PM	8.10	1.50AM	7.57AM	6.39	4.53	4.41	3.56	365.3	JULESBURG
						4.00AM	11.35PM				1.00PM 1.45PM			7.15AM	1.09PM					562.5	DENVER
			4.45AM	12.50AM	3.50AM				7.00	1.25		1.45	9.30PM			7.48	5.58	6.10	5.05	407.5	SIDNEY
			11.30AM 12.15PM	8.00 9.00AM	11.20AM 12.30PM				9.55 10.10PM	4.15 4.30		4.35 4.50	12.35AM 12.50			10.10 10.25PM	8.15 8.30	9.15AM 12.05PM	7.45 7.55	509.5	CHEYENNE
			5.40PM	2.30PM	6.00PM		12.45PM		12.10AM	6.35	6.25	6.45	2.55			12.20AM	10.20PM	2.25	9.50PM	566.0	LARAMIE
			12.20AM	10.00PM	3.45AM		8.15PM		3.45	9.30PM	9.20PM	9.55PM	6.30			3.10	1.05AM	6.30	12.45AM	682.8	RAWLINS
									6.46	12.18AM	12.05AM	12.43AM	9.54			5.45	3.41	10.24	3.30	802.1	ROCK SPRINGS
			7.15PM	11.00AM	6.45PM		11.15AM		7.30	1.00	12.45	1.20	10.40			6.25	4.30	11.00PM	4.00	817.0	GREEN RIVER
				1.00PM					8.20	1.50	1.35	2.10	11.35AM			7.10	5.25AM		4.50	847.2	GRANGER
									10.40	4.05	3.40	4.20				8.55			6.45	917.2	EVANSTON
									11.44AM	5.17	4.55	5.37				9.56			7.45	952.7	ECHO
			1.25PM		12.55PM		12.05AM		1.10PM	7.00AM	6.40AM	7.05AM				11.25AM			9.20AM	992.6	OGDEN
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		992.6
			(91.05)	(64.15)	(90.10)	(39.45)	(48.30)	(9.20) 26.3	(28.20) 34.9	(27.50) 35.5	(33.40) 36.1	(27.50) 35.5	(24.40) 34.2	(15.50) 35.3	(14.10) 39.5	(24.55) 39.7	(20.35) 41.0	(29.30) 27.6	(25.40) 38.6		Thru Time—Based on Omaha Average speed per hour

MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION
Main Line..... 286.2
Branches..... 578.4
Total..... 864.6

WYOMING DIVISION
Main Line..... 398.7
Branches..... 226.6
Total..... 625.3

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

GRAND TOTAL
Main Line..... 995.6
Branches..... 878.3
Total..... 1873.9

W. M. JEFFERS,

General Manager

N. A. WILLIAMS,

General Superintendent.

G. L. WHIPPLE,

General Superintendent Transportation.

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 107 Mar. 4, 1928	Distance from Ogden	FIRST CLASS											SECOND CLASS								
		2	4	6	10	12	16	18	20	22	26	28	137	254	256						
		Passenger	Passenger	Mail	Mail	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	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	992.6		6.50AM	12.40PM	7.35PM									7.40PM	10.00AM						
OMAHA	989.8	9.00PM	6.35 6.20	12.25 12.10PM	7.20 7.10	6.30AM	3.25PM	7.50PM	12.05AM		2.10AM	7.40PM		7.00PM	9.40						
VALLEY	964.6	8.15	5.22	11.14AM	6.20	5.46	2.38	7.03	11.10PM		1.20	6.52									
VALPARAISO	943.6												4.35PM								
BEATRICE	1003.1												2.50PM								
KANSAS CITY (via Denver)	1217.1									8.15AM			8.00AM								
FREMONT	953.3	8.00	5.00	10.55	6.05	5.30	2.22	6.48	10.55		1.04AM	6.36									
COLUMBUS	908.1	7.05	3.58	9.48	5.05	4.30	1.13	5.45	9.53		11.53PM	5.35									
CENTRAL CITY	867.7	6.20	2.56	8.50	4.10	3.38	12.15PM	4.43	8.55		10.55	4.33									
GRAND ISLAND	845.7	5.55	2.25	8.20	3.45	3.10	11.45AM	4.15	8.25		10.25	4.05		10.30AM	12.01AM						
KEARNEY	803.5	4.50	1.07AM	7.05	2.30	1.55AM	10.32	3.03	7.12		9.18	2.50									
NORTH PLATTE C.T.	708.5	2.55	10.30PM	4.45	12.30PM	11.55PM	8.15	12.55PM	5.10		7.20	12.40PM		1.35AM	1.25PM						
JULESBURG	627.3	12.02PM	7.00	1.30	9.20AM	8.53	5.05AM	9.50AM	2.03		4.30	9.35AM									
DENVER	576.7					3.45PM	11.30PM			2.30PM 12.15PM											
SIDNEY	585.1	11.10AM	5.45	12.25AM	8.15			8.50	1.10PM		3.35	8.30		3.35PM	2.30AM						
CHEYENNE	483.1	8.45 8.35	2.25 2.05	9.50PM 9.25	5.40 5.30			6.00 5.50	10.35AM 10.25		1.10 12.50PM	5.50 5.40		8.50AM 7.50	7.00PM 6.00						
LARAMIE	426.6	6.50	12.05PM	7.35	3.40			3.55	8.35	7.50AM	11.00AM	3.45		2.20AM	12.35PM						
RAWLINS	309.8	3.50	8.40AM	4.25	12.25AM			12.30AM	5.20	4.40	7.40	12.20AM		5.30PM	3.10AM						
ROCK SPRINGS	190.5	12.50	5.20	1.14	9.19PM			9.00PM	2.10	1.40	4.30	9.10PM									
GREEN RIVER	175.6	12.25AM	4.50AM	12.40PM	8.50			8.30	1.40	1.10	4.00	8.40		7.20AM	4.30PM						
GRANGER	145.4	11.30PM		11.20AM	7.50			7.32PM	12.40AM	12.05AM	2.40	7.40		4.20AM	1.36PM						
EVANSTON	75.4	9.40		9.10	5.45				10.30PM	10.20PM	12.55AM	5.35									
ECHO	39.9	8.20		7.45	4.25				9.02	9.00	11.35PM	4.15									
OGDEN M.T.	0.0	7.00PM		6.25AM	3.00PM				7.25PM	7.40PM	10.15PM	2.50PM		2.35PM	12.01AM						
(992.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						

Thru Time—Based on Omaha.....	(25.0)	(24.30)	(28.45)	(27.10)	(13.45)	(14.55)	(23.18)	(27.40)	(35.35)	(26.55)	(27.50)	(8.35)	(75.25)	(80.39)
Average speed per hour.....	39.6	33.2	34.4	36.4	40.7	37.5	36.2	35.8	34.2	36.7	35.5	28.5		

W. C. WOLCOTT, Superintendent.....Cheyenne, Wyo.

F. C. PAULSEN, Assistant Superintendent.....Cheyenne, Wyo.

H. A. RIEBOW, Trainmaster, Third Subdivision.....North Platte, Nebr.

W. M. LANE, Trainmaster, North Platte Valley Branch.....Gering, Nebr.

R. H. BATES, Trainmaster, Fourth and Fifth Subdivisions.....Cheyenne, Wyo.

L. A. JOHNSON, Trainmaster, Sixth Subdivision.....Laramie, Wyo.

Third and Fourth Subdivisions and Branches

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

Fifth and Sixth Subdivisions

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

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

WESTWARD								THIRD SUBDIVISION											Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928	
SECOND CLASS								FIRST CLASS												STATIONS	
	269 Time Freight	253 Time Freight	255 Time Freight	251 Time Freight	265 Local Freight	261 Local Freight	97 Local Freight	15 Passenger	17 Passenger	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	25 Passenger	53 Passenger	13 Passenger	3 Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
WFTYOP	9.35PM	6.20PM	4.05PM	8.40AM		6.35AM	6.05AM	11.35PM	5.55PM	5.00PM	3.50PM	3.10PM	2.10PM	10.35AM	10.15AM	8.00AM	6.00AM	2.15AM			
4,098 P						† 6.50	6.18	11.46	6.04	5.09	4.00	3.19	2.19	10.45	10.25	† 8.15	6.10	† 2.27			
X						† 6.59	6.26	11.51	6.09	5.13	4.05	3.23	2.23	10.50	10.30	† 8.21	6.14	† 2.32			
W.B.3,582XP						• 7.08	6.35	11.56PM	6.15	5.17	4.10	3.27	2.27	†10.55	10.35	• 8.28	6.18	† 2.38			
5,800 WYP						† 7.20	6.45AM	12.02AM	6.22	5.22	4.15	3.32	2.32	11.00	10.40	8.40AM	6.23	† 2.44			
XP						• 7.40		12.07	6.27	5.25	4.19	3.36	2.36	†11.04	10.44		6.27	• 2.50			
4,042 P						† 7.55		12.14	6.33	5.30	4.26	3.41	2.41	11.10	10.51		6.33	† 2.58			
4,038 WP						• 8.30		12.25	6.44	5.38	4.36	3.50	2.50	†11.20	11.01		6.41	• 3.11			
WB 3,740 P						† 8.49		12.35	6.52	5.45	4.45	3.57	2.58	11.30	11.10		6.48	† 3.22			
4,018 P						† 9.08		12.45	7.01	5.52	4.52	4.04	3.05	11.37	11.17		6.55	† 3.33			
WB5,800WB5683 EB6,000 XWFP						• 9.40		12.56	† 7.15	6.03	5.05	4.15	3.17	†11.50AM	11.30		• 7.10	• 3.47			
4,082 P						•10.20		1.09	† 7.30	6.14	5.18	4.26	3.28	†12.02PM	11.43		7.21	† 4.00			
X						†10.36		1.16	7.39	6.20	5.26	4.31	3.35	12.09	11.51		7.27	† 4.08			
4,056 WP						•11.00		1.24	† 7.46	6.25	5.33	4.36	3.41	†12.15	11.58AM		7.33	• 4.17			
4,018 P						†11.18		1.33	7.55	6.31	5.40	4.43	3.47	12.22	12.05PM		7.40	† 4.27			
WB5,240WFYP WB3060EB5800X				1.20PM	7.00AM	•11.50AM		1.45AM	† 8.10	6.39	† 5.50	4.53	3.56	•12.30	†12.15		7.55AM	• 4.41			
4,442 P						† 7.15			8.20	6.46	5.58	5.00	4.03	12.38	12.23			† 4.49			
X						† 7.30			8.25	6.51	6.03	5.05	4.09	12.43	12.28			† 4.56			
4,596 XWP						• 8.05			† 8.35	6.57	6.10	5.11	4.15	†12.50	12.35			• 5.07			
X						† 8.20			8.43	7.04	6.17	5.17	4.22	12.57	12.42			† 5.15			
WB5,400 EB 3,860 XWP						• 8.50			† 8.52	7.11	6.24	5.24	4.30	† 1.05	12.49			• 5.25			
XP						• 9.15			9.01	7.19	6.32	5.31	4.39	1.15	12.57			† 5.37			
4,599 P						† 9.35			9.10	7.25	6.40	5.36	4.45	1.24	1.05			† 5.47			
WFTYOP	4.15AM	3.20AM	12.20AM		10.00AM				9.25PM	7.40PM	6.55PM	5.50PM	5.00PM	1.40PM	1.20PM			6.05AM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	(6.40) 18.5	(9.00) 13.7	(8.15) 14.9	(4.40) 17.4	(3.00) 14.1	(5.15) 15.5	(0.40) 24.9	(2.10) 37.5	(3.30) 35.3	(2.40) 46.2	(3.05) 40.0	(2.40) 46.2	(2.50) 43.5	(3.05) 40.0	(3.05) 40.0	(0.40) 24.9	(1.55) 42.4	(3.50) 32.1			

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

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

THIRD SUBDIVISION

EASTWARD

Time-Table No. 107
Mar. 4, 1923

STATIONS

DN-R NORTH PLATTE No	6.4
BIRDWOOD	8.5
NICHOLS	2.9
D HERSHEY Of	3.8
D O'FALLON'S Fa	2.7
D SUTHERLAND Su	4.5
DEXTER	7.6
D PAXTON Pn	6.2
KORTY	6.0
ROSCOE	7.1
DN OGALLALA Gt	9.1
D BRULE Ru	5.2
MEGEATH	4.8
D BIG SPRINGS Gs	5.4
BARTON	6.0
DN JULESBURG Jb	5.3
WEIR	4.4
RALTON	5.3
D CHAPPELL Cq	4.7
OTTMAN	4.7
DN LODGE POLE Gp	6.6
D SUNOL Un	4.4
COLTON	6.8
DN-R SIDNEY Cd	

Distance from
Ogden

Double Track

FIRST CLASS

SECOND CLASS

6 Mail	16 Passenger	10 Mail	28 Passenger	18 Passenger	2 Passenger	20 Passenger	26 Passenger	54 Passenger	4 Passenger	12 Passenger	256 Time Freight	252 Time Freight	262 Local Freight	266 Local Freight	98 Local Freight	254 Time Freight			
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			
708.5	3.30AM	7.05AM	11.20AM	11.35AM	11.50AM	1.50PM	4.00PM	6.15PM	9.00PM	9.20PM	10.45PM	10.20AM	10.25AM	1.00PM		3.25PM	11.10PM		
702.1	3.15	6.50	11.05	11.20	11.35	1.37	3.44	6.01	8.43	9.01	10.31			12.45		2.55			
698.6	3.11	6.45	11.00	11.15	11.30	1.33	3.39	5.57	8.36	8.54	10.26			12.30		2.45			
695.7	3.06	6.39	10.54	11.09	11.26	1.29	3.35	5.53	8.29	8.48	10.22			12.20		2.33			
691.9	3.00	6.32	10.47	11.02	11.21	1.24	3.30	5.49	8.20PM	8.42	10.17			12.05PM		2.25PM			
689.2	2.55	6.27	10.42	10.57	11.17	1.20	3.24	5.45	8.37	8.37	10.13			11.55AM					
684.7	2.48	6.20	10.35	10.50	11.10	1.14	3.19	5.39	8.27	8.27	10.07			11.30					
677.1	2.39	6.11	10.26	10.41	11.01	1.05	3.10	5.30	8.17	8.17	9.58			11.05					
670.9	2.31	6.03	10.18	10.33	10.53	12.57	3.02	5.23	8.08	8.08	9.50			9.50					
664.9	2.23	5.55	10.10	10.25	10.45	12.49	2.55	5.16	7.59	7.59	9.42			9.35					
657.8	2.15	5.46	10.01	10.16	10.34	12.40	2.45	5.08	7.50	7.50	9.33			9.10					
648.7	2.00	5.31	9.47	10.02	10.17	12.27	2.30	4.55	7.35	7.35	9.20			8.35					
643.5	1.53	5.25	9.41	9.56	10.10	12.21	2.24	4.49	7.26	7.26	9.13			8.05					
638.7	1.47	5.19	9.35	9.50	10.04	12.16	2.17	4.44	7.19	7.19	9.07			7.45					
633.3	1.40	5.12	9.28	9.43	9.57	12.09	2.10	4.37	7.09	7.09	9.00			7.20					
627.3	1.30	5.05AM	9.20	9.35	9.50	12.02PM	2.03	4.30	7.00	7.00	8.53PM		6.50AM	7.00AM	1.15PM				
622.0	1.18		9.08	9.23	9.38	11.53AM	1.52	4.21	6.45	6.45					12.50				
617.6	1.12		9.02	9.17	9.33	11.48	1.47	4.15	6.39	6.39					12.35				
612.3	1.05		8.55	9.10	9.26	11.42	1.41	4.08	6.31	6.31					12.15PM				
607.6	12.58		8.48	9.03	9.19	11.36	1.35	4.02	6.22	6.22					11.45AM				
602.9	12.50		8.40	8.55	9.13	11.31	1.30	3.57	6.15	6.15					11.31				
596.3	12.42		8.32	8.47	9.06	11.24	1.23	3.49	6.05	6.05					11.00				
591.9	12.35		8.25	8.40	9.00	11.18	1.18	3.44	5.55	5.55					10.45				
585.1	12.25AM		8.15AM	8.30AM	8.50AM	11.10AM	1.10PM	3.35PM	5.45PM	5.45PM		2.30AM			10.30AM		3.45PM		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

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

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

WESTWARD

FOURTH SUBDIVISION

Length of sidings in feet and loca- tion of water, fuel, interlocking plants, turntable sta- tions, scales and telephones.	SECOND CLASS												FIRST CLASS							Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928		
									261 Local Freight	269 Time Freight	253 Time Freight	255 Time Freight	17 Passenger	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	25 Passenger				
									Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	
	WB 3,520 WP EB 3,782 WYP								7.30AM	4.45AM	3.50AM	12.50AM	9.30PM	7.48PM	7.00PM	5.58PM	5.05PM	1.45PM	1.25PM		6.10AM	407.5	DN-R SIDNEY Cd
	X								† 7.38				9.37	7.53	7.07	6.03	5.13	1.52	1.32		† 6.16	411.1	3.6 MARGATE
	4,618 P								† 7.50				9.43	7.59	7.13	6.09	5.19	1.58	1.38		† 6.21	415.5	4.4 BROWNSON
	X								8.05				9.51	8.05	7.21	6.15	5.25	2.06	1.47		† 6.30	420.8	5.3 HERDON
	WB 3,615 WP EB 3,509 X								8.25				† 10.00	8.11	7.30	6.21	5.33	† 2.16	1.56		8.39	426.4	5.6 POTTER Pr
	X								8.40				10.09	8.16	7.37	6.27	5.38	2.23	2.03		† 6.48	430.9	4.5 JACINTO
	4,808 P								† 8.55				10.16	8.21	7.44	6.32	5.44	2.31	2.11		8.57	435.4	4.5 DIX Dx
	X								9.10				10.23	8.26	7.50	6.37	5.50	2.38	2.18		† 7.05	439.9	4.5 OWASCO
	4,600 WP								9.25				† 10.33	8.31	7.58	6.43	5.56	† 2.46	2.26		8.14	444.5	DN KIMBALL Kb
	X								9.50				10.43	8.38	8.07	6.50	6.03	2.55	2.35		† 7.23	451.1	6.6 OLIVER
	4,300 WP								† 10.05				10.51	8.45	8.15	6.56	6.10	† 3.02	2.42		8.32	456.6	5.5 D BUSHNELL Bn
	X								10.20				10.59	8.50	8.21	7.02	6.15	3.09	2.49		† 7.40	460.9	4.3 SMEED
5,223 XWFPY								† 10.50				† 11.11	9.00	8.33	7.09	6.25	† 3.17	2.57	8.50	466.7	5.8 DN PINE BLUFFS Uf		
X								11.10				11.20	9.07	8.43	7.17	6.34	3.27	3.07	† 8.00	472.0	5.3 TRACY		
4,623 XWP								† 11.30				11.30	9.15	8.53	7.24	6.43	3.37	3.17	8.11	477.6	5.6 D EGBERT Gx		
WB 3,124 XP								† 11.55AM				11.42	9.24	9.04	7.33	6.53	3.48	3.28	8.24	483.2	5.6 D BURNS Ux		
WB 5,520 WP EB 4,646								† 12.15PM				11.55	9.34	9.16	7.42	7.04	4.00	3.40	8.38	489.7	6.5 DN HILLSDALE Hd		
WB 3,103 XWP								† 12.38				12.07	9.45	9.28	7.52	7.17	4.11	3.51	† 8.50	495.9	6.2 DURHAM		
WB 5,800 XP EB 3,610								† 1.00				12.19	9.55	9.39	8.01	7.29	4.21	4.01	† 9.00	501.2	5.3 ARCHER Rd		
WFTYOP								1.30PM	11.30AM	11.20AM	8.00AM	12.35AM	10.10PM	9.55PM	8.15PM	7.45PM	4.35PM	4.15PM	9.15AM	509.5	8.3 DN-R CHEYENNE Cy		
								Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
								(6.00) 17.0	(6.45) 15.1	(7.30) 13.6	(7.10) 14.2	(3.05) 33.0	(2.22) 43.1	(2.55) 34.9	(2.17) 44.7	(2.40) 38.3	(2.50) 36.0	(2.50) 36.0	(3.05) 33.0				
																					 Thru Time		
																					 Average speed per hour		

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

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

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 107

Mar. 4, 1928

STATIONS

FIRST CLASS

SECOND CLASS

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

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

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

WESTWARD							FIFTH SUBDIVISION																Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928	
SECOND CLASS							FIRST CLASS												STATIONS						
			253 Time Freight	269 Time Freight	255 Time Freight	155 Time Freight	9 Mail	27 Passenger	5 Mail	1 Passenger	19 Passenger	104 Passenger	25 Passenger	21 Passenger	126 Passenger	3 Passenger	128 Passenger	17 Passenger							
Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephone.			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
WFTYOP			12.30PM	12.15PM	9.00AM		10.25PM	10.10PM	8.30PM	7.55PM	4.50PM	4.45PM	4.30PM		1.15PM	12.05PM	6.45AM	12.50AM	509.5	DN-R CHEYENNE Cy					
E. B. 3,945 XP												4.55PM			1.25PM		6.55AM		514.0	4.5 CORLETT JCT.					
WB4,617 XWP							10.36	10.23	8.41	8.06	5.01		4.45			12.20		1.03	514.9	0.9 CORLETT					
WB3,921 EB3,499 XIP						7.30AM	10.44	10.33	8.49	8.14	5.09		4.55	4.50PM		12.30		1.13	519.0	4.1 DN BORIE Bo					
W. B. 4,620 WP E. B. 3,931 X							10.52	10.43	8.57	8.22	5.17		5.05	5.00		12.42		1.23	524.0	5.0 OTTO					
WB4,630 EB4,889 XWP							11.02	10.53	9.06	8.32	5.27		5.16	5.11		12.52		1.33	528.6	4.6 D GRANITE CANON Ca					
W. B. 3,105 P							11.09	11.01	9.12	8.40	5.35		5.24	5.19		1.01		1.42	531.8	3.2 OZONE					
WB5,192WFP EB4,478 X							11.18	11.10	9.20	8.49	5.44		5.33	5.28		1.12		1.52	536.5	4.7 DN BUFORD Bf					
3,540 P							11.25	11.17	9.27	8.56	5.51		5.40	5.35		1.22		1.59	540.4	3.9 SHERMAN					
3,192 XWP							11.30	11.22	9.32	9.00	5.55		5.45	5.40		1.28		2.04	543.0	2.6 DALE CREEK					
4,102 P							11.38	11.30	9.39	9.08	6.03		5.53	5.47		1.36		2.13	548.4	5.4 D HERMOSA Hm					
XIP							11.42	11.34	9.43	9.12	6.07		5.58	5.50		1.40		2.18	549.7	1.3 DN HERMOSA JCT. HJ					
W. B. 3,961 WP							11.56PM	11.48PM	9.57	9.27	6.22		6.12	6.03		1.57		2.32	557.0	7.3 RED BUTTES					
3,958 P																				9.3					
3,526 WP																				2.0 HEARD					
3,536 P																				2.5 COLORES					
3,508 P																				3.7 SATANKA					
WFTYOP			5.30PM	5.00PM	2.00PM	12.15PM	12.15AM	12.05AM	10.15PM	9.45PM	6.40PM		6.30PM	6.20PM		2.20PM		2.50AM	566.3	4.1 FORELLE					
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		4.0 DN-R LARAMIE Ki					
																					(56.8)				
W. B.—Westward Siding.			(5.00)	(4.45)	(5.00)	(4.45)	(1.50)	(1.55)	(1.45)	(1.50)	(1.50)	(0.10)	(2.00)	(1.30)	(0.10)	(2.15)	(0.10)	(2.00)	 Thru Time						
E. B.—Eastward Siding.			11.3	11.9	11.3	9.9	30.9	29.6	32.4	30.9	30.9	27.0	28.4	31.5	27.0	25.2	27.0	28.4	 Average speed per hour						
X—Cross-over.																									

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

FIFTH SUBDIVISION

EASTWARD

Time-Table No. 107
Mar. 4, 1928

STATIONS

DN-R	CHEYENNE	Cy
	4.5	
	CORLETT JCT.	
	0.9	
	CORLETT	
	4.1	
DN	BORIE	Bo
	5.0	
	OTTO	
	4.6	
D	GRANITE CANON	Ca
	3.2	
	OZONE	
	4.7	
DN	BUFORD	Bf
	3.9	
	SHERMAN	
	2.6	
	DALE CREEK	
	5.4	
D	HERMOSA	Hm
	1.3	
DN	HERMOSA JCT.	Hj
	7.3	
	RED BUTTES	
	9.3	
	2.0	
	HEARD	
	2.5	
	COLORES	
	3.7	
	SATANKA	
	4.1	
	FORELLE	
	4.0	
DN-R	LARAMIE	Ki
	(56.5)	

Distance from
Ogden

Double Track

FIRST CLASS

SECOND CLASS

10 Mail	28 Passenger	18 Passenger	2 Passenger	22 Passenger	20 Passenger	103 Passenger	26 Passenger	4 Passenger	107 Passenger	6 Mail	127 Passenger	153 Local Freight	254 Time Freight	256 Time Freight	154 Time Freight	252 Time Freight			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
5.30AM	5.40AM	5.50AM	8.35AM		10.25AM	11.45AM	12.50PM	2.05PM	7.00PM	9.25PM	9.30PM	4.05AM	7.50AM	6.00PM		12.45AM			
5.17	5.29	5.39	8.23		10.14	11.35AM	12.35	1.52	6.50PM	9.12	9.20PM	3.50AM							
5.12	5.24	5.34	8.18		10.09		12.30	1.47		9.08									
5.04	5.16	5.26	8.11	9.20AM	10.01		12.23	1.40		9.00					10.00PM				
4.56	5.08	5.18	8.04	9.10	9.53		12.15	1.32		8.52									
4.48	4.59	5.09	7.56	9.00	9.44		12.08	1.23		8.44									
4.43	4.53	5.03	7.51	8.54	9.39		12.03PM	1.16		8.38									
4.37	4.46	4.56	7.45	8.48	9.33		11.56AM	1.08		8.32									
4.31	4.38	4.48	7.38	8.41	9.26		11.50	1.01		8.26									
4.26	4.33	4.43	7.34	8.36	9.21		11.45	12.55		8.21									
4.18	4.24	4.34	7.26	8.28	9.13		11.38	12.45		8.13									
4.14	4.20	4.30	7.23	8.24	9.09		11.35	12.40		8.09									
This	Station Is	Not On	Eastward	Track															
4.10	4.16	4.26	7.19	8.20	9.05		11.30	12.36		8.05									
4.06	4.11	4.21	7.15	8.16	9.01		11.26	12.32		8.01									
3.58	4.03	4.13	7.07	8.08	8.53		11.18	12.24		7.53									
3.50	3.55	4.05	6.59	8.00	8.45		11.10	12.15		7.45									
3.40AM	3.45AM	3.55AM	6.50AM	7.50AM	8.35AM		11.00AM	12.05PM		7.35PM			2.20AM	12.35PM	6.00PM	7.35PM			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			

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

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

Trains will keep to the left between cross-over east end Laramie Yard and Hermosa Jct.

WESTWARD

SIXTH SUBDIVISION

SECOND CLASS

FIRST CLASS

Length of aidings in feet and loca- tion of water, fuel, interlocking plants, turningssta- tions, scales and telephones.	SECOND CLASS								FIRST CLASS								Distance from Council Bluffs	Time-Table No. 107 Mar. 4, 1928		

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

SIXTH SUBDIVISION

EASTWARD

Time-Table No. 107
Mar. 4, 1928

STATIONS

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

(116.8)

Distance from
Ogden

Double Track

FIRST CLASS

SECOND CLASS

28	10	18	2	22	20	26	4	6	256	252	254								
Passenger	Mail	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								
3.40AM	3.35AM	3.50AM	6.45AM	7.45AM	8.30AM	10.55AM	11.59AM	7.30PM	11.59AM	6.20PM	1.50AM								
3.22	3.13	3.34	6.29	7.26	8.14	10.39	11.44	7.07											
3.16	3.07	3.28	6.24	7.20	8.07	10.32	11.38	7.01											
3.05	2.56	3.17	6.13	7.10	7.57	10.22	11.28	6.51											
2.57	2.48	3.08	6.05	7.00	7.48	10.13	11.20	6.44											
2.51	2.43	3.02	6.00	6.54	7.43	10.08	11.14	6.38											
2.43	2.35	2.53	5.53	6.47	7.34	9.59	11.06	6.30											
2.34	2.26	2.44	5.43	6.37	7.22	9.47	10.56	6.20											
2.26	2.18	2.36	5.37	6.29	7.14	9.39	10.49	6.13											
2.15	2.07	2.25	5.25	6.18	7.03	9.27	10.39	6.02											
2.04	1.56	2.13	5.15	6.09	6.52	9.16	10.27	5.52											
1.57	1.50	2.05	5.10	6.03	6.46	9.08	10.19	5.46											
1.49	1.42	1.56	5.03	5.55	6.38	9.00	10.10	5.38											
1.40	1.34	1.47	4.56	5.47	6.30	8.50	10.01	5.31											
1.32	1.27	1.38	4.49	5.40	6.24	8.43	9.53	5.24											
1.18	1.13	1.24	4.37	5.26	6.10	8.31	9.41	5.13											
1.12	1.07	1.18	4.32	5.21	6.04	8.26	9.35	5.08											
1.05	1.00	1.10	4.25	5.15	5.57	8.18	9.27	5.02											
12.53	12.53	1.02	4.18	5.08	5.50	8.11	9.17	4.55											
12.41	12.46	12.53	4.10	5.01	5.42	8.03	9.03	4.48											
12.38	12.43	12.49	4.07	4.58	5.39	7.59	8.59	4.45											
12.30	12.36	12.42	4.00	4.51	5.31	7.51	8.51	4.36											
12.20AM	12.25AM	12.30AM	3.50AM	4.40AM	5.20AM	7.40AM	8.40AM	4.25PM	3.10AM	10.00AM	5.30PM								
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								

Thru Time.....	(3.20)	(3.10)	(3.20)	(2.55)	(3.05)	(3.10)	(3.15)	(3.19)	(3.05)	(3.49)	(3.20)	(3.20)
Average speed per hour.....	35.0	36.8	35.0	40.1	37.8	36.8	35.9	35.8	37.8	13.2	14.0	14.0

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

WESTWARD				NORTH PLATTE BRANCH				EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from O'Fallons	Time-Table No. 107 Mar. 4, 1928		Distance from South Torrington	FIRST CLASS		SECOND CLASS	
91 Local Freight Leave Daily Except Sunday	97 Mixed Leave Daily Except Sunday	53 Passenger Leave Daily	STATIONS		54 Passenger Arrive Daily	98 Mixed Arrive Daily Except Sunday		92 Local Freight Arrive Daily Ex. Sat. & Sun.	94 Local Freight Arrive Saturday		
617 WYP	6.50AM	8.40AM	0.0	DN	O'FALLONS	Fa	199.8	8.15PM	2.25PM		
2,092	f 7.15	f 8.50	5.9		GLENBURNIE		193.9	f 8.00	f 2.00		
2,063 P	f 7.35	s 9.02	12.8		SARBEN	Al	187.0	s 7.46	f 1.40		
2,080	f 7.55	f 9.14	19.6		NEVENS		180.2	f 7.33	f 1.20		
385	f 8.15	f 9.19	22.0		NEVENS SPUR		177.8	f 7.28	f 1.12		
366	f 8.23	f 9.24	24.7		KEYSTONE SPUR		175.1	f 7.23	f 1.05		
2,088 WP	s 8.35	s 9.30	28.0	D	KEYSTONE	Ks	171.8	s 7.16	s 12.55		
2,083	f 8.55	f 9.43	35.2		MARTIN		164.6	f 7.02	f 12.10PM		
2,073 P	f 9.15	s 9.53	40.8		LEMOYNE	My	159.0	s 6.51	f 11.50AM		
2,173	f 9.35	f 10.07	48.1		BELMAR		151.7	f 6.36	f 11.30		
2,158	f 9.50	f 10.16	52.9		RUTHTON		146.9	f 6.27	f 11.10		
440	f 10.05	f 10.23	56.4		CORMICK		143.4	f 6.21	f 10.40		
2,101 WFP	s 10.29	s 10.29	58.5	D	LEWELLEN	W	141.3	s 6.16	s 10.29		
2,103	f 11.02AM	f 10.37	62.2		LUTHERVILLE		137.6	f 6.09	f 10.05		
2,121 P	s 12.20PM	s 10.54	70.1	D	OSHKOSH	Ox	129.7	s 5.53	s 9.35		
1,263	f 12.40	f 11.04	75.0		PENN		124.8	f 5.42	f 9.12		
2,097	f 1.05	f 11.16	81.1		LYTLE		118.7	f 5.30	f 8.55		
2,101 WP	s 1.35	s 11.24	85.6	D	LISCO	Co	114.2	s 5.20	s 8.40		
2,100	f 1.55	f 11.53AM	90.5		KUHN		109.3	f 4.48	f 8.20		
2,085	f 2.10	f 12.01PM	94.6		FINLEY		105.2	f 4.40	f 8.05		
2,290 P	s 2.40	s 12.12	99.6	D	BROADWATER	Br	100.2	s 4.30	s 7.50		
544	f 2.52	f 12.20	103.4		RILEY		96.4	f 4.21	f 7.32		
2,099	f 3.10	f 12.28	107.6		KELLY		92.2	f 4.13	f 7.20		
5,912 WFTP	7.00AM	3.40PM	113.3	DR	NORTHPORT	Np	86.5	s 4.02	7.05AM	2.00PM	11.59AM
I			114.7	N	C. B. & Q. CROSSING	R.T.	85.1				
800 P	f 7.20	f 1.19	126.0		SOUTH BAYARD		78.8	f 3.35	f 1.25	f 11.25	
1,034	f 7.25	f 1.22	126.9		CHIMNEY ROCK		72.9	f 3.33	f 1.22	f 11.22	
2,596 WP	f 7.40	s 1.31	131.4	D	MC GREW	Mc	68.4	s 3.24	f 1.05	f 11.05	
1,600 P	f 8.00	s 1.42	137.2	D	MELBETA	Mb	62.6	s 3.13	f 12.40	f 10.40	
825	f 8.15	f 1.52	142.6		BROCKHOFF		57.2	f 3.01	f 12.10	f 10.10	
3,576 WYOP	s 8.25	s 2.10	145.1	D	GERING	G	54.7	s 2.55	12.01PM	10.01	
778	f 9.34	f 2.18	149.7		COSTIN		50.1	f 2.28	f 10.57	f 8.59	
1,595 FYP	f 9.50	s 2.25	151.5	D	HAIG	Ha	48.3	s 2.25	f 10.54	f 8.54	
1,027	f 9.57	f 2.29	153.5		TRAIL		46.3	f 2.20	f 10.46	f 8.46	
932 P	f 10.05	s 2.32	154.9	D	SOUTH MITCHELL	MI	44.9	s 2.17	f 10.42	f 8.42	
695	f 10.10	f 2.35	156.4		PELTON		43.4	f 2.12	f 10.37	f 8.37	
2,159	f 10.30	f 2.40	158.7		BAILEYVUE		41.1	f 2.07	f 10.30	f 8.30	
1,998 P	f 10.37	f 2.44	161.3	D	SOUTH MORRILL	BI	38.5	f 2.01	f 10.20	f 8.20	
1,025	f 10.42	f 2.48	163.5		JOYCE		36.3	f 1.57	f 10.15	f 8.15	
400	f 10.45	f 2.52	164.6		KIOWA		35.2	f 1.54	f 10.10	f 8.10	
2,614 YWP	s 11.30	s 2.59	167.1	D	LYMAN	Mu	32.7	s 1.50	s 10.05	s 8.05	
806	f 11.35	f 3.02	169.0		CANAL		30.8	f 1.41	f 9.47	f 7.47	
838	f 11.40	f 3.07	172.0		STEBBINS		27.8	f 1.35	f 9.42	f 7.42	
2,598 P	f 11.45	f 3.09	173.0		HUNTLEY	Hu	26.8	f 1.33	f 9.40	f 7.40	
400	f 11.53	f 3.14	176.2		HOLLY		23.6	f 1.26	f 9.29	f 7.29	
457	f 11.59AM	f 3.18	178.1		BULLARD		21.7	f 1.22	f 9.25	f 7.25	
756	f 12.02PM	f 3.20	179.4		SPRINGER		20.4	f 1.18	f 9.13	f 7.13	
2,611 YWP	s 12.40	s 3.27	180.8	D	YODER	Dr	19.0	s 1.16	s 9.10	s 7.10	
2,601 P	f 1.04	s 3.37	187.3	D	VETERAN	Vn	12.5	s 1.04	f 8.45	f 6.45	
504	f 1.16	f 3.45	190.7		HELDT		9.1	f 12.55	f 8.30	f 6.30	
803	f 1.25	f 3.50	192.8		BUFFINGTON		7.0	f 12.51	f 8.20	f 6.20	
3,504 P	f 1.40	s 3.55	195.3	D	COTTIER	C	4.5	s 12.44	f 8.15	f 6.15	
500	f 1.45	f 3.58	196.9		LEWARK		2.9	f 12.39	f 8.05	f 6.05	
2,584 WFP	2.00PM	4.10PM	199.8	DR	SOUTH TORRINGTON	RI	0.0	12.30PM	8.00AM	6.00AM	
	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily					Leave Daily	Leave Daily Except Sunday	Leave Daily Ex. Sat. & Sun.	Leave Saturday
	(7.0) 12.3	(8.50) 12.8	(7.30) 26.0		Thru Time.....		(7.45) 25.7		(7.20) 15.4	(6.00) 14.4	(5.59) 14.3

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

WESTWARD		GERING BRANCH		EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.		Time-Table No. 107 Mar. 4, 1928		Distance from Riford	
		STATIONS			
	Distance from Gering				
	0.0	GERING		9.8	
1,080	5.3	MATHERS		4.5	
1,005	6.0	MOON		3.8	
995	8.3	HILLIKER		1.5	
997	9.8	RIFORD		0.0	

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

WESTWARD		LYMAN BRANCH		EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.		Time-Table No. 107 Mar. 4, 1928		Distance from Siding No. 3	
		STATIONS			
	Distance from Lyman				
	0.0	LYMAN		6.4	
1,041	2.8	SEARS		3.6	
400	3.3	SIDING NO. 1		3.1	
1,000	4.6	SIDING NO. 2		1.8	
1,000	6.4	SIDING NO. 3		0.0	

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

WESTWARD		SEARS BRANCH		EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.		Time-Table No. 107 Mar. 4, 1928		Distance from Siding No. 1	
		STATIONS			
	Distance from Sears				
	0.0	SEARS		2.8	
1,000	2.8	SIDING No. 1		0.0	

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

WESTWARD		YODER BRANCH		EASTWARD	
Length of sidings in feet and location of water, fuel, interlocking plants, turntables, scales and telephones.		Time-Table No. 107 Mar. 4, 1928		Distance from Creighton	
		STATIONS			
	Distance from Yoder				
	0.0	YODER		8.9	
803	2.0	GOODLAND		6.9	
798	5.1	SHINGLE		3.8	
798	6.9	FONDA		2.0	
800 Y	8.9	CREIGHTON		0.0	

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

SPECIAL RULES

WYOMING DIVISION

2 (R). Time Inspectors are located as shown below:

R. V. Owens, General Supervisor of Time Service, Omaha.
 North Platte.....Harry Dixon
 Sidney.....S. A. Sherrard and Son
 Cheyenne.....J. Burri Jewelry Co.
 Laramie.....O. C. Dimelly
 Rawlins.....W. L. Robertson
 Torrington.....C. M. Ammerman

3 (R). Standard clocks are located at the points shown below:

North Platte.....Dispatcher's Office
 North Platte.....Telegraph Office
 North Platte.....Yard Office
 North Platte.....Engine Dispatcher's Office
 Julesburg.....Telegraph Office
 Sidney.....Telegraph Office
 Cheyenne.....Dispatcher's Office
 Cheyenne.....Telegraph Office
 Cheyenne.....Yard Office
 Cheyenne.....Engine Dispatcher's Office
 Buford.....Telegraph Office
 Laramie.....Yard Telegraph Office
 Laramie.....Depot Telegraph Office
 Laramie.....Yardmaster's Office
 Rawlins.....Engine Dispatcher's Office
 Rawlins.....Telegraph Office
 Northport.....Round House
 South Torrington.....Telegraph Office

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

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

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

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

When standing;

On two or more tracks when approaching trains running in opposite direction.

These instructions do not supersede or modify those contained in Rules 17 and D-17.

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

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

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

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

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

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

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

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

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

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

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

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

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

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

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

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

103 (A). A trainman will ride rear of tank of a road engine backing up without cars while switching at stations or moving in yards.

103 (B). Engines must not be run over hoppers at coal chutes, and air must be working on all cars before starting to put up coal.

104 (F). Spring switches are indicated by a letter "S" on switch target, and trains moving against the current of traffic must stop and examine switch points before passing over them.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

(The speed shown under heading of "Psgr." includes mail and express trains, and under the heading of "Frt." includes mixed trains and light engines with or without cabooses.)

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

WYOMING DIVISION

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

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

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

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

509 (T). Three position color-light type automatic block signals display:
Red —Stop Yellow —Caution Green —Clear

are located at points shown below:

Signal 6052—One tenth mile east of Rock River Station.

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

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

525. If a Home Block Signal fails to indicate "stop" or a Distant Block Signal fails to indicate "caution" when a block is entered, a member of the crew must be left at the signal; the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employee left at the signal must stop and notify all trains moving in the direction governed by that signal and must remain there until relieved by an employee of the Signal Department or by instructions from the proper officer.

713 (A). When passing through stations, and on double track when a train on the opposite track is being met or passed, a member of the crew must be stationed on the rear end of the rear car in position to give or receive necessary signals, except that when the train has an observation or special car, he must be on front platform of the rear car or on platform of the car next ahead. On passenger trains, the vestibule door must be open so that hot boxes or other defects may be detected.

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

802 (A). When one or more cars are being switched or pushed over a public crossing, a man must go ahead of them, or must act as crossing watchman.

When a train is parted to clear a public crossing, or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on a siding or main track.

Where a crossing watchman is on duty, trainmen must not give signal for highway traffic to come ahead.

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

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

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

824 (R). In addition to making inspection of train as often as practicable as per Rule 824, every freight train must stop and must be inspected at the following points:

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

SPECIAL RULES

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

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

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	A. F. Jonas	Chief Surgeon
North Platte	T. J. Kerr	District Surgeon
North Platte	C. A. Selby	District Surgeon
Hershey	S. J. Richardson	District Surgeon
Paxton	W. E. Paxton	District Surgeon
Ogallala	H. A. Vandiver	District Surgeon
Big Springs	C. H. Smith	District Surgeon
Julesburg	F. G. Dutton	District Surgeon
Chappell	A. C. Colman	District Surgeon
Sidney	H. L. Mantor	District Surgeon
Sidney	J. R. Taylor	District Surgeon
Potter	W. T. Sloan	District Surgeon
Kimball	P. C. Mockett	District Surgeon
Pine Bluffs	M. L. Morris	District Surgeon
Cheyenne	Galen A. Fox	Division Surgeon
Cheyenne	G. P. Johnston	Consulting Surgeon
Cheyenne	J. D. Shingle	District Surgeon
Cheyenne	Strader and Beck	Oculist
Laramie	A. B. Hamilton	District Surgeon
Laramie	L. A. Williams	District Surgeon
Medicine Bow	R. K. Sell	District Surgeon
Hanna	B. V. McDermott	District Surgeon
Rawlins	Raymond Barber	District Surgeon
Rawlins	M. L. Crandell	District Surgeon
Lewellen	E. Ostling	District Surgeon
Oshkosh	G. H. Morris	District Surgeon
Gering	W. C. Harvey	District Surgeon
South Torrington	Merle Barbee	District Surgeon

865 (A). Cars placarded "Explosives" must be placed in through freight trains near the middle of the train, and at least 15 car lengths from the engine, electric locomotive, or motor car, and at least 10 car lengths from the caboose, if the length of the train will permit.

To avoid the danger of otherwise unnecessary switching at way stations, cars placarded "Explosives" may be placed in local freight trains, not closer than one car length from the engine, electric locomotive, or motor car, or caboose.

In either through or local freight trains, cars placarded "Explosives" must be placed next to cars which do not bear "Inflammable", "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous" placard, if such unplacarded cars are in the train.

Cars placarded "Explosives" must not be placed in through or local trains next to tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel, or similar articles liable to break through end of placarded car from rough handling; nor next to cars containing lighted heaters, stoves, or lanterns.

Tank cars placarded "Inflammable" must, if possible, be placed in trains at least five cars from the engine and five cars from the caboose, but such car or cars placarded "Acid", "Chlorine Gas", "Poison Gas", or "Poisonous", must not be placed next to a car placarded "Explosives." When length of train does not permit this, tank cars placarded "Inflammable" must be placed as near the middle of train as practicable. In all cases carriers must see that the train and engine crews are informed of the presence and location of such cars in the train.

When it is possible, tank cars placarded "Acid", "Chlorine Gas", "Inflammable", or "Poisonous", must not be placed next to gondola or flat cars loaded with lading liable to shift, such as logs, lumber, rails, pipe, etc.

When placards become detached or are lost in transit, employe in charge of train must see that they are replaced upon arrival at next terminal if in a through train, or at the first station stop if in a local train.

Train and engine men, yardmasters, agents, or other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with instructions and regulations governing the handling of them. Conductors must notify enginemen of the presence and location of cars containing explosives in the train, before leaving the initial station or station where such cars are picked up.

Empty tank cars must not be moved from any station until all shipping cards and "Inflammable" and dome placards have been removed."

865 (B). Cars designated below must be handled in rear of train, and next to caboose in the order named:

Scale Test Cars,
Cars with Emergency Drawbars,
Outfit Cars,
Emigrant Movables,
All Wooden Underframe Cars,
Any car tagged with Form 4725 reading, "Handle only at rear end of train".

Live stock must be handled in head end of train when practicable, and stock cars loaded with scrap, boards, engine wood, long rods, bolts, or any commodity which might work out of openings in sides or ends of car, must not be moved until these openings are properly slatted.

Freight cars with bad order draw bars may be handled in trains under the following conditions:

- When not containing live stock or perishables, may be chained up in train and handled to first available side track where must be set out to be repaired.
- When containing perishables or live stock, may be chained up in train and handled to first repair point.
- When containing any commodity or empty, may be handled behind the caboose to destination or to first terminal, provided the good draw bar can be coupled to the caboose and in addition is secured by chain and has air and hand brakes operative. On ascending grades a trainman must ride the car.

Handling of cars behind the caboose is prohibited on the Fifth Subdivision, also westward between Carr and Borie; eastward between Corlett Junction and Speer, and eastward between Ogden and Altamont.

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

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at the following points:

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

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

Buford —Eastward;
Hermosa Jet. —Westward.

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

887 (S). Retainers must be used as follows:

Buford, until train has passed Corlett Junction—on all eastward freight trains;
Buford to head-in switch at Cheyenne—on all eastward gravel trains;
Hermosa Junction to M. P. 554.8—on all westward gravel trains.

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

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

887 (T). Standard brake pipe pressure of 90 pounds must be maintained on freight trains Sherman to Cheyenne and on gravel trains Hermosa Junction to Laramie as required by Air Brake Rule 1014 for designated heavy grades.

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

896 (R). 3600 and 9000 class engines must not go on the following tracks:

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

5000 class engines must not go on the following tracks:

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

SPECIAL RULES

WYOMING DIVISION

898 (A). Enginemen will give two long and two short sounds of engine or motor whistle when approaching a train which is stopped on opposite track on double track, and when approaching a train which is on a siding on single or double track. On double track special care must be taken to sound warning signals, and particularly when trains or engines are approaching highway crossings from opposite directions at the same time.

Work trains unloading ballast on double track, must stop when a train is passing on the opposite track.

899. Employees must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
At all stations....	Mail cranes.....	Side on both tracks.
North Platte.....	Block Signal 2833.....	Side on No. 1 track.
North Platte.....	Block Signal 2861.....	Side on No. 1 track.
North Platte.....	Block Signal 2871.....	Side on No. 1 track.
M.P. 320.13.....	Bridge.....	Side on both tracks.
Ogallala.....	Coal chute.....	Top on both tracks.
M.P. 353.85.....	Bridge.....	Side on both tracks.
Julesburg.....	Coal chute.....	Side and top on both tracks.
M.P. 390.57.....	Bridge.....	Side on both tracks.
M.P. 403.26.....	Bridge.....	Side on both tracks.
M.P. 403.87.....	Bridge.....	Side on both tracks.
Sidney.....	Coal chute.....	Side and top on No. 1 track.
Sidney.....	Block Signal 4083.....	Side on No. 1 track.

899. Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
M.P. 419.57.....	Bridge.....	Side on both tracks.
M.P. 426.86.....	Bridge.....	Side on both tracks.
M.P. 506.33.....	Bridge.....	Side on both tracks.
Cheyenne.....	Central Ave. Viaduct.....	Top on all tracks.
Corlett.....	Water tank spout.....	Side and top on No. 1 track.
Granite Canon....	Standpipe.....	Side on No. 2 track.
Buford.....	Water tank spout.....	Side and top on No. 2 track.
Buford.....	Train order signal.....	Side on No. 1 track.
Dale Creek.....	Water tank spout.....	Side and top on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side on No. 1 track.
Hermosa.....	Hermosa Tunnel.....	Side and top on No. 2 track.
Red Buttes.....	Water tank spout.....	Side and top on No. 1 track.
M.P. 560.09.....	Bridge.....	Side on No. 2 track.
M.P. 567.86.....	Bridge.....	Side on both tracks.
Howell.....	Standpipe.....	Side on both tracks.
Cooper Lake.....	Water tank spout.....	Side and top on No. 1 track.
Rock River.....	Coal chute.....	Side on both tracks.

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

Total weight of trains, exclusive of engine and tender, which the different classes of engines will haul in each direction between stations named, under favorable weather conditions.
A deduction of ten per cent may be made for fast trains. With helpers Cheyenne to Buford, add 66⅔ per cent.

Type of Engine	Numbers (Inclusive)	No. Platte to Sidney	Sidney to Cheyenne	Cheyenne to Buford	Buford to Rawlins	Rawlins to Laramie	Laramie to Buford	Buford to Cheyenne	Cheyenne to Archer	Archer to Sidney	Sidney to No. Platte	EXPLANATION
C 57 $\frac{22}{30}$ 182 184	150 to 158	1700	1500	950	1700	1700	1350	2650	1750	3000	3000	
C 57 $\frac{22}{30}$ 187 191	201 to 358	2200	1750	975	1850	1850	1650	3500	2800	4500	4500	EXPLANATION "A".....Atlantic Type "C".....Consolidation Engines "E".....Eight Wheelers "M".....Moguls "P".....Pacific Type "S".....Switch "TW".....Ten Wheelers "MC".....Mallet "MK".....Mikado Type "TTT".....2-10-2 Type "FTT".....4-10-2 Type "UP".....4-12-2 Type EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers: C 57 $\frac{21}{30}$ 162
C 57 $\frac{21}{30}$ 162 171	400 to 499	1625	1500	900	1700	1700	1150	2650	1750	3000	3000	
T 69 $\frac{20}{28}$ 143	1320 to 1329	1175									2500	
T 73 $\frac{20}{28}$ 148	1330 to 1347			550	1000	1000	850	2200				
T 63 $\frac{20}{28}$ 145	1360 to 1369	1360									2600	
TW 57 $\frac{21}{30}$ 165	1800 to 1807			800	1500	1500	1350	2650				
MK 57 $\frac{23\frac{1}{4}}{30}$ 206	1900 to 1949	3200	2100	975	2000	2000	1900	3500	4500	4500	4500	
MK 63 $\frac{26}{28}$ 214 228	2200 to 2320	3200	2200	1000	2150	2150	1900	3500	4500	4500	4500	
MK 63 $\frac{26}{30}$ 222	2480 to 2499	3400	2300						4800	4800	4800	
MC 57 $\frac{26 \& 41}{32}$ 457 464	3600 to 3664			2000	4500	4100	4000	5000				
TTT 63 $\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	3750	3400	1600	2500	3000	2500	3500	5200	5200	5200	
FTT 63 $\frac{25}{28-30}$ 288 S. E.	8000			1750	3000	3000	3000	3500				
UP 67 $\frac{27}{31-32}$ 355 S. E.	9000 to 9014			2100	4000	4000	4000	4000				

