

UNION PACIFIC SYSTEM
UNION PACIFIC RAILROAD COMPANY

Wyoming Division

EMPLOYEES' TIME TABLE



To Take Effect Sunday May 3, 1925

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

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

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

CONDENSED TIME TABLE

COUNCIL BLUFFS AND OGDEN—WESTWARD

SECOND CLASS						FIRST CLASS														Distance from Council Bluffs	Time Table No. 98 May 3, 1925
269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	155 Time Freight	138 Passenger	25 Passenger	21 Passenger	19 Passenger	17 Passenger	15 Passenger	13 Passenger	11 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	Leave Daily	Leave Daily			
	9.30PM	7.30PM	1.00PM		7.05AM									10.55AM		9.30AM			0.0	COUNCIL BLUFFS	
	9.50	7.45	1.15		7.50	12.35AM		12.40AM	11.55AM	4.25PM	12.25AM	8.10AM	11.30AM	9.40AM	9.50	4.40PM	9.45AM		2.8	OMAHA	
																			6.4	SOUTH OMAHA	
	11.45PM	9.50	3.02		8.40AM	1.12		1.22	12.30PM	5.07	1.02	8.45	12.07PM	10.16	10.26	5.24	10.21		28.0	VALLEY	
					12.15PM 12.20														124.8	BEATRICE	
	7.20PM				7.30PM		6.15PM												310.2	KANSAS CITY	
	12.35AM	10.45PM	3.45			1.35		1.45	12.50	5.28	1.25	9.05	12.27	10.35	10.45	5.48	10.40		39.3	FREMONT	
	3.20	1.50AM	6.55			2.38		2.48	1.50	6.43	2.28	10.02	1.28	11.32AM	11.42AM	6.55	11.37AM		84.5	COLUMBUS	
	6.20	5.05	9.12			3.35		3.45	2.45	7.49	3.25	10.52	2.18	12.29PM	12.29PM	8.10	12.40PM		124.9	CENTRAL CITY	
HASTINGS 2.30PM	8.45	7.45	11.00PM			4.20		4.30	3.30	8.40	4.05	11.30AM	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	12.28PM	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	5.55	11.50PM	6.35	1.45	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	8.10	2.10AM	8.35AM	3.43	6.55	5.38	4.55	5.10	5.52		365.3	JULESBURG	
			4.00AM	11.35PM				12.20PM 1.30PM		7.30AM	2.00PM	8.30PM							562.6	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 1.20	12.50PM 2.25	12.20PM 1.30				2.10PM 2.25		2.05PM 2.20	12.35AM 12.50					10.23 10.35PM	9.45 10.00PM	8.15 8.30	10.20AM 12.15PM	10.00 10.15PM	509.5	CHEYENNE	
7.20PM	8.00PM	7.30PM		12.45PM		4.50	6.20	4.40	2.55					12.30AM	12.05AM	10.20PM	2.30	12.20AM	566.2	LARAMIE	
2.50AM	5.30AM	5.00AM		9.20PM		8.35	9.20PM	8.20	6.30					3.20	3.30	1.05AM	6.30	3.55	682.8	RAWLINS	
10.45AM	2.30PM	1.55PM		7.45AM		11.50PM	12.20AM	11.30PM	9.54					6.05	6.50	3.50	10.20	7.20	802.1	ROCK SPRINGS	
7.15PM	9.15	6.45		12.30PM		12.35AM	1.10	12.15AM	10.40					6.45	7.30	4.35	10.50PM	8.00	817.0	GREEN RIVER	
9.20PM	11.45PM	8.50PM		2.45		1.30	2.05	1.15	11.35AM					7.35	8.25	5.25AM		8.55	847.1	GRANGER	
5.20AM		4.50AM		11.30PM		3.55	4.15	3.45						9.25	10.30			11.05AM	917.2	EVANSTON	
9.00AM		8.13AM		3.00AM		5.03	5.29	4.50						10.26	11.36AM			12.26PM	953.2	ECHO	
1.25PM		12.55PM		6.40AM		6.30AM	7.00AM	6.25AM						11.35AM	12.55PM			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	Arrive Daily	Arrive Daily	Arrive Daily		993.0	

(91.05)	(74.55)	(60.10)	(39.45)	(55.05)	(11.40)	(30.55)	(37.45)	(30.45)	(24.40)	(16.05)	(14.35)	(13.20)	(25.05)	(28.15)	(20.35)	(31.10)	(29.15) Time Omaha—Ogden		
					26.8	32.0	33.4	32.2	34.2	34.8	38.4	42.0	39.4	35.1	41.0	26.1	33.8 Average speed per hour		

MILEAGE NORTHERN DISTRICT

NEBRASKA DIVISION
 Main Line..... 286.2
 Branches..... 577.6
 Total..... 863.8

WYOMING DIVISION
 Main Line..... 398.6
 Branches..... 196.1
 Total..... 594.7

WESTERN DIVISION
 Main Line..... 310.8
 Branches..... 73.3
 Total..... 384.1

GRAND TOTAL
 Main Line..... 995.6
 Branches..... 847.0
 Total..... 1842.6

W. M. JEFFERS,
 General Manager.

N. A. WILLIAMS,
 General Superintendent.

G. L. WHIPPLE,
 General Superintendent Transportation.

CONDENSED TIME TABLE.

COUNCIL BLUFFS AND OGDEN—EASTWARD.

Time Table No. 98 May 3, 1925	Distance from Ogden	FIRST CLASS														SECOND CLASS					
		2	4	'6	8	10	10	12	14	16	18	20	22	26	137	254	256				
		Passenger	Passenger	Mail	Passenger	Passenger	Passenger	Passenger	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	Arrive Daily	Arrive Daily				
COUNCIL BLUFFS	993.0		7.15AM	12.40PM				11.40PM							8.10PM	7.40PM	10.00AM				
OMAHA	990.2	7.10PM	7.00 6.45	12.25 12.10PM	7.05PM			11.25 11.15	6.50AM	2.15AM	3.30PM	7.55PM	12.05AM		2.05AM	7.55 7.45	7.05	9.40			
SOUTH OMAHA	995.6																				
VALLEY	965.0	6.20	5.55	11.10AM	6.15			10.20	6.01	1.20	2.39	7.10	11.10PM		1.10	7.02	5.30	7.40			
BEATRICE	1003.5															3.55 3.50PM					
KANSAS CITY	1262.5													8.45AM		8.20AM					
FREMONT	953.7	6.06	5.37	10.50	5.58			10.00	5.46	1.05	2.22	6.55	10.55		12.55AM		4.50	7.00			
COLUMBUS	908.5	5.10	4.35	9.48	4.57			8.43	4.52	12.06AM	1.13	5.55	9.54		11.54PM		2.10PM	3.50			
CENTRAL CITY	868.1	4.18	3.30	8.45	4.04			7.40	4.02	11.12PM	12.15PM	4.48	8.58		10.58		11.48AM	1.20			
GRAND ISLAND	846.1	3.50	3.00	8.10	3.35			7.05	3.35	10.45	11.45AM	4.15	8.30		10.30		10.25	12.01AM			
KEARNEY	803.9	2.38	1.39AM	6.55	2.20			5.20	2.23	9.35	10.32	3.03	7.18		9.18		6.55	7.40PM			
NORTH PLATTE	708.9	12.35PM	11.10PM	4.35	12.10PM			2.35PM	12.25AM	7.30	8.15	12.55PM	5.10		7.10		1.35AM	1.25PM			
JULESBURG	627.7	9.41AM	7.31	1.20	9.10AM			10.59AM	9.22PM	4.35PM	5.05AM	10.00AM	2.10		4.10		6.10PM	5.05AM			
DENVER	577.1								4.15PM	11.30AM	11.30PM				1.00PM 12.15PM						
SIDNEY	586.5	8.45	6.10	12.15AM	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	9.40 9.10	5.20 5.05	12.30AM		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	12.25PM	7.20	3.15	10.30PM						4.10	8.30	7.40AM	10.30AM		2.20AM	12.35PM			
RAWLINS	310.2	12.40AM	8.50AM	4.00	12.01AM	7.10						12.50AM	5.15	4.20	7.10		5.30PM	3.10AM			
ROCK SPRINGS	190.9	9.35PM	5.05	12.45	8.50PM	3.35						9.15PM	2.10	1.00	3.55		8.20AM	5.32PM			
GREEN RIVER	176.0	9.05	4.30AM	12.10PM	8.20	3.00						8.45	1.40	12.30AM	3.25		7.20	4.30			
GRANGER	145.9	7.56		10.35AM	7.20	1.55PM						7.50PM	12.35AM	11.30PM	2.26		4.20AM	1.36PM			
EVANSTON	75.8	5.40		8.15	5.25	11.50AM							10.25PM	9.35	12.15AM		10.55PM	8.25AM			
ECHO	39.8	4.11		6.35	3.50	9.55							8.57	8.03	10.47PM		6.17	3.48			
OGDEN	0.0	2.35PM		5.05AM	2.25PM	8.30AM							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			

Time Ogden—Omaha.....	(27.35)	(25.15)	(30.05)	(27.40)	(16.00)	(15.35)	(13.35)	(13.45)	(15.00)	(23.05)	(27.40)	(37.05)	(27.40)	(11.25)	(75.30)	(80.39)
Average speed per hour.....	35.9	32.2	32.9	35.8	30.2	32.5	41.2	40.7	37.3	36.5	35.8	34.0	35.8	26.9		

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.**
F. P. FLESHER, Trainmaster, Fourth and Fifth Sub-Divisions.....**Cheyenne, Wyo.**
J. M. GUILD, Trainmaster, Sixth Sub-Division.....**Laramie, Wyo.**

Third and Fourth Sub-Divisions and Branches.

W. D. DEAKIN, Chief Train Dispatcher.....**North Platte, Nebr.**
E. GOWDY, Night Chief Train Dispatcher.....**North Platte, Nebr.**

Fifth and Sixth Sub-Division

Wm. DALEY, Chief Train Dispatcher.....**Cheyenne, Wyo.**
T. E. WILLIAMS, Night Chief Train Dispatcher.....**Cheyenne, Wyo.**

Train Dispatchers

W. W. CUMMING.....**North Platte, Nebr.**
B. B. BOATMAN.....**North Platte, Nebr.**
H. E. SHUMWAY.....**North Platte, Nebr.**
W. E. HARDY.....**North Platte, Nebr.**

Train Dispatchers

W. E. MAHONEY.....**Cheyenne, Wyo.**
O. H. P. ROBINSON.....**Cheyenne, Wyo.**
W. A. BORTON.....**Cheyenne, Wyo.**
F. M. WHITE.....**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.

THIRD SUBDIVISION—North Platte and Sidney—WESTWARD

Length of Sidings in feet and location of Telephone Scales, Water, Fuel and Turning Stations. X—Cross-over.	SECOND CLASS							FIRST CLASS											Distance from Council Bluffs	Time Table No. 98 May 3, 1925		
	269 Time Freight	255 Time Freight	253 Time Freight	251 Time Freight	265 Way Freight	261 Way Freight	97 Mixed	15 Passenger	17 Passenger	9 Mail	1 Passenger	7 Passenger	5 Mail	11 Passenger	53 Passenger	25 Passenger	19 Passenger	13 Passenger		3 Passenger	STATIONS	
	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		Leave Daily		DN-R NORTH PLATTE No
	WFTYOP	9.50PM	6.40PM	6.20PM	8.40AM		6.35AM	6.00AM	11.50PM	5.55PM	5.10PM	3.50PM	3.30PM	3.10PM	1.45PM	8.00AM	7.45AM	7.40AM	6.35AM	2.25AM	284.1	DN-R NORTH PLATTE No
4,098	P	10.10	7.05	6.48	9.00		f 6.48	6.13	12.01AM	6.06	5.18	4.00	3.41	3.18	1.55	f 8.15	7.56	7.50	6.45	f 2.38	290.5	BIRDWOOD 3.3
	X	10.20	7.20	7.02	9.12		f 6.59	6.21	12.06	6.11	5.23	4.05	3.47	3.23	2.00	f 8.21	8.01	7.55	6.49	f 2.44	293.8	NICHOLS 3.1
W.B.3,582	XP	10.30	7.34	7.15	9.23		s 7.08	6.30	12.11	6.17	5.27	4.10	3.52	3.27	2.04	s 8.28	f 8.08	8.00	6.53	s 2.50	296.9	D HERSHEY Of 3.8
4,559	WYP	10.42	7.51	7.32	9.36		f 7.20	6.45AM	12.17	6.23	5.32	4.15	3.59	3.32	2.09	8.40AM	8.16	8.06	6.58	f 2.57	300.7	D O'FALLONS Fa 2.7
	XP	10.50	8.03	7.45	9.45		s 7.40		12.22	6.27	5.36	4.19	4.04	3.36	2.13		f 8.19	8.09	7.02	s 3.03	303.4	D SUTHERLAND Su 4.5
4,042	P	11.05	8.22	8.03	10.00		f 7.55		12.29	6.34	5.41	4.26	4.11	3.41	2.19		8.25	8.15	7.08	f 3.12	307.9	DEXTER 7.6
4,038	WP	11.25	8.55	8.37	10.26		s 8.25 8.35		12.40	6.43	5.50	4.36	4.22	3.50	2.29		s 8.35	s 8.25	7.17	s 3.26	315.5	D PAXTON Pn 6.2
W. 3,740	P	11.40	9.25	9.03	10.46		f 8.49		12.50	6.51	5.57	4.45	4.29	3.57	2.37		8.43	8.33	7.24	f 3.38	321.7	KORTY 6.1
4,018	P	11.55PM	9.52	9.30	11.08		f 9.08		1.00	6.59	6.04	4.52	4.37	4.04	2.45		8.51	8.41	7.32	f 3.50	327.8	ROSCOE 7.0
W3,431 W3,186 E4,131 XWFP		s 12.20AM	s 10.25	s 10.03	s 11.35AM		s 9.40		1.11	f 7.15	6.15	5.05	4.51	4.15	2.56		s 9.03	s 8.53	s 7.44	s 4.05	334.8	DN OGALLALA Gt 9.0
4,082	P	12.45	11.05	10.43	12.05PM		s 10.20		1.27	f 7.30	6.26	5.18	5.04	4.26	3.07		f 9.15	9.05	7.55	s 4.22	343.8	D BRULE Ru 5.3
	X	1.01	11.28	11.07	12.24		f 10.36		1.35	7.39	6.33	5.26	5.12	4.33	3.14		9.23	9.13	8.03	f 4.32	349.1	MEGEATH 4.8
4,056	WP	1.16	11.50PM	11.30	12.41		s 11.00		1.44	f 7.46	6.39	5.33	5.20	4.39	3.20		f 9.30	9.20	8.10	s 4.42	353.9	D BIG SPRINGS Gs 5.7
4,018	P	1.35	12.18AM	11.58PM	1.00		f 11.18		1.53	7.55	6.46	5.42	5.28	4.46	3.27		9.38	9.28	8.18	f 4.54	359.6	BARTON 5.7
W5,388 WFP W3,056 X		s 2.05	s 12.49	s 12.30AM	1.20PM	7.00AM	s 11.50AM		2.05AM	f 8.10	6.55	f 5.52	f 5.38	4.55	3.40PM		s 9.50	s 9.40	8.33AM	s 5.10	365.3	DN JULESBURG Jb 0.1
																					365.4	COLORADO JCT. 5.2
4,442	P	2.35	1.15	12.56			f 7.15			8.20	7.01	6.00	5.46	5.01			9.59	9.49		f 5.22	370.6	WEIR 4.4
	X	2.50	1.35	1.16			f 7.30			8.25	7.07	6.05	5.52	5.07			10.07	9.57		f 5.30	375.0	RALTON 5.3
4,596	XWP	3.10	2.00	1.40			s 8.05			f 8.35	7.14	6.12	6.00	5.14			f 10.17	10.07		s 5.43	380.3	D CHAPPELL Cq 4.8
	X	3.25	2.22	2.03			f 8.20			8.43	7.20	6.19	6.08	5.20			10.24	10.14		f 5.53	385.1	OTTMAN 4.6
E 3,860 W3,280	XWP	3.40	2.45	2.25			s 8.50			f 8.52	7.26	6.26	6.15	5.26			f 10.34	10.24		s 6.04	389.7	DN LODGE POLE Gp 6.6
	XP	4.08	3.15	2.55			s 9.15			9.01	7.34	6.34	6.24	5.34			10.45	10.35		f 6.18	396.3	D SUNOL Un 4.4
4,599	P	4.30	3.40	3.20			f 9.35			9.10	7.40	6.41	6.31	5.40			10.54	10.44		f 6.30	400.7	COLTON 6.8
	WFTYOP	5.00AM	4.10AM	3.50AM		10.00AM				9.25PM	7.55PM	6.55PM	6.45PM	5.55PM			11.08AM	10.58AM		6.45AM	407.5	DN-R SIDNEY Cd
		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	Arrive Daily	Arrive Daily	

Block Signals

Double Track

.....Time over Sub-Division
.....Average speed per hour

(7.10) (9.30) (9.30) (4.40) (3.00) (5.15) (0.45) (2.15) (3.30) (2.45) (3.05) (3.15) (2.45) (1.55) (0.40) (3.23) (3.18) (1.58) (4.20)
17.2 12.9 12.9 17.4 14.1 15.5 22.1 36.0 35.3 44.9 40.0 37.9 44.9 42.4 24.9 36.4 37.4 41.3 28.5

W. B.—Westward Siding

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. 98 May 3, 1925		Distance from Ogden	FIRST CLASS										SECOND CLASS								
			6 Mail	16 Passenger	8 Passenger	2 Passenger	18 Passenger	10 Passenger	20 Passenger	26 Passenger	14 Passenger	54 Passenger	4 Passenger	12 Passenger	256 Time Freight	262 Way Freight	252 Time Freight	266 Way Freight	98 Mixed	254 Time Freight	
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. and Saturday	Arrive Daily
DN-R NORTH PLATTE No	6.4	708.9	3.20AM	7.05AM	11.05AM	11.30AM	11.50AM	1.15PM	4.00PM	6.00PM	6.25PM	9.10PM	10.00PM	11.10PM	10.20AM	1.00PM	10.25AM			3.25PM	11.10PM
BIRDWOOD	3.3	702.5	3.06	6.50	10.50	11.15	11.36	f 1.00	3.45	5.45	6.13	f 8.56	9.45	10.59	9.52	f 12.45	10.02			3.00	10.46
NICHOLS	3.1	699.2	3.01	6.45	10.45	11.11	11.32	f 12.54	3.41	5.41	6.08	f 8.48	9.38	10.55	9.40	f 12.30	9.54			2.50	10.39
D HERSHEY Of	3.8	698.1	2.56	f 6.39	10.41	11.07	11.28	s 12.49	3.37	5.37	6.04	s 8.40	9.32	10.50	9.30	s 12.20	9.46			2.40	10.30
D O'FALLON'S Fa	2.7	692.3	2.50	6.32	10.36	11.02	11.24	f 12.44	3.33	5.33	5.59	8.30PM	9.25	10.45	9.15	f 12.05PM	9.36			2.25PM	10.16
D SUTHERLAND Su	4.5	689.6	2.45	f 6.27	10.32	10.58	11.20	s 12.39	3.29	5.29	5.55		s 9.20	10.41	9.05	s 11.55AM	9.29				10.06
DEXTER	7.6	685.1	2.38	6.20	10.25	10.52	11.14	f 12.32	3.24	5.24	5.49		9.10	10.35	8.50	f 11.30	9.18				9.50
D PAXTON Pn	6.2	677.5	2.29	f 6.11	10.16	10.43	11.05	s 12.22	3.15	5.15	5.40		s 8.58	10.26	8.24	s 11.05	8.58				9.25
KORTY	6.1	671.3	2.21	6.03	10.08	10.35	10.57	f 12.10	3.07	5.07	5.32		8.48	10.18	8.02	f 9.50	8.42				9.02
ROSCOE	7.0	665.2	2.13	5.55	10.00	10.27	10.49	f 12.01PM	3.00	5.00	5.24		8.37	10.10	7.40	f 9.35	8.25				8.37
DN OGALLALA Gt	9.0	658.2	2.04	s 5.45	9.51	10.19	10.40	s 11.50AM	2.51	4.51	5.15		s 8.26	s 10.00	s 7.15	s 9.10	8.08				s 7.55
D BRULE Ru	5.3	649.2	1.51	5.33	9.39	10.08	10.28	s 11.34	2.39	4.39	5.02		s 8.09	9.49	6.42	f 8.35	7.45				7.23
MEGEATH	4.8	643.9	1.43	5.26	9.32	10.01	10.21	f 11.25	2.32	4.32	4.55		7.59	9.42	6.25	f 8.05	s 7.31				7.05
D BIG SPRINGS Gs	5.7	639.1	1.37	5.20	9.26	9.55	10.15	s 11.18	2.25	4.25	4.49		s 7.50	9.36	6.07	s 7.45	7.18				6.50
BARTON	5.7	633.4	1.29	5.13	9.19	9.48	10.08	f 11.08	2.18	4.18	4.42		7.41	9.29	5.40	f 7.20	7.03				6.30
DN JULESBURG Jb	0.1	627.7	s 1.20	5.05AM	f 9.10	f 9.41	s 10.00	s 10.59	s 2.10	s 4.10	4.35PM		s 7.31	9.22PM	s 5.05	7.00AM	6.50AM	1.30PM			s 6.10
COLORADO JCT.	5.2	627.6																			
WEIR	4.4	622.4	1.08		8.59	9.32	9.49	f 10.47	1.59	3.59			7.18		4.44			f 1.00			5.45
RALTON	5.3	618.0	1.02		8.53	9.27	9.43	f 10.40	1.53	3.53			7.12		4.28			f 12.45			5.31
D CHAPPELL Cq	4.8	612.7	12.55		8.47	9.20	9.36	s 10.33	1.46	3.46			s 7.04		4.10			s 12.25PM			5.12
OTTOMAN	4.6	607.9	12.48		8.41	9.14	9.29	f 10.22	1.39	3.39			6.52		3.51			f 11.55AM			4.55
DN LODGE POLE Gp	6.6	603.3	12.40		8.35	9.08	9.24	s 10.15	1.34	3.34			s 6.44		3.35			s 11.40			4.38
D SUNOL Un	4.4	596.7	12.32		8.26	9.00	9.15	f 10.05	1.25	3.25			f 6.32		3.12			s 11.15			4.15
COLTON	6.8	592.3	12.25		8.20	8.54	9.09	f 9.56	1.19	3.19			6.22		2.55			f 10.50			3.58
DN-R SIDNEY Cd		585.5	12.15AM		8.10AM	8.45AM	9.00AM	9.45AM	1.10PM	3.10PM			6.10PM		2.30AM			10.30AM			3.35PM
(123.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs. and Saturday	Leave Daily	
Time over Sub-Division.....		(3.05)	(2.00)	(2.55)	(2.45)	(2.50)	(3.30)	(2.50)	(2.50)	(1.50)	(0.40)	(3.50)	(1.48)	(7.50)	(6.00)	(3.35)	(3.00)	(1.00)	(7.35)		
Average speed per hour.....		40.0	40.6	42.3	44.8	43.5	35.2	43.5	43.5	44.3	24.9	32.2	45.1	15.7	13.5	22.6	14.1	16.6	16.5		

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

FOURTH SUB-DIVISION—Sidney and Cheyenne—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	Time Table No. 98 May 3, 1925		
	261 Way Freight	269 Time Freight	255 Time Freight	253 Time Freight	17 Passenger	9 Mail	1 Passenger	7 Passenger	5 Mail	25 Passenger	19 Passenger		3 Passenger	STATIONS	
	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	Block Signals	
W 3,520 E 3,782 WFTYP	7.30AM	5.25AM	4.40AM	4.20AM	9.30PM	7.58PM	7.00PM	6.50PM	5.58PM	11.15AM	11.05AM	7.05AM	407.5	DN-R	SIDNEY Cd
X	f 7.38	5.45	4.57	4.36	9.37	8.04	7.06	6.56	6.03	11.22	11.12	f 7.11	411.1		3.6 MARGATE
4,618 P	f 7.50	6.05	5.14	4.55	9.43	8.10	7.12	7.02	6.09	11.28	11.18	f 7.19	415.5		4.4 BROWNSON
X	8.05	6.30	5.40	5.20	9.51	8.17	7.22	7.11	6.15	11.37	11.27	f 7.28	420.9		5.4 HERDON
W 3,615 E 3,509X WP	s 8.25	s 6.50	s 6.05	s 5.43	f 10.00	8.24	7.30	7.20	6.21	s 11.46	11.36	s 7.38	426.3	D	5.4 POTTER Pr
X	8.40	7.05	6.28	6.05	10.09	8.30	7.38	7.27	6.27	11.53AM	11.43	f 7.47	431.0		4.7 JACINTO
4,608 P	f 8.55	7.25	6.48	6.25	10.16	8.36	7.45	7.34	6.32	12.01PM	11.51	s 7.54	435.3	D	4.3 DIX Dx
X	9.10	7.40	7.12	6.48	10.23	8.42	7.52	7.41	6.37	12.08	11.58AM	f 8.00	439.9		4.6 OWASCO
4,600 WP	s 9.25	8.10	7.33	7.08	s 10.33	8.48	8.00	7.48	6.44	f 12.16	f 12.06PM	s 8.10	444.5	DN	6.6 KIMBALL Kb
X	9.50	8.40	8.04	7.40	10.43	8.56	8.10	7.58	6.51	12.26	12.17	s 8.20	451.1		5.5 OLIVER
4,300 WP	s 10.05	8.58	8.29	8.02	10.51	9.02	8.18	8.06	6.58	12.33	12.25	s 8.29	456.6	D	4.4 BUSHNELL Bn
X	10.20	9.15	9.00	8.20	10.59	9.08	8.26	8.13	7.04	12.40	12.32	f 8.37	461.0		5.7 SMEED
5,223 XWFTYP	s 10.50	s 9.40	s 9.40	s 8.46	s 11.11	9.16	8.38	8.25	7.11	s 12.47	f 12.40	s 8.46	466.7	DN	5.3 FINE BLUFFS Uf
X	11.10	9.58	10.08	9.20	11.20	9.24	8.48	8.35	7.19	12.59	12.52	f 8.56	472.0		5.5 TRACY
4,623XWP	s 11.30	10.20	10.30	9.50	11.30	9.32	8.59	8.46	7.26	1.09	1.02	s 9.08	477.5	D	5.5 EGBERT Gx
W 3,124 XP	s 11.55AM	10.50	11.00	10.18	11.42	9.40	9.11	8.56	7.35	1.21	1.14	s 9.21	483.2	D	5.7 BURNS Ux
W 5,520 E 4,646 WP	s 12.15PM	11.15	11.25	10.45	11.55PM	9.49	9.22	9.08	7.44	1.33	1.26	f 9.34	489.7	DN	6.5 HILLSDALE Hd
W 3,103XWP	f 12.38	11.38AM	11.55AM	11.10	12.07AM	9.58	9.34	9.19	7.53	1.44	1.39	s 9.47	495.8		6.1 DURHAM
W 3,101 E 3,610 XP	f 1.00	12.01PM	12.20PM	11.40AM	12.19	10.08	9.45	9.30	8.01	1.56	1.51	s 10.00	501.2		5.4 ARCHER Rd
WFTYOP	1.30PM	12.30PM	12.50PM	12.20PM	12.35AM	10.23PM	10.00PM	9.45PM	8.15PM	2.10PM	2.05PM	10.20AM	509.5	DN-R	8.3 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			(102.0)
	(6.00) 17.0	(7.05) 14.4	(8.10) 12.5	(8.00) 12.8	(3.05) 33.1	(2.25) 42.2	(3.00) 34.0	(2.55) 34.9	(2.17) 44.7	(2.55) 34.9	(3.00) 34.0	(3.15) 31.4		 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.

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	Time Table No. 98 May 3, 1925	
	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	STATIONS			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		DN-R CHEYENNE Cy	
WFTYOP	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	4.5		
E. B. 3,945 XP					3.05PM	1.25PM	6.55AM										514.0	1.4		
W. B. 4,617 XW	2.50	2.00	1.50				10.46	10.26	10.11	8.41		2.42	2.35	12.30	1.03	515.4	3.6			
W3,921 XIP E3,499	3.10	2.25	2.10	7.30AM			10.54	10.37	10.22	8.49	4.40PM	2.52	2.45	12.40	1.13	519.0	4.9			
W. B. 4,620 WP E. B. 3,931 X	3.30	2.58 3.05	2.35	8.05			11.02	10.49	10.34	8.57	4.50	3.05	2.58	12.52	1.23	523.9	4.7			
W4,630 XWP E4,889	4.00	3.27	3.10	8.30			11.12	11.02	10.47	9.06	5.01	3.17	3.10	1.02	1.33	528.6	3.0			
W. B. 3,105 P	4.30	3.48	3.38	8.50			11.19	11.10	10.55	9.12	5.10	3.28	3.19	1.11	1.42	531.6	4.9			
W5,192 WFYP E. 4,478 X	5.00	4.10	4.00	9.20			11.28	11.22	11.07	9.20	5.21	3.40	3.30	1.22	1.52	536.5	3.9			
3,540 P	5.31	4.40	4.25	9.55			11.37	11.30	11.15	9.27	5.31	3.48	3.38	1.32	2.03	540.4	2.6			
3,192 XWP	5.45	4.58	4.35	10.10			11.42	11.34	11.19	9.32	5.36	3.56	3.46	1.38	2.09	543.0	4.7			
4,102 P	6.06	5.15	4.50	10.30			11.50	11.42	11.27	9.40	5.45	4.05	3.56	1.46	2.18	547.7	2.0			
XIP	6.14	5.22	4.58	10.40			11.55PM	11.46	11.31	9.44	5.49	4.09	4.00	1.50	2.23	549.7	7.7			
W. B. 3,961W	6.52	6.00	5.30	11.20AM			12.09AM	11.59PM	11.44	9.58	6.00	4.25	4.18	2.06	2.35	557.4	8.8			
WFTYOP	7.35PM	7.00PM	6.15PM	12.15PM			12.25AM	12.15AM	11.59PM	10.15PM	6.15PM	4.40PM	4.35PM	2.25PM	2.50AM	566.2	DN-R LARAMIE KI			
	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				
W. B.—Westward Siding.	(5.10) 10.9	(5.30) 10.3	(4.55) 11.5	(4.45) 9.9	(0.10) 27.0	(0.10) 27.0	(0.10) 27.0	(1.50) 30.9	(2.00) 28.4	(1.50) 28.4	(1.45) 32.4	(1.35) 29.8	(2.15) 25.2	(2.15) 25.2	(2.10) 26.2	(2.00) 28.4	Time over Sub-Division			
																	Average speed per hour			

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

**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 SUB-DIVISION—Cheyenne and Laramie—EASTWARD.

Time Table No. 98 May 3, 1925	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	6 Mail	10 Passenger	103 Passenger	105 Passenger	109 Passenger	254 Time Freight	256 Time Freight	154 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
DN-R CHEYENNE Cy	488.5	5.05AM	5.50AM	6.05AM		10.25AM	12.25PM	2.30PM	9.10PM	12.30AM	11.45AM	7.40PM	9.30PM	7.50AM	6.00PM		12.30AM
4.5 CORLETT JCT.	479.0	4.53	5.40	5.54		10.16	12.16	2.16	8.59	12.19	11.34AM	7.30PM	9.20PM	7.25	5.35		12.06
1.4 CORLETT	477.6	4.51	5.38	5.52		10.14	12.14	f 2.13	8.57	f12.16				7.20	5.30		12.01AM
DN 3.6 BORIE Bo	474.0	4.44	5.30	5.44	9.15AM	10.06	12.06PM	f 2.05	8.49	12.07AM				s 6.55	s 5.05	s10.00PM	s11.40PM
4.9 OTTO	469.1	4.36	5.22	5.36	9.07	9.56	11.56AM	f 1.57	8.41	11.59PM				s 6.30	s 4.40	s 9.35	s11.20
D 4.7 GRANITE CANON Ca	464.4	4.27	5.12	5.27	8.58	9.48	11.48	f 1.47	8.33	f11.48				s 6.05	s 4.15	s 9.10	s11.00
3.0 OZONE	461.4	4.21	5.05	5.20	8.52	9.41	11.41	f 1.38	8.28	11.40				5.42	3.50	8.45	10.35
DN 4.9 BUFORD Bf	456.5	4.12	4.56	5.11	8.42	9.32	11.32	f 1.28	8.20	f11.33				s 5.11 4.56	s 3.30	s 8.20	s10.18
3.9 SHERMAN	452.6	4.05	4.48	5.03	8.34	9.25	11.25	f 1.20	8.14	11.25				4.29	3.05	7.54	9.58
2.6 DALE CREEK	550.0	4.00	4.43	4.58	8.29	9.20	11.20	f 1.14	8.10	f11.20				4.15	2.48	7.40	9.40
D 4.7 HERMOSA Hm	445.3	3.52	4.34	4.49	8.19	9.11	11.11	f 1.04	8.00	f11.10				3.52	2.22	7.20	9.20
2.0 DN HERMOSA JCT' Hj	443.3	3.48	4.30	4.45	8.14	9.07	11.07	f12.59	7.56	f11.04				3.34	2.14	7.13	9.05
2.0 HEARD	441.3	3.44	4.26	4.41	8.10	9.03	11.03	12.55	7.52	11.01				3.24	2.01	7.05	8.52
2.1 COLORES	439.2	3.41	4.21	4.36	8.07	8.59	10.59	f12.52	7.49	10.58				3.14	1.48	6.55	8.40
4.1 SATANKA	435.1	3.33	4.14	4.28	7.59	8.49	10.49	f12.44	7.40	10.50				2.58	1.26	6.38	8.20
3.8 FORELLE	431.3	3.25	4.05	4.20	7.50	8.40	11.40	f12.35	7.31	10.40				2.40	1.04	6.20	7.50
4.5 DN-R LARAMIE Ki	426.8	3.15AM	3.55AM	4.10AM	7.40AM	8.30AM	10.30AM	12.25PM	7.20PM	10.30PM				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
Time over Sub-Division.....	(1.50)	(1.55)	(1.55)	(1.35)	(1.55)	(1.55)	(2.05)	(1.50)	(2.00)	(0.11)	(0.10)	(0.10)	(5.30)	(5.25)	(4.00)	(5.10)	
Average speed per hour.....	31.0	29.6	29.6	29.8	29.6	29.6	27.2	31.0	28.4	24.7	27.0	27.0	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.

SIXTH SUBDIVISION—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	Time Table No. 98 May 3, 1925		
	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	STATIONS	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	DN-R
WFYTOP	8.00PM	7.30PM	7.20PM	12.45PM	10.20PM	6.20PM	4.50PM	4.40PM	2.30PM	2.55AM	12.30AM	12.20AM	12.05AM	566.2	LARAMIE	
4,585 WP	8.35	8.02	7.43	1.05	10.29	6.30	5.02	4.52	f 2.42	3.08	12.40	12.30	12.15	573.7	HOWELL	
W2,720 XP	8.50	8.19	7.56	1.22	10.34	6.36	5.10	5.00	f 2.49	3.14	12.45	12.36	12.21	577.9	WYOMING	
W2,449 4,600 P	9.23	8.52	8.20	1.45	10.43	6.46	5.20	5.10	s 3.03	3.26	12.54	12.46	12.31	585.3	D	BOSLER Fy
E 3,264 XW	9.45	9.14	8.35	2.05	10.50	6.53	5.29	5.19	f 3.13	3.34	1.01	12.53	12.38	590.7	COOPER LAKE	
5,183 YP	10.05	9.35	8.47	2.20	10.55	6.59	5.35	5.25	f 3.20	3.41	1.06	12.59	12.44	593.9	D	LOOKOUT Xn
4,057 P	10.20	9.55	9.03	2.45	11.01	7.06	5.45	5.35	f 3.30	3.51	1.13	1.13	12.51	599.2	HARPER	
3,940 WFYP X	s 10.40	s 10.20	s 9.25	s 3.15	11.08	7.16	f 5.55	5.45	s 3.40	s 4.02	1.22	1.27	1.00	605.3	DN	ROCK RIVER Ck
W2,983 XP	10.55	10.35	9.40	3.30	11.14	7.23	6.04	5.54	f 3.50	4.10	1.27	1.32	1.09	608.8	WILCOX	
3,674 P	11.23PM	10.55	10.10	4.02	11.23	7.33	6.16	6.06	f 4.02	4.22	1.37	1.42	1.20	616.7	RIDGE	
3,997 WYP	s 12.01AM	s 11.10	s 10.26	s 4.35	11.31	7.42	f 6.27	6.17	s 4.13	f 4.32	1.45	1.50	1.31	622.9	D	MEDICINE BOW Mb
	12.23	11.20	10.40	4.55	11.36	7.48	6.33	6.23	f 4.19	4.38	1.51	1.56	1.39	627.0	ALLEN	
4,037 P	12.45	11.43PM	10.57	5.15	11.43	7.54	6.44	6.34	f 4.28	4.46	1.58	2.04	1.48	632.4	COMO	
3,997 P	1.15	12.20AM	11.20	5.40	11.50PM	8.02	6.55	6.45	f 4.38	4.55	2.05	2.13	2.05	638.7	RAMSEY	
W3,571 WFYP E5,434 X	s 1.35	s 12.50	s 11.35PM	s 6.05	12.01AM	s 8.16	f 7.12	7.02	s 4.54	s 5.10	2.17	2.27	2.22	642.9	DN	HANNA Hn
W2,904 E4,115 XP	1.50	1.15	12.08AM	6.22	12.08	8.24	7.22	7.12	f 5.04	5.20	2.23	2.36	2.28	648.0	PERCY	
3,572 WP	2.03	1.31	12.25	6.34	12.13	8.29	7.30	7.20	f 5.10	5.27	2.28	2.44	2.34	651.6	DANA	
3,610 P	2.15	1.56	12.43	6.55	12.20	8.36	7.38	7.28	f 5.20	5.35	2.35	2.56	2.42	656.7	EDSON	
3,448 P	2.42 3.07	2.15	1.00	7.15	12.27	8.43	f 7.50	7.40	s 5.30	5.45	2.42	3.07	2.49	661.9	DN	WALCOTT Wa
3,590 XWP	3.35	2.50 3.18	1.20	7.48 8.00	12.35	8.51	8.00	7.48	s 5.40	5.55	2.50	3.18	2.57	667.6	D	FT. STEELE Fh
	3.45	3.32	1.30	8.10	12.38	8.54	8.04	7.52	5.44	5.58	2.54	3.22	3.02	669.8	VICO	
4,008 P	4.10	3.55	1.45	8.25	12.47	9.02	f 8.15	f 8.01	s 5.55	f 6.10	3.02	3.35	3.11	675.8	PAROO	
WFTYO	4.55AM	4.30AM	2.10AM	8.45PM	1.00AM	9.15PM	8.30PM	8.15PM	6.10PM	6.25AM	3.15AM	3.50AM	3.25AM	682.8	DN-R	RAWLINS Ra
	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		(116.6)	

(8.55) 13.1 (9.00) 13.0 (6.50) 17.0 (8.00) 14.5 (2.40) 43.7 (2.55) 39.9 (3.40) 31.8 (3.35) 32.5 (3.40) 31.8 (3.30) 33.3 (2.45) 42.4 (3.30) 33.3 (3.20) 35.0

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.

SIXTH SUB-DIVISION—Rawlins and Laramie—EASTWARD

Time Table No. 98
May 3, 1925

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

Distance from Ogden	FIRST CLASS									SECOND CLASS								
	8 Passenger	2 Passenger	18 Passenger	22 Passenger	20 Passenger	26 Passenger	4 Passenger	6 Mail	10 Passenger	256 Time Freight	252 Time Freight	254 Time Freight						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
426.8	3.10AM	3.50AM	4.05AM	7.35AM	8.25AM	10.25AM	12.20PM	7.15PM	10.25PM	11.59AM	6.20PM	1.50AM						
419.3	2.58	3.37	3.52	7.20	8.11	10.11	12.08	6.54	10.09	11.24	5.50	1.20						
415.1	2.52	3.30	3.45	7.14	8.05	10.05	12.01PM	6.47	10.02	11.02	5.30	1.00						
407.7	2.42	3.19	3.33	7.02	7.54	9.54	11.50AM	6.36	9.51	10.22	5.02	12.32						
402.3	2.34	3.12	3.26	6.54	7.45	9.45	11.42	6.29	9.43	9.58	4.42	12.10AM						
399.1	2.29	3.06	3.20	6.48	7.40	9.40	11.36	6.24	9.38	9.40	4.30	11.55PM						
393.8	2.18	2.56	3.08	6.39	7.29	9.29	11.28	6.16	9.30	8.58	4.05	11.25						
387.7	2.06	2.44	2.56	6.29	7.17	9.17	11.15	6.07	9.20	8.25	3.30	10.55						
384.2	1.58	2.35	2.48	6.21	7.09	9.09	11.05	5.59	9.11	8.05	3.00	10.35						
376.3	1.46	2.24	2.36	6.10	6.57	8.57	10.50	5.47	9.00	7.30	2.40	10.10						
370.1	1.35	2.13	2.26	6.01	6.46	8.46	10.37	5.36	8.49	7.08	2.15	9.48						
366.0	1.27	2.07	2.18	5.54	6.39	8.38	10.29	5.28	8.40	6.56	1.48	9.34						
360.6	1.19	1.58	2.10	5.45	6.31	8.30	10.20	5.20	8.32	6.41	1.35	9.16						
354.3	1.10	1.50	2.01	5.35	6.22	8.20	10.10	5.11	8.23	6.22	1.15	8.55						
350.1	1.04	1.44	1.54	5.28	6.16	8.14	10.02	5.04	8.15	5.50	1.00	8.25						
345.0	12.52	1.33	1.42	5.14	6.05	8.03	9.50	4.53	8.03	5.28	12.35	8.03						
341.4	12.47	1.28	1.37	5.09	6.00	7.58	9.44	4.48	7.58	5.09	12.20PM	7.40						
336.3	12.39	1.21	1.30	5.01	5.53	7.50	9.36	4.40	7.50	4.40	11.55AM	7.20						
331.1	12.32	1.13	1.22	4.53	5.46	7.43	9.26	4.33	7.43	4.22	11.30	6.55						
325.4	12.24	1.04	1.14	4.45	5.38	7.35	9.12	4.25	7.35	4.00	11.00	6.30						
323.2	12.20	1.00	1.10	4.41	5.34	7.31	9.09	4.21	7.31	3.50	10.45	6.15						
317.2	12.12	12.52	1.02	4.32	5.26	7.22	9.00	4.12	7.22	3.35	10.30	5.58						
310.2	12.01AM	12.40AM	12.50AM	4.20AM	5.15AM	7.10AM	8.50AM	4.00PM	7.10PM	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						

(116.8)

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

Length of Sid- ing in feet and location of tele- phones, signals, water, fuel and turning sta- tions.	SECOND CLASS			FIRST CLASS			Distance from O'Fallons	Time Table No. 98 May 3, 1925			Distance from Cortier	FIRST CLASS			SECOND CLASS		
	91 Mixed Lv. Daily Ex. Sunday	97 Mixed Lve Mon., Wed., Fri.	53 Passenger Leave Daily	STATIONS				54 Passenger Arrive Daily	98 Mixed Ar. Tuesday Thu., Sat.	92 Mixed Ar. Daily Ex. Sunday							
				DN	O'FALLONS	Fa						54	98	92			
617 YP		6.50AM	8.40AM	0.0	DN	O'FALLONS	Fa	195.3	8.30PM	2.25PM							
2,092		f 7.15	f 8.50	5.9		GLENBURNIE		189.4	f 8.16	f 2.00							
2,063 P		f 7.35	s 9.02	12.8		SARBEN	Ak	182.5	s 8.02	f 1.40							
2,080		f 7.55	f 9.14	19.6		NEVENS		175.7	f 7.48	f 1.20							
385		f 8.15	f 9.19	22.1		NEVENS SPUR		173.2	f 7.43	f 1.12							
366		f 8.23	f 9.24	24.7		KEYSTONE SPUR		170.6	f 7.38	f 1.05							
2,088 WP		s 8.35	s 9.30	28.0	D	KEYSTONE	Ks	167.3	s 7.31	s 12.55							
2,083		f 8.55	f 9.43	35.2		MARTIN		160.1	f 7.16	f 12.10PM							
2,073 P		f 9.15	s 9.53	40.8		LEMOYNE	My	154.5	s 7.04	f 11.50AM							
2,173		f 9.35	f 10.07	48.1		BELMAR		147.2	f 6.49	f 11.30							
2,158		f 9.50	f 10.16	52.9		RUTHTON		142.4	f 6.38	f 11.10							
440		f 10.05	f 10.23	56.6		COMICK		138.7	f 6.31	f 10.40							
2,101 WFP		s 10.29	s 10.29	58.5	D	LEWELLEN	W	136.8	s 6.26	s 10.29							
2,103		f 11.02AM	f 10.38	62.2		LUTHERVILLE		133.1	f 6.15	f 10.05							
2,121 P		s 12.20PM	s 10.55	70.1	D	OSHKOSH	Ox	125.2	s 5.58	s 9.35							
1,263		f 12.40	f 11.06	74.9		PENN		120.4	f 5.46	f 9.12							
2,097		f 1.05	f 11.19	81.0		LYTLE		114.3	f 5.33	f 8.55							
2,101 WP		s 1.35	11.29 11.49	85.7	D	LYSCO	Co	109.6	5.22 5.02	s 8.40							
2,100		f 1.55	f 11.58AM	90.6		KUHN		104.7	f 4.50	f 8.20							
2,085		f 2.10	f 12.06PM	94.6		FINLEY		100.7	f 4.40	f 8.05							
2,290 P		s 2.40	s 12.17	99.6	D	BROADWATER	Br	95.7	s 4.28	s 7.50							
544		f 2.52	f 12.25	103.6		RILEY		91.7	f 4.18	f 7.32							
2,099		f 3.10	f 12.33	107.6		KELLY		87.7	f 4.08	f 7.20							
5,912 WFTP		9.30AM	3.40PM	113.3	DR	NORTHPORT	Np	82.0	s 3.55	7.05AM	2.00PM						
I				114.7		C. B. & Q. CROSSING		80.6									
1,034 P		f 10.01	f 1.22	126.9		CHIMNEY ROCK		68.4	f 3.29		f 1.22						
2,596 W		s 10.25	s 1.31	131.4	D	MC GREW	Mc	63.9	s 3.18		s 1.05						
1,600		f 10.45	s 1.42	137.2	D	MELBETA	Mb	58.1	s 3.05		s 12.40						
825		f 11.05	f 1.52	142.6		BROCKHOFF		52.7	f 2.52		f 12.10						
3,576 WP		11.25AM 1.30PM	s 2.00	145.1	D	GERING	G	50.2	s 2.45		s 12.01PM						
1,595 FY		2.20	2.20PM	151.6	DR	HAIG	Ha	43.7	2.30PM		s 11.05AM						
1,027				153.6		SIDING NO. 1		41.7									
695				156.3		PELTON		39.0									
2,605 P		s 2.45		158.8		BAILEYVUE		36.5			f 10.25						
779		f 2.55		163.5		JOYCE		31.8			f 10.10						
2,614 WP		s 3.10		167.1	D	LYMAN	Mu	28.2			s 10.00						
2,598 P		s 3.35		173.0		HUNTLEY	Hu	22.3			s 9.30						
400				176.1		HOLLY		19.4									
457 WP		f 3.50		178.0		SIDING NO. 2		17.3			f 9.15						
2,611 P		s 4.01		180.8	D	YODER	Dr	14.5			s 9.00						
2,601 P		f 4.25		187.4	D	VETERAN	Vn	7.9			s 8.35						
704		f 4.40		191.0		HELDT		4.3			f 8.20						
3,504 WFYP		5.00PM		195.3	DR	COTTIER	C	0.0			8.00AM						
		Arr. Daily Ex. Sunday	Ar. Mon., Wed., Fri.	Arrive Daily				195.3	Leave Daily		Leave Tues. Thur., Sat.	Leave Daily Ex. Sunday					
		(7.30) 10.9	(8.50) 12.8	(5.40) 26.7					(6.00) 25.3		(7.20) 15.4	(6.00) 13.6					

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

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.
C. A. Selby	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.
E. Paxton	District Surgeon	Paxton	Sutherland to Ogallala.
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.
A. C. Colman	District Surgeon	Chappell	Julesburg to Sidney
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.	Cheyenne.
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.
H. Finch	District Surgeon	Hanna	Medicine Bow to Rawlins.
Raymond Barber	District Surgeon	Rawlins	Hanna to Rock Springs.
F. L. Krampert	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.

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	CHEYENNE TO SINDEY
		WESTWARD	EASTWARD				
C 57 — 22/30 — 187	201 to 358	2200	4500	1750	2800	4500	
MK 57 — 23 1/2/30 — 206	1900 to 1949	3200	4500	2100			4500
MK 63 — 26/28 — 214	2000 to 2294	3200	4500	2200			4500
MK 63 — 26/30 — 222	2480 to 2499	3400	4800	2300			4800
TTT 63 — 29 1/2/30 — 285	5000 to 5089	3750	5200	3400			5200
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	
T 69 — 20/28 — 143	1320 to 1329	1175	2500				
T 63 — 20/28 — 145	1360 to 1369	1360	2600				

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

CLASS
 "MC"—Mallet
 "TTT"—2-10-2 Type
 "MK"—Mikado Type
 "P"—Pacific Type

"S"—Switch
 "E"—Eight Wheeler
 "TW"—Twelve Wheeler

ALLOWANCE FOR EMPTY OR UNDERLOADED 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
North Platte	Engine Dispatcher's Office
Northport	Telegraph Office
Julesburg	Telegraph Office
Sidney	Telegraph Office
Cheyenne	Dispatcher's Office
Cheyenne	Telegraph Office
Cheyenne	Yard Office
Buford	Telegraph Office
Laramie	Telegraph Office
Laramie	Round House
Rawlins	Telegraph Office
Walcott	Telegraph Office

TIME SERVICE

W. F. Hayes, General Supervisor { Omaha, Nebr.
 of time service.

LOCATION LOCAL TIME INSPECTORS

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

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 1/2/30 — 206	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 — 166	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 — 186	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 78 — 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 1/2/30 — 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	5000

WYOMING DIVISION

SPECIAL RULES

10 (h). At night, a yellow light on a Dwarf Signal, or on a "Call-on" or "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:

- (a) In yards where switch engines are employed and at stations where switching is being done;
- (b) At meeting points, until the train to be met is clear of the main track;
- (c) When standing;
- (d) 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.	Colorado stations at which it is scheduled to stop.
15	Any station.	Colorado stations at which it is scheduled to stop.
17	Stations in Nebraska.	Green River and beyond.
18	Chappell.	Grand Island and regular stops east of Grand Island.

ADDITIONAL FLAG STOPS TO DISCHARGE REVENUE PASSENGERS.

TRAIN	STOPS	PASSENGERS FROM
2	Any station.	California.
4	Hershey.	West of O'Fallons.
8	Any station.	South of Salt Lake City.
12	Any station.	Colorado stations west of Julesburg.
16	Any station.	Colorado stations west of Julesburg.
17	Hershey.	North Platte and east of North Platte.
17	Sutherland.	North Platte and east of North Platte.
17	Paxton.	North Platte and east of North Platte.
17	Walcott.	Laramie and east of Laramie.
18	Any station.	North of Granger.
19	Rock River.	Denver, Cheyenne, or east of these points.
19	Medicine Bow.	Denver, Cheyenne, or east of these points.
19	Hanna.	Denver, Cheyenne, or east of these points.
19	Walcott.	Denver, Cheyenne, or east of these points.
20	Stations east of Cheyenne.	Ogden and beyond.
21	Rock River.	Colorado.
21	Medicine Bow.	Colorado.
21	Walcott.	Colorado.
26	Walcott.	Evanston and west of Evanston.
26	Hanna.	Evanston and west of Evanston.
26	Medicine Bow.	Evanston and west of Evanston.
26	Any station east of Cheyenne.	Ogden and beyond.

Note.—No. 19 will stop at Roscoe, Brule and Chappell to discharge films or parcel post packages when so requested by postal clerk in charge.

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

North Platte	Sidney	Laramie	Northport
O'Fallons	Pine Bluffs	Hanna	Gering
Ogallala	Cheyenne	Rawlins	Haig
Julesburg	Buford		

98 (R). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, Or, Junction With	Trains Which Have Precedence	How Governed
Colorado Junction. (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.
Hermosa Junction. (M.P. 549.7)	Old line and new line cross-over.		Interlocking Plant.
Laramie.	Old line and new line cross-over.		Passenger trains in either direction must not occupy the cross-over unless the signals governing the movement are at proceed position.
Northport. (M.P. 113.3)	C. B. & Q.	C. B. & Q.	Interlocking plant.

98 (S). 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."

99 (G). 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.

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.

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 through hopper tracks at coal chutes, and air must be working on all cars before starting to put up coal.

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

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frts.	
East of Cheyenne.	60	..	With Pacific type engines.
West of Cheyenne.	50	..	With Mountain type (7000 class) or Pacific type engines.
At any point.	45	..	With Mikado or freight engines.
At any point.	30	30	With 5000 class engines.
At any point.	..	35	Including light engines with or without cabooses.
At any point.	20	20	Engines backing up with or without cars.
At any point.	30	30	Passing coaling stations.
At any point.	6	6	Mallet and Mikado type 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.
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	
Hermosa Tunnel.	15	15	While passing through.
Hermosa Jet. to M.P. 554½.	40	25	Westward.
Hermosa Jct. switch.	10	10	
Hermosa Passing Track.	6	6	
Red Buttes.	4	4	On spur track to plaster mills.
Fort Steele.	6	6	On passing track.
Fort Steele.	5	5	In tie yard.
Fort Steele.	..	20	From west switch until engine is over Platte River Bridge.
Sixth Subdivision.	25	25	With Mallet engines.
Sixth Subdivision.	20	20	Through snow sheds.
First curve east of Ridge.	20	20	Westward.
North Platte Branch.	35	25	

WYOMING DIVISION

SPECIAL RULES

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 passing track 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.

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

720 (R). 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 with trip passes so endorsed, between stations at which the train stops.

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 has been opened to clear a public crossing a trainman must act as crossing watchman when a train or engine is passing on a siding or main track.

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

824 (R). In addition to making inspection of train as often as possible 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;
Potter	—Westward;
Dix	—Eastward;
Pine Bluffs	—Eastward and westward;
Hillsdale	—Eastward;
Borie	—Eastward—remain standing 5 minutes;
Otto	—Eastward—remain standing 5 minutes;
Granite Canon	—Eastward—remain standing 5 minutes;
Ozone	—Eastward gravel trains;
Buford	—Eastward—remain standing 5 minutes;
Hermosa Jct.	—Westward gravel trains—remain standing 5 minutes—turn up retainers;
M.P. 554.8	—Westward—remain standing 5 minutes;
Rock River	—Eastward and westward;
Hanna	—Eastward and westward.

824 (S). On passenger trains, air test as required by Air Brake Rule 1016 must be made at the following points:

Buford	—Eastward;
Sherman	—Westward.

On freight trains, air test as required by Air Brake Rule 1017 must be made at the following points:

Buford	—Eastward;
Hermosa Jct.	—Westward.

824 (T). 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 Jct. to M.P. 554.8—on all westward gravel trains.

847 (A). Trainmen on passenger trains entering terminals where engine will be detached, will open steam heat valve at rear of train, and give signal as per Rule 16(j) to engineman who will immediately shut off steam. The valve will be left open until closed by car inspector.

865 (A). Cars placarded "Explosives" must not be placed next to tank cars, wooden underframe cars, flat or gondola cars, nor next to cars loaded with pipe, lumber, iron, steel, or similar articles liable to break through end of the placarded car, nor next to cars containing lighted heaters, stoves, or lanterns. In through trains they must be placed near the middle of train at least 15 cars from the engine and at least 10 cars from the caboose if the length of the train will permit. In local trains in order to avoid unnecessary switching at stations, they may be placed not less than one car length from engine or caboose, but must not be placed next to cars placarded "Acid" or "Inflammable" in any train.

Tank cars placarded "Inflammable" when possible, must not be placed next to gondola or flat cars which are loaded with lumber, rails, pipe, or anything which is liable to shift.

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.

On account of danger of fire from sparks and other causes, cars loaded with commodities shown in list following, must be placed at least 10 cars behind the engine:

Alfalfa Meal	Oil	Sewing Machines	Silk
Pianos	Emigrant Movables	Paint	Wagons
Hay and Straw	Furniture	Wool	Oakum
Vehicles	Hemp, Jute and	Automobiles	Cotton
Varnish	Sisal Fibre	Rubber	Turpentine

865 (R). Wooden underframe cars must be handled on rear of train. Emigrant movables, cars equipped with emergency couplers and emergency drawbars, and cars tagged with Form 4725, "Handle only on rear of train" must be handled in rear of train ahead of caboose. When outfit cars and cars equipped with emergency drawbars are handled in the same train, the latter will be handled next to caboose.

Live stock must be handled on 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.

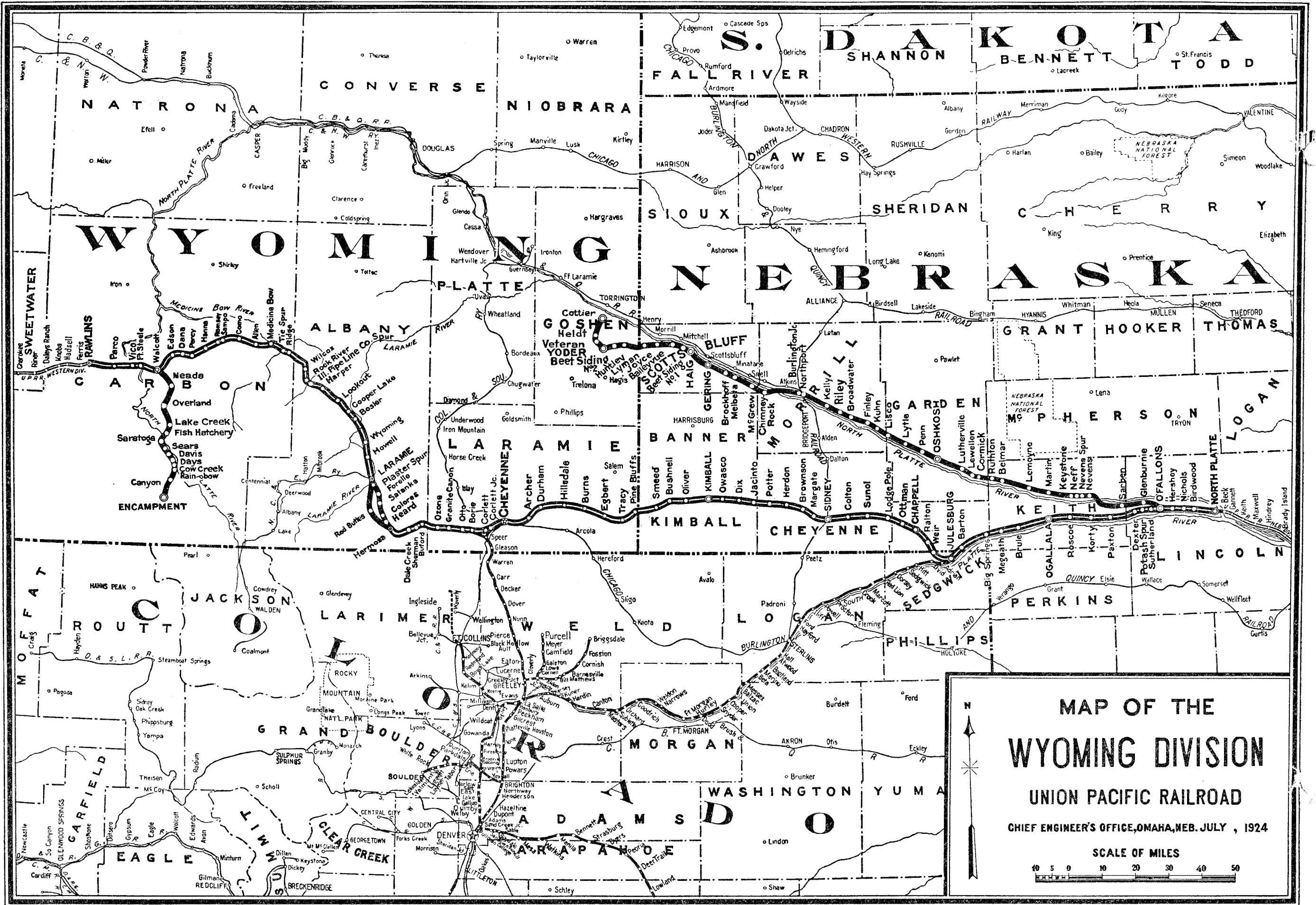
Cars with drawbars out, not containing perishable freight or livestock, must not be handled in revenue trains, but must be set out at first side track, except where a car has drawbar out of one end and can be handled in rear of train by good drawbar on other end, it may be taken to nearest repair point.

877 (A). Engine men must not go outside of cab or gangway or on the step to inspect any part of an engine while it is moving. When such inspection is necessary, the engine must be stopped.

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.

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.



S. D. A. K. O. T. A.
 SHANNON BENNETT TODD

CONVERSE NIOBRARA

NATRONA

WYOMING

SIoux SHERIDAN CHERRY

NEBRASKA

GRANT HOOKER THOMAS

MCPHERSON LOGAN

LARAMIE BANNER MORRILL

KIMBALL CHEYENNE

KEITH LINCOLN

LARIMER WELLD

PERKINS PHILLIPS

GRANDBOULDER MORGAN

WASHINGTON YUMA

ADAMS

ARRAPAHOE

EAGLE

CLEAR CREEK

GOLDEN

DENVER

WASHINGTON

YUMA

ADAMS

ARRAPAHOE

WASHINGTON

YUMA

ADAMS

ARRAPAHOE

WASHINGTON