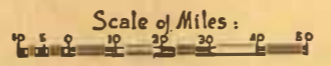


EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE

No. 7

Effective Sunday,
April 30, 1950
 at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (11, 3, 15, 8, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111) and rows for time-table details including passenger counts, distances, and arrival/departure times.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 86, 16) and rows for time-table details including passenger counts, distances, and arrival/departure times.

H. E. SHUMWAY General Manager

A. D. HANSON Genl. Supt. Transportation

V. W. SMITH General Superintendent

- List of staff members including E. H. BAILEY, C. J. COLOMBO, F. E. TERWILLEGER, C. T. ALFORD, C. E. BRETERNITZ, E. F. BOYLE, G. E. O'HARA, C. B. LISHNER, O. A. DURRANT, J. C. JOCHIM, J. J. DALY, H. T. SNYDER, D. P. CLIFFORD, R. M. WARNER, E. J. MOORE, G. L. LIEBAU, M. N. ANDERSON, E. J. LENHART, T. A. KELLEHER, H. C. LUSTY, T. L. PIDCOCK, G. M. PICKERING.

- Staff for subdivisions: C. A. VICK ROY, E. E. CRUTCHFIELD, S. G. TWEDT, J. M. KELLEY, C. E. WHITE, R. W. HAYES, W. S. WHITTAKER, B. FOSTER, L. G. MALZAHN. Includes Mileage table: Main Line 595.06, Branches 216.81, Total 811.87.

ON THE SECOND THIRD AND FOURTH SUBDIVISIONS:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for WESTWARD and EASTWARD, listing Train, At, Discharge Passengers From, and Pick Up Passengers Destined To.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 26.	Time-Table No. 7						Distance from Denver	
	April 30, 1950							
	377	96	370	250	26	92		
	Time Freight	C.R.I.&P. Freight	Mixed	Time Freight	C.R.I.&P. Mixed	C.R.I.&P. Freight		
	Daily	Daily	Daily	Daily	Daily	Daily		
YIP			8.30PM	6.50PM		11.00AM	3.50AM	0.0
ZP	9.00PM	8.45	7.03	6.00PM	11.08	3.55		0.6
WCOTYZP	9.06	A 8.48PM	A 7.30PM	6.03	A 11.12AM	A 4.00AM		1.7
IP	9.09			6.10				2.2
95 P	9.15			6.17				4.9
67 P	9.20			6.23				5.0
82 P	9.25			6.27				8.1
91 WYZP	9.35 ⁴⁵			6.34				11.8
94 P	9.45			6.43				14.1
53 P	9.51			6.49				19.1
96 P	9.58			7.01 ¹⁰				25.8
119 P	10.07			7.10				80.1
182 WCTYP	10.25		A 7.20PM					84.8
60 P	10.31							40.0
247 WYZP	10.38							46.1
YP								48.2
81 P	10.45							51.7
80 P	10.52							54.0
I								55.8
65 P	10.58							59.2
64 WYP	11.05							59.8
62 P	11.12							63.0
98 P	11.20							66.8
61 P	11.28							71.9
94 WCYP	11.40							77.0
97 P	11.48							81.9
62 P	11.55PM							86.0
95 45 WYP	12.01AM							88.0
72 IP								90.4
P	12.06							94.4
IP	12.11							97.8
WCOTYZP	A12.30AM							103.1
								101.5
								104.7
								106.0

(3.30) 29.9 (0.18) 7.3 (0.40) 3.3 (1.20) 34.6 (0.12) 11.0 (0.10) 13.2

..... Thru Time.....
..... Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 16, 38, 52, 86, 9, 15, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
For stations not shown on schedule pages—See page 26.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 26.	Time-Table No. 7										Distance from Denver
	April 30, 1950										
	10	57	16	37	86	112	8	38	9		
	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	8.00PM	7.30PM	5.40PM	5.30PM	5.15PM	4.30PM	1.00PM	8.50AM	7.45AM	0.0	
	8.04	7.35	5.44	5.34	5.20	4.34	1.04	8.54	7.48	0.6	
	A8.05PM	7.37	5.45	5.36	5.21	4.35	A1.05PM	A8.55AM	7.49	1.7	
		7.42	5.49	5.39	5.25	4.39			7.53	2.2	
		7.47	5.52	5.43	5.28	4.42			7.57	4.9	
	f 7.50	5.55	5.47	5.31	5.16	4.44			8.00	5.0	
	f 7.53	5.58	5.49	5.34	5.19	4.46			8.03 ¹¹	8.1	
	s 7.59	6.04	5.54	5.39	5.24	4.51			8.09	11.8	
	f 8.07	6.11	6.01	5.45	5.30	4.57			8.15	14.1	
	f 8.12	6.15	6.04	5.49	5.34	4.51			8.19	19.1	
	f 8.17	6.19	6.08	5.53	5.38	4.51			8.23	25.8	
	f 8.22	6.24	6.13	5.58	5.43	4.51			8.28 ¹⁵	80.1	
	s 8.30	A 6.30PM	s 6.19	A 6.05PM	A 5.15PM			s 8.34	46.1		
	f 8.34			6.22				8.37	48.2		
	s 8.46 ³³⁴			s 6.28				s 8.45	51.7		
									54.0		
	f 8.53			6.37 ¹⁰				8.51	55.8		
	f 8.59			6.40				8.55	59.2		
									59.8		
	f 9.04			6.44				9.00	63.0		
	f 9.09			6.48				9.04	66.8		
	f 9.15			6.53				9.09	71.9		
	f 9.21			6.59				9.14	77.0		
	9.27			7.04				9.19	81.9		
	f 9.33			7.12				9.24	86.0		
									88.0		
				9.38				9.29 ⁵²	90.4		
	f 9.43			7.26 ³³⁴				9.34	94.4		
	f 9.48			7.31				9.39	97.8		
									103.1		
									101.5		
									104.7		
									106.0		

(0.05) 28.4 (2.25) 41.4 (0.50) 55.3 (0.10) 47.8 (0.50) 55.3 (0.45) 61.4 (0.05) 28.4 (0.05) 28.4 (2.15) 47.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 37, 57, and 85, and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages—See page 26.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1960

FIRST CLASS

Mile Post	9 Passenger	85 Passenger	38 Passenger	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	15 Passenger	52 Passenger	37 Passenger	10 Passenger
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STATIONS

STATIONS	Mile Post	9	85	38	7	111	15	52	37	10
DN-R DENVER YL UD	0.0	A 7.25AM	A 7.30AM	A 8.00AM	A 8.25AM	A 8.30AM	A 9.30AM	A 11.30AM	A 3.30PM	A 7.45PM
23RD STREET YL	0.6	7.21		7.35		8.21	9.18			
DN-R 36TH ST. YL RA	1.7	7.19	7.21	7.27	8.17	8.18	9.15	11.24	3.04	7.35
PULLMAN YL	2.2	7.18AM	7.20	7.26	8.16AM	8.17	9.14	11.22	3.03PM	7.34
C. B. & Q. CROSSING	4.9									
DN SAND CREEK JCT. YL SK	5.0		7.08	7.22		8.13	9.09	11.18		7.29
DUPONT	8.1		7.03	7.18		8.09	9.04	11.13		7.25
HAZELTINE	11.3		6.59	7.14		8.06	9.00	f 11.09		7.22
HENDERSON	14.1		6.56	7.11		8.03	8.57	f 11.05		7.20
DN BRIGHTON YL BI	19.1		6.50	7.06		7.59	f 8.51	s 10.59		7.15
D LUPTON UP	25.8		6.43	6.58		7.53	8.43	s 10.52		7.09
IONE	30.1		6.38	6.54		7.49	8.39	f 10.46		7.05
D PLATTEVILLE PA	34.8		6.33	6.50		7.45	8.34	f 10.40		7.01 ^{25h}
D GLOREST GI	40.0		6.28	6.45		7.40	8.28	f 10.33		6.56
DN-R LA SALLE YL SA	46.1		6.20AM	6.37		7.32AM	8.18AM	s 10.25		6.50
EVANS	48.2			6.34				f 10.20		6.47
DN GREELEY YL HG	51.7			6.29				s 10.15		s 6.41
GREELEY JCT.	54.0									
D LUOERNE O	55.8			6.22				f 10.07		6.37 ³⁷
DN EATON YL UR	59.2			6.18				s 10.02		6.33
G. W. CROSSING	59.8									
D AULT A	63.0			6.14				s 9.57		6.29
D PIEROE RI	66.8			6.10				f 9.53		6.26
D NUNN NU	71.0			6.06				f 9.48		6.21
DOVER	77.0			6.02				f 9.43		6.16
DEOKER	81.9			5.58				f 9.38		6.11
DN OARR OR	86.0			5.54				s 9.34		6.07
WARREN	90.4			5.49				9.29 ⁹		6.02
GLEASON	94.4			5.45				9.21		5.58
D SPEER YL S	97.8			5.41				f 9.16		5.54
DN BORIE YL BO	103.1			5.35AM						
CORLETT JCT.	101.5							9.09		5.47
DN TOWER A YL AY	104.7							9.04		5.43
DN-R CHEYENNE YL N-OY	106.0							9.00AM		5.40PM

BLOCK SIGNALS

Thru Time.....	(0.07)	(1.10)	(2.25)	(0.09)	(0.58)	(1.12)	(2.30)	(0.27)	(2.05)
Average speed per hour.....	18.0	30.6	42.7	14.7	47.7	38.4	42.4	4.9	50.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 37, 57, and 85 and not less than fifteen minutes by second-class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 26.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

SECOND CLASS

Mile Post	97 C.R.I.&P. Freight	91 C.R.I.&P. Freight	369 Mixed	25 C.R.I.&P. Mixed	455 Time Freight	334 Mixed
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STATIONS

STATIONS	Mile Post	97	91	369	25	455	334	Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.
DN-R DENVER YL UD	0.0	A 6.30AM	A 11.59AM	A 11.45AM	A 6.30PM		A 11.50PM	YIP
23RD STREET YL	0.6		11.10 ³⁶⁹	11.10 ⁹¹				
DN-R 36TH ST. YL RA	1.7	5.40	11.05	11.08	6.18	A 10.15PM	11.28	ZP
PULLMAN YL	2.2	5.30AM	11.00AM	11.05AM	6.12PM	10.07	11.25	WCOTYZP
C. B. & Q. CROSSING	4.9							
DN SAND CREEK JCT. YL SK	5.0					9.59	11.20PM	IP
DUPONT	8.1					9.52		95 P
HAZELTINE	11.8					9.47		57 P
HENDERSON	14.1					9.42		52 P
DN BRIGHTON YL BI	19.1					9.35 ³⁷⁷		91 WYZP
D LUPTON UP	25.8					9.25		94 P
IONE	30.1					9.18		63 P
D PLATTEVILLE PA	34.8					9.10		95 P
D GLOREST GI	40.0					9.01		110 P
DN-R LA SALLE YL SA	46.1					8.50PM	A 9.05PM	192 WCTYP
EVANS	48.2						8.58	60 P
DN GREELEY YL HG	51.7						s 8.46 ⁵⁷	247 WYZP
GREELEY JCT.	54.0							YP
D LUOERNE O	55.8						8.38	81 P
DN EATON YL UR	59.2						s 8.32	80 P
G. W. CROSSING	59.8							I
D AULT A	63.0						s 8.25	65 P
D PIEROE RI	66.8						8.18	84 WYP
D NUNN NU	71.0						8.10	52 P
DOVER	77.0						8.02	96 P
DEOKER	81.9						7.54	61 P
DN OARR OR	86.0						s 7.47	94 WCYP
WARREN	90.4						7.41	97 P
GLEASON	94.4						f 7.26 ³⁷	52 F
D SPEER YL S	97.8						f 7.19	98 45 WYP
DN BORIE YL BO	103.1							72 IP
CORLETT JCT.	101.5						7.10	P
DN TOWER A YL AY	104.7						7.05	IP
DN-R CHEYENNE YL N-OY	106.0						7.00PM	WCOTYZP

BLOCK SIGNALS

Thru Time.....	(1.00)	(0.50)	(0.40)	(0.18)	(1.25)	(4.50)
Average speed per hour.....	2.2	2.2	3.3	7.3	32.5	22.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 37, 57, and 85 and not less than fifteen minutes by second-class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 26.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of sidings, etc. See Rule 6 (A), page 28.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 7	
	37	5	23	27	3	103	101	105	1		April 30, 1950	
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
WCOTY PZ X		6.50PM	6.35PM	2.30PM	10.25AM	9.35AM	9.20AM	9.02AM	6.10AM	509.5	DN-R CHEYENNE YL N	OY
IP		6.53	6.38	2.33	10.28	9.38	9.23	9.05	6.13	510.8	DN TOWER A YL AY	N
P										514.0	CORLETT JUNCTION	
W808 XP		7.00	6.43	2.39	10.34	9.42	9.27	9.09	6.19	514.9	CORLETT	
W810 XIP	7.40PM	7.06	6.49	2.45	10.41	9.49	9.34	9.15	6.25	519.0	DN BORIE BO	BO
W803 XWP		7.14	6.57	2.52	10.49	9.57	9.42	9.24	6.32	524.0	OTTO	
W8137 XWP	7.58	7.22	7.05	3.00	10.57	10.05	9.50	9.32	6.40	528.6	DN GRANITE CANON YLOA	YLOA
W8106 WYP	8.13	7.35	7.17	3.12	11.10	10.17	10.02	9.44	6.52	586.5	BUFORD YL	
ES 90 X	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.49	6.59	540.4	DN SHERMAN S	S
C895 XYP	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.52	7.02	543.0	DALE CREEK	
ES 63 WXP	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.59	7.09	548.4	DN HERMOSA HM	HM
C882 XP	8.44	8.05	7.43	3.38	11.36	10.41	10.26	10.08	7.18	557.0	RED BUTTES	
W8133 WP												
ES 70 P												
ES 110 WP	These Stations are not on Westward Track											
ES 70 P												
ES 60 P												
WCOTY PZ X	9.00PM	8.20PM	7.57PM	3.52PM	11.50AM	10.54AM	10.39AM	10.21AM	7.32AM	566.8	DN-R LARAMIE YL K-KI	K-KI

(1.20)	(1.30)	(1.22)	(1.22)	(1.25)	(1.19)	(1.19)	(1.19)	(1.22)	..... Thru Time		
35.5	37.0	41.6	41.6	40.1	43.1	43.1	43.1	41.6	..... Average speed per hour		

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard. On single track, westward trains are superior to trains of the same class in the opposite direction.--See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.--See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers--See Page 3.

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 7	April 30, 1950	STATIONS	Mile Post	FIRST CLASS								
				38	6	24	28	4	2	104	102	106
				Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
DN-R CHEYENNE YL N			509.5		A 7.35AM	A 8.15AM	A 5.00PM	A 5.15PM	A 5.45PM	A 6.20PM	A 6.30PM	A 6.40PM
DN TOWER A YL AY			510.8		7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36
CORLETT JUNCTION			514.0									
CORLETT			514.9		7.21	7.59	4.48	5.03	5.33	6.11	6.21	6.31
DN BORIE BO			519.0	A 5.35AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27
OTTO			524.0	5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22
DN GRANITE CANON YLOA			528.6	5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17
BUFORD YL			586.5	5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06
DN SHERMAN S			540.4	5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01
DALE CREEK			543.0	5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58
DN HERMOSA HM			548.4	4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51
RED BUTTES					This Station is not on Eastward Track							
HEARD			551.7	4.48	6.28	7.02	4.02	4.17	4.47	5.28	5.38	5.48
COLORES			554.2	4.45	6.25	6.57	3.59	4.14	4.44	5.25	5.35	5.45
SATANKA			557.8	4.40	6.20	6.50	3.54	4.09	4.39	5.21	5.31	5.41
FORELLE			562.0	4.34	6.14	6.44	3.48	4.03	4.33	5.16	5.26	5.36
DN-R LARAMIE YL K-KI			566.8	4.25AM	6.05AM	6.35AM	3.40PM	3.55PM	4.25PM	5.10PM	5.20PM	5.30PM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.10)	(1.30)	(1.40)	(1.20)	(1.20)	(1.20)	(1.10)	(1.10)	(1.10)
Average speed per hour.....	40.5	37.9	34.1	42.6	42.6	42.6	48.7	48.7	48.7

Eastward trains must keep to the left between cross-over east end Laramie yard and Mile Post 549.7. On single track, westward trains are superior to trains of the same class in the opposite direction.--See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.--See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers--See Page 3.

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Blinders, etc. (See Rule 6 (A), Page 26.)	FIRST CLASS									Distance from Council Bluffs
	37	5	23	27	3	103	101	105	1	
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
WOOTYPZ										566.0
CS 92 XP	9.10PM	8.30PM	8.05PM	4.00PM	11.59AM	10.55AM	10.40AM	10.22AM	7.40AM	574.1
WB 53 XP	9.24	8.44	8.19	4.13	12.12	11.07	10.52	10.32	7.53	577.7
WB 47 XP	9.32	8.52	f 8.28	4.20	12.19	11.13	10.58	10.38	8.00	585.8
ES 64 XP	9.37	8.57	8.34	4.25	12.24	11.17	11.01	10.42	8.05	590.6
CS 105 XP	9.41	9.02	f 8.39	4.29	12.28	11.20	11.05	10.45	8.09	598.9
CS 81 XP	9.46	9.08	f 8.45	4.34	12.33	11.24	11.09	10.49	8.14	598.9
CS 125 WCY	9.53	9.16	f 8.53	4.40	12.39	11.30	11.15	10.55	8.20	605.8
WB 58 XP	9.58	9.21	8.59	4.44	12.43	11.33	11.18	10.58	8.24	609.0
ES 120 XP	10.06	9.29	9.07	4.52	12.51	11.40	11.25	11.05	8.32	616.8
CS 128 XYP	10.13	9.37	f 9.16	4.58	12.58	11.46	11.31	11.11	8.38	622.9
CS 81 XP	10.26	9.50	9.28	5.08	1.08	11.53	11.38	11.18	8.48	622.6
CS 80 XP	10.34	9.58	9.35	5.15	1.16	11.59AM	11.44	11.24	8.55	628.7
WB 118 WCY	f 10.42	10.07	f 9.45	5.21	1.22	12.03PM	11.48	11.28	9.01	643.1
ES 150 YPX	10.51	10.16	9.53	5.27	1.29	12.09	11.54	11.34	9.07	648.4
WB 58 XP	10.55	10.20	9.57	5.31	1.33	12.13	11.58AM	11.37	9.11	651.8
CS 71 XP	11.01	10.26	10.03	5.36	1.38	12.17	12.02PM	11.41	9.16	657.0
CS 131 XP	11.07	10.32	f 10.10	5.41	1.43	12.22	12.07	11.46	9.21	661.9
CS 68 XP	11.13	10.38	10.17	5.47	1.49	12.27	12.12	11.55	9.27	667.6
CS 80 XP	11.23	10.48	f 10.27	5.56	1.57	12.35	12.20	11.58AM	9.36	676.8
CS 123 XP	11.35	11.00	10.40	6.10	2.10	12.44	12.29	12.06PM	9.50	682.8
WCOTYZXP	f 11.45	f 11.10	f 10.50	6.15	2.20	12.45	12.30	12.07PM	9.55	682.8
WB 71 XP	11.53	11.16	10.56	6.23	2.26	12.49	12.34	12.11	10.03	688.0
CS 117 XP	11.58PM	11.21	11.01	6.28	2.31	12.52	12.37	12.14	10.08	689.8
ES 81 XP	12.02AM	11.25	11.05	6.32	2.35	12.55	12.40	12.17	10.12	693.0
WB 65 XP	12.06	11.29	11.09	6.36	2.39	12.58	12.43	12.20	10.16	697.0
WB 70 XWP	12.09	11.33	11.14	6.39	2.42	1.01	12.46	12.23	10.19	700.0
ES 126 XP	12.13	11.38	11.19	6.43	2.46	1.05	12.50	12.27	10.23	705.8
CS 81 XP	12.21	11.47	11.28	6.52	2.54	1.12	12.57	12.34	10.32	712.0
CS 81 XP	12.25	11.51	11.32	6.56	2.59	1.15	1.00	12.37	10.36	716.0
WB 124 WCY	12.34	11.59PM	f 11.42	7.05	3.07	1.22	1.07	12.44	10.45	724.2
ES 106 YXP	12.39	12.04AM	11.48	7.10	3.12	1.26	1.11	12.48	10.50	729.1
WB 121 XP	12.43	12.08	11.52PM	7.14	3.16	1.29	1.14	12.51	10.54	732.7
CS 71 XP	12.52	12.17	f 12.02AM	7.23	3.24	1.36	1.21	12.58	11.03	740.0
WB 104 XP	12.56	12.21	12.06	7.27	3.27	1.39	1.24	1.01	11.07	743.4
WB 125 ES 106 P	12.59	12.25	12.10	7.30	3.30	1.43	1.27	1.04	11.10	746.7
WB 60 ES 71 P	1.03	12.29	12.15	7.34	3.34	1.46	1.31	1.08	11.14	751.7
WB 125 WCY	1.08	12.35	f 12.22	7.39	3.39	1.50	1.35	1.12	11.19	756.7
ES 169 YXP	1.18	12.45	12.32	7.49	3.48	1.58	1.43	1.21	11.29	765.9
CS 122 XP	1.24	12.51	12.38	7.55	3.53	2.02	1.47	1.26	11.35	771.2
WB 70 XP	1.30	12.57	f 12.45	8.01	3.59	2.08	1.53	1.32	11.41	777.1
WB 115 WCY	1.36	1.05	12.53	8.07	4.06	2.15	2.00	1.39	11.47	784.1
CS 132 XP	1.41	1.10	12.58	8.12	4.11	2.19	2.04	1.43	11.52	788.6
CS 130 XP	1.48	1.17	1.07	8.19	4.18	2.25	2.10	1.49	11.59AM	795.7
WB 74 WCY	s 2.05	s 1.40	s 1.25	8.32	s 4.38	2.36	2.20	2.00	12.12PM	802.1
ES 97 TZX	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0
CS 135 XP	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0
WOOTYPZ	A 2.30AM	A 2.05AM	A 1.50AM	A 9.00PM	A 5.00PM	A 2.55PM	A 2.40PM	A 2.20PM	A 12.40PM	817.0

(5.20)	(5.35)	(5.45)	(5.00)	(5.01)	(4.00)	(4.00)	(3.58)	(5.00)	.....	Thru Time
47.1	45.0	43.0	50.2	60.0	62.8	62.8	63.3	50.2	.....	Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 7 April 30, 1950	Mile Post	FIRST CLASS									
		24	6	28	4	2	104	102	106	38	
		Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
DN-R LARAMIE YL KI-K	566.0	A 6.25AM	A 5.55AM	A 3.30PM	A 3.45PM	A 4.15PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.15AM	
HOWELL	574.1	6.10	5.42	3.20	3.35	4.05	4.59	5.09	5.20	4.04	
WYOMING	577.7	6.06	5.39	3.17	3.32	4.02	4.56	5.06	5.17	4.01	
D BOSLER FY	585.8	f 5.57	5.31	3.09	3.24	3.54	4.48	4.58	5.10	3.53	
COOPER LAKE	590.6	5.47	5.25	3.04	3.19	3.49	4.44	4.54	5.06	3.48	
LOOKOUT	593.9	f 5.42	5.22	3.01	3.16	3.46	4.41	4.51	5.03	3.45	
HARPER	598.9	5.33	5.16	2.56	3.11	3.41	4.36	4.46	4.58	3.40	
DN ROCK RIVER OK	605.8	f 5.24	5.07	2.48	3.03	3.33	4.29	4.39	4.52	3.31	
WILCOX	609.0	5.16	5.02	2.43	2.58	3.28	4.25	4.35	4.49	3.26	
RIDGE	616.8	5.06	4.53	2.34	2.49	3.19	4.18	4.28	4.42	3.17	
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.27	2.42	3.12	4.12	4.22	4.36	3.10	
OOMO	632.6	4.42	4.34	2.16	2.31	3.01	4.03	4.13	4.27	2.59	
RAMSEY	638.7	4.35	4.28	2.10	2.25	2.55	3.57	4.07	4.21	2.53	
DN HANNA YL HN	643.1	s 4.29	4.22	2.04	2.19	2.49	3.52	4.02	4.16	2.47	
PEROY	648.4	4.19	4.14	1.57	2.11	2.42	3.47	3.57	4.11	2.39	
DANA	661.8	4.14	4.09	1.54	2.09	2.38	3.44	3.54	4.08	2.35	
EDSON	667.0	4.08	4.03	1.49	2.04	2.33	3.39	3.49	4.03	2.30	
D WALCOIT WA	669.9	f 3.57	3.57	1.44	1.59	2.27	3.34	3.44	3.59	2.24	
FORT STEELE	667.6	f 3.47	3.51	1.38	1.53	2.21	3.28	3.38	3.54	2.18	
D SINOLAIR GV	676.3	f 3.35	3.43	1.30	1.45	2.13	3.21	3.31	3.47	2.09	
DN R RAWLINS YL RS	682.8	3.25	3.25	1.20	1.35	2.05	3.15	3.25	3.40	2.02	
FERRIS	688.0	3.15	3.15	1.10	1.25	1.55	3.14	3.24	3.39	1.55	
HADSELL	689.8	3.05	3.18	1.04	1.19	1.48	3.07	3.17	3.32	1.48	
KNOBS	698.0	3.00	3.14	1.00	1.15	1.44	3.03	3.13	3.28	1.44	
DALEY'S RANOH	697.0	2.55	3.09	12.56	1.11	1.39	3.00	3.10	3.25	1.41	
RINER	700.7	f 2.51	3.05	12.52	1.07	1.35	2.57	3.07	3.22	1.37	
CHEROKEE	700.7	f 2.46	3.02	12.49	1.04	1.32	2.54	3.04	3.19	1.34	
ORESTON	705.8	2.40	2.57	12.45	1.00	1.27	2.49	2.59	3.14	1.29	
LATHAM	712.0	f 2.33	2.50	12.38	12.53	1.20	2.43	2.53	3.08	1.23	
DN WAMSUTTER WM	716.0	2.28	2.45	12.33	12.48	1.15	2.38	2.48	3.03	1.18	
FREWEN	724.2	f 2.18	2.36	12.24	12.39	1.06	2.30	2.40	2.55	1.09	
RED DESERT	729.1	2.11	2.31	12.19	12.34	1.01	2.26	2.36	2.51	1.04	
TIPTON	732.7	2.07	2.28	12.16	12.31	12.58	2.23	2.33	2.48	1.01	
ROBINSON	740.0	f 1.58	2.20	12.08	12.23	12.50	2.16	2.26	2.41	12.53	
TABLE ROOK	743.4	1.53	2.16	12.04	12.19	12.46	2.13	2.23	2.38	12.48	
MONELL	746.7	1.49	2.13	12.01PM	12.16	12.43	2.10	2.20	2.35	12.46	
DN BITTER CREEK YL BK	751.7	1.44	2.08	11.56AM	12.11	12.38	2.05	2.15	2.30	12.41	
BLAOK BUTTES	756.7	f 1.37	2.02	11.50	12.05PM	12.32	2.01	2.11	2.26	12.36	
HALLVILLE	765.9	1.27	1.52	11.41	11.56AM	12.23	1.53	2.03	2.18	12.27	
D POINT OF ROCKS RO	771.2	1.22	1.46	11.36	11.51	12.18	1.48	1.58	2.13	12.22	
THAYER JUNCTION	777.1	f 1.14	1.40	11.30	11.45	12.12	1.42	1.52	2.07	12.16	
SALT WELLS	784.1	1.05	1.32	11.22	11.37	12.04PM	1.34	1.44	1.59	12.08	
BAXTER	788.6	1.00	1.28	11.18	11.33	11.59AM	1.30	1.40	1.55	12.04AM	
DN ROCK SPRINGS YL SG	795.7	12.53	1.20	11.11	11.26	11.52	1.24	1.34	1.49	11.57PM	
KANDA	802.1	s 12.40	s 1.06	11.01	s 11.16	11.42	1.17	1.27	1.42	s 11.45	
DN-R GREEN RIVER YL GR	809.0	12.26	12.56	10.51	11.06	11.31	1.10	1.20	1.35	11.36	
	817.0	12.15AM	12.45AM	10.40AM	10.55AM	11.20AM	1.00PM	1.10PM	1.25PM	11.25PM	

(6.10)	(5.10)	(4.50)	(4.50)	(4.55)	(4.00)	(4.00)	(4.04)	(4.50)	Thru Time
40.9	48.6	51.9	51.9	51.1	60.5	60.5	61.7	51.9</	

WESTWARD FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	SECOND CLASS					Distance from Council Bluffs	Time-Table No. 7		FIRST CLASS	
	225	259	263	257	April 30, 1950		27			
					Mixed			Time Freight	Time Freight	Time Freight	Passenger	Daily
	Daily Ex. Sun.	Daily	Daily	Daily			STATIONS			
COPTWXYZ		9.00AM	8.45AM	1.10AM	817.0		DN-RGREEN RIVER YLGR		9.10PM	
WS 01 PX					821.1		4.1 RIVIEW		9.17	
CS 82 P					824.9		3.8 PERU		9.22	
CS 81 P					830.2		5.3 BRYAN		9.27	
CS 118 P					837.8		7.6 WESTVACO		9.34	
WS 91 PWXY ES 68 RCS			A 10.00AM	A 2.30AM	847.2		DN GRANGER YLGN		9.45	
CS 126 P					854.0		6.8 VERNE		9.52	
CS 103 P					858.7		4.7 OHUROH BUTTES		9.57	
CS 103 P					865.9		7.2 HAMPTON		10.04	
CS 95 P					869.7		3.8 ELKHURST		10.08	
CS 125 CPKW					875.4		DN CARTER Q		10.15	
CS 103 P					880.9		5.5 ANTELOPE		10.21	
CS 131 P					885.6		4.7 BRIDGER		10.26	
WS 77 CS 83 PW					890.5		4.9 LEROY		10.32	
WS 71 PX CS 82					894.8		4.3 RAGAN		10.37	
ES 44 X					897.8		2.8 SPRING VALLEY		10.41	
ES 122 PX ES 64 PX					901.8		4.2 ASPEN		10.46	
CS 118 PX					903.6		DN ALTAMONT AP		10.52	
PTWXYZC					908.7		5.1 KNIGHT		10.58	
CS 124 P					912.7		4.0 MILLIS		11.02	
CS 98 PWXY					917.2		4.5 DN-R EVANSTON YL NA		11.10	
WS 118 ES 101 PW CS 126 PWX					921.7		4.5 WYUTA		11.22	
WS 120 CS 120 ES 101 CPTWX		2.45PM			927.0		DN WAHSATCH YL WH		11.30	
CS 118 PX		f 2.55			932.6		5.9 OURVO		11.37	
CS 118 PX		a 3.05			936.7		4.1 CASTLE ROOK		11.46	
CS 132 PWX		f 3.20			943.3		6.6 EMORY		11.55PM	
WS 122 ES 118 P		f 3.35			952.7		DN ECHO YLHO		12.08AM	
ES 62 PX		3.45			958.5		3.8 HENEFER		12.14	
PX		f 3.55			960.6		4.1 D DEVIL'S SLIDE ON		12.19	
COPTWYZ		A 4.10PM	A 3.00PM		968.0		DN MORGAN WB		12.28	
					975.5		7.5 PETERSON		12.36	
					980.1		4.6 GATEWAY		12.42	
					985.1		5.0 UINTAH		12.49	
					989.9		4.8 RIVERDALE YL			
					992.6		DN-R OGDEN YLOG		A 1 03AM	
							(175.6)			

(1.26) (6.00) (1.15) (1.29) Thru Time (3.53)
 28.2 29.3 24.1 22.6 Average speed per hour 45.2

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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 For stations not shown on schedule pages.—See page 26.

WESTWARD FOURTH SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 7	
11	3	103	101	105	1	17	37	5	23		April 30, 1950	
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger		Daily	Daily
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS
5.40PM	5.25PM	3.05PM	2.50PM	2.30PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0		DN-RGREEN RIVER YLGR
5.47	5.31	3.10	2.55	2.35	12.57	3.23	2.52	2.32	2.17	821.1		4.1 RIVIEW
5.51	5.35	3.14	2.59	2.39	1.01	3.28	2.57	2.37	2.22	824.9		3.8 PERU
5.57	5.40	3.19	3.04	2.44	1.06	3.34	3.02	2.42	2.27	830.2		5.3 BRYAN
6.05	5.47	3.25	3.10	2.50	1.13	3.41	3.09	2.49	2.34	837.8		7.6 WESTVACO
A 6.15PM	5.57	3.34	3.19	A 3.00PM	1.24	A f 3.55AM	3.20	3.00	f 2.45	847.2		DN GRANGER YLGN
	6.04	3.40	3.25		1.31		3.27	3.07	2.52	854.0		6.8 VERNE
	6.09	3.44	3.29		1.36		3.32	3.12	2.57	858.7		4.7 OHUROH BUTTES
	6.16	3.50	3.35		1.43		3.39	3.19	3.05	865.9		7.2 HAMPTON
	6.20	3.54	3.39		1.47		3.44	3.24	3.10	869.7		3.8 ELKHURST
	6.26	3.59	3.44		1.53		3.50	3.30	f 3.17	875.4		DN CARTER Q
	6.31	4.04	3.49		1.58		3.55	3.35	3.23	880.9		5.5 ANTELOPE
	6.36	4.08	3.53		2.03		4.00	3.40	3.28	885.6		4.7 BRIDGER
	6.42	4.14	3.59		2.09		4.06	3.46	3.34	890.5		4.9 LEROY
	6.47	4.18	4.03		2.14		4.11	3.51	f 3.40	894.8		4.3 RAGAN
	6.51	4.21	4.06		2.18		4.15	3.55	3.45	897.8		2.8 SPRING VALLEY
	6.57	4.27	4.12		2.24		4.20	4.00	f 3.51	901.8		4.2 ASPEN
	7.02	4.31	4.16		2.29		4.26	4.06	f 3.57	903.6		DN ALTAMONT AP
	7.08	4.36	4.21		2.35		4.32	4.12	4.04	908.7		5.1 KNIGHT
	7.12	4.40	4.25		2.39		4.37	4.17	4.09	912.7		4.0 MILLIS
	7.18	4.45	4.30		2.46		4.45	4.25	4.15	917.2		4.5 DN-R EVANSTON YL NA
	7.23	4.51	4.36		2.50		4.50	4.35	4.22	921.7		4.5 WYUTA
	7.30	4.57	4.42		3.05		4.57	4.42	4.29	927.0		DN WAHSATCH YL WH
	7.38	5.04	4.49		3.12		5.05	4.50	f 4.38	932.0		5.9 OURVO
	7.45	5.11	4.56		3.20		5.12	4.57	4.45	936.7		4.1 CASTLE ROOK
	7.53	5.19	5.04		3.29		5.20	5.05	4.53	943.3		6.6 EMORY
	8.02	5.31	5.16		3.42		5.29	5.14	5.02	948.3		DN ECHO YLHO
	8.15	5.35	5.20		3.47		5.42	5.27	f 5.16	952.7		3.8 HENEFER
	8.20	5.39	5.24		3.52		5.47	5.32	5.21	956.5		4.1 D DEVIL'S SLIDE ON
	8.25	5.48	5.33		4.01		5.52	5.37	5.26	960.6		DN MORGAN WB
	8.34	5.56	5.41		4.09		6.01	5.46	f 5.35	968.0		7.5 PETERSON
	8.42	6.01	5.46		4.15		6.09	5.54	5.44	975.5		4.6 GATEWAY
	8.48	6.08	5.53		4.22		6.15	6.00	5.50	980.1		5.0 UINTAH
	8.55						6.22	6.07	5.57	985.1		4.8 RIVERDALE YL
										989.9		2.7 DN-R OGDEN YLOG
										992.6		(175.6)

(0.36) (3.50) (3.15) (3.15) (0.30) (3.50) (0.40) (3.50) (3.55) (4.05) Thru Time
 51.7 45.8 54.1 54.1 60.4 45.8 45.3 45.8 44.8 43.0 Average speed per hour

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FOURTH SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1960

STATIONS

Mile Post	FIRST CLASS									
	12 Passenger	28 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	18 Passenger	24 Passenger
817.0	A 10.10AM	A 10.30AM	A 10.35AM	A 11.10AM	A 12.50PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.50PM
821.1	9.57	10.18	10.23	11.04	12.40	12.55	1.07	10.46	10.57	11.39
824.9	9.53	10.14	10.19	11.00	12.36	12.51	1.03	10.42	10.53	11.35
830.2	9.48	10.09	10.14	10.55	12.31	12.46	12.58	10.37	10.47	11.28
837.8	9.40	10.02	10.07	10.48	12.25	12.40	12.51	10.30	10.40	11.20
847.2	9.30AM	9.53	9.58	10.39	12.17	12.32	12.42PM	10.21	10.30PM	f 11.10
854.0		9.46	9.51	10.31	12.11	12.26		10.14		11.01
858.7		9.41	9.46	10.27	12.07	12.22		10.09		10.55
865.9		9.35	9.40	10.21	12.02PM	12.17		10.02		10.47
869.7		9.31	9.36	10.18	11.59AM	12.13		9.58		10.43
875.4		9.25	9.30	10.12	11.54	12.08		9.51		f 10.35
880.9		9.18	9.24	10.06	11.49	12.03PM		9.45		10.26
885.6		9.14	9.20	10.02	11.45	11.59AM		9.40		10.21
890.5		9.09	9.15	9.57	11.41	11.55		9.35		10.16
894.8		9.04	9.11	9.52	11.37	11.51		9.30		10.11
897.6		9.01	9.08	9.49	11.34	11.48		9.26		10.07
901.8		8.57	9.04	9.44	11.30	11.44		9.22		f 10.00
903.6		8.51	8.58	9.38	11.25	11.39		9.17		f 9.55
908.7		8.44	8.51	9.31	11.21	11.34		9.10		9.45
912.7		8.39	8.47	9.26	11.16	11.30		9.04		9.38
917.2		8.32 8.29	8.40 8.35	9.19 9.15	s 11.09	s 11.23		8.57 8.52		9.30 9.20
921.7		8.23	8.28	9.08	11.01	11.16		8.45		9.10
927.6		8.17	8.22	9.02	10.56	11.11		8.39		f 9.03
932.6		8.08	8.13	8.53	10.49	11.04		8.30		8.51
936.7		8.02	8.07	8.47	10.44	10.59		8.24		8.44
943.8		7.52	7.57	8.37	10.36	10.51		8.14		8.32
952.7		7.37	7.42	8.22	10.23	10.38		8.00		f 8.15
956.5		7.32	7.37	8.17	10.19	10.34		7.55		8.07
960.6		7.27	7.32	8.12	10.15	10.30		7.50		8.02
968.0		7.18	7.23	8.03	10.08	10.23		7.41		f 7.52
975.5		7.10	7.15	7.55	10.02	10.17		7.34		7.43
980.1		7.04	7.09	7.49	9.57	10.12		7.28		7.35
985.1		6.57	7.02	7.42	9.50	10.05		7.22		7.28
989.9										
992.6		6.45AM	6.50AM	7.30AM	9.40AM	9.55AM		7.10PM		7.15PM
(175.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.40)
Average speed per hour..... 45.3

(3.45) (3.45) (3.40) (3.10) (3.10) (0.33) (3.45) (0.35) (4.35)
46.8 46.8 47.9 55.5 55.5 34.9 46.8 51.7 38.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See page 26.

FOURTH SUBDIVISION EASTWARD

FIRST CLASS

6 Mail and Express			
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Time-Table No. 7

April 30, 1960

STATIONS

SECOND CLASS

254 Time Freight	264 Time Freight	226 Mixed	262 Time Freight		
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Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.

Mile Post	6	254	264	226	262	Car Capacity
817.0	A 12.25AM	A 8.00AM	A 8.15AM		A 10.35PM	COPTWXYZ
821.1	12.20					WB 61 PX
824.9	12.16					CS 82 P
830.2	12.11					CS 81 P
837.8	12.04AM					CS 118 P
847.2	11.55PM		6.30AM		8.15PM	WB 99 IPWXY ES 88 RCS
854.0	11.48					CS 126 P
858.7	11.44					CS 103 P
865.9	11.37					CS 103 P
869.7	11.33					CS 95 P
875.4	s 11.25					CS 135 CPWX
880.9	11.17					CS 103 P
885.6	11.12					CS 131 P
890.5	11.08					WB 77 CS 83 PW
894.8	11.03					WB 71 PX
897.6	11.00					WB 71 P CS 82
901.8	10.56					WB 44 X
903.6	10.50					ES 122 PX
908.7	10.42					ES 04 PX
912.7	10.37					CS 118 P
917.2	10.30 10.20					CPTWXYZ
921.7	10.14					CS 124 P
927.6	10.08					CS 98 PWXY
932.6	9.57					P
936.7	9.51					WB 118 ES 101 PW CS 126 PWX
943.8	9.41					WB 120 CS 120 ES 101 CPTWX
952.7	9.25			A 9.05AM		CS 118 PX
956.5	9.20			f 8.55		CS 118 PX
960.6	9.15			s 8.45		CS 118 PX
968.0	9.06			s 8.30		CS 132 PWX
975.5	8.58			f 8.10		WB 122 ES 118 P
980.1	8.50			8.00		PW
985.1	8.43			f 7.50		ES 02 PX
989.9						PX
992.6	8.30PM	1.00AM		7.35AM		COPTWYZ
Daily		Daily	Daily	Daily Ex. Sun.	Daily	

(3.55) 44.8

..... Thru Time..... (7.00) (1.45) (1.30) (2.20)
..... Average speed per hour..... 25.1 17.2 27.3 12.9

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 26.

WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 7				SECOND CLASS					
212				April 30, 1950				211 334					
Mixed				STATIONS				Mixed Mixed					
Daily				BLOCK SIGNALS									
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0							
31	P		9.8		QUIMBY	9.8							
38	P		18.8		EAST LAKE	13.8							
31	P		18.1		DARLOW	18.1							
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2							
			22.2		U. P. CROSSING	22.2							
53	YP		26.1	D	FREDERICK YL FR	20.1							
	P		27.8		FIRESTONE	27.8							
19	P		30.2		HARNEY	30.2							
31	P		34.6		GOWANDA	34.6							
	P		38.8		WILD OAT	38.8							
21	WYP		42.8	N	DENT YL FD	42.8	A	9.43AM	10.01				
WCTYP			50.0	DN-R	LA SALLE YL SA	50.0		9.30AM	9.45PM				
					(45.6)			Daily	Daily				
			(0.15)		.....Thru Time.....	(0.13)		(1.35)					
			31.2		.....Average speed per hour.....	30.0		28.8					

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

WESTWARD —FORT COLLINS BRANCH—				EASTWARD			
SECOND CLASS				Time-Table No. 7			
211				212			
Mixed				Mixed			
Daily				STATIONS			
21	WYP	9.43AM	0.0	N	DENT YL FD	A	4.20PM
	P	9.48	1.7		MILLIKEN YL	f	4.15
			2.0		G. W. CROSSING		
	P	9.55	7.3		KOENIG	f	4.04
			9.0		G. W. CROSSING		
	P	10.00	9.1		KELIM	f	4.00
		10.06	18.5		BOYD LAKE	f	3.51
		10.10	18.4		REDMOND	f	3.46
42	P	10.15	19.5		HARMONY	f	3.40
136	WCTYZP	A10.30AM	25.0	D-R	FORT COLLINS YL FO		3.30PM
			25.2		O. & S. CROSSING		
			25.8		O. & S. CROSSING		
	P	27.9	26.8		POUDRE YL		
	P	30.0	27.1		BOETJER YL		
	P	38.5	38.5		RIPPLE		
	Y	41.7	41.7		BUCKEYE YL		
			(41.7)				Daily
			(0.47)		.....Thru Time.....	(0.50)	
			32.0		.....Average speed per hour.....	30.0	

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder. For stations not shown on schedule pages—See page 26.

WESTWARD —BOULDER BRANCH—				EASTWARD			
SECOND CLASS				Time-Table No. 7			
211				212			
Mixed				Mixed			
Daily				STATIONS			
55	WYZP	0.0	0.0	DN-R	BRIGHTON YL BI		
	P	4.2	4.2		YOKALL		
	IWYP	8.1	8.1	DN	ST. VRAINS YL VS		
			8.1		U. P. CROSSING		
	P	10.9	10.9		STATE COAL MINE JOT. YL		
	P	11.4	11.4		PARKDALE JCT. YL		
	P	15.1	15.1		ERIE		
		15.1	15.1		O. B. & Q. CROSSING		
		16.4	16.4		TABOR		
		17.8	17.8		LEYNER		
		19.6	19.6		LIGGETT		
	P	24.0	24.0		VALMONT YL		
		28.0	28.0		O. & S. CROSSING		
	WYP	28.1	28.1		ARA YL		
	P	27.6	27.6	DN-R	BOULDER YL BR		
			(27.6)				
			(0.50)		.....Thru Time.....	(0.50)	
			32.0		.....Average speed per hour.....	30.0	

WESTWARD—Greeley Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
247	WYZP	0.0	DN	GREELEY YL HG	0.0
	YP	2.3		GREELEY JCT. YL	2.3
34	YP	6.0		CLOVERLY	6.0
		8.4		ALDEN	8.4
37	P	10.4	D	GILL GI	10.4
		13.8		MATTHEWS	13.8
		14.5		BARNESVILLE	14.5
29	YP	28.1		BRIGGS DALE	28.1
				(28.1)	

WESTWARD—Superior Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
XPY		0.0		THAYER JUNCTION YL	0.0
WP		7.6	D	SUPERIOR SU	7.6
		9.1		END OF TRACK	9.1

WESTWARD—South Pass Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
WS74 WCY		0.0	DN-R	ROCK SPRINGS YL SQ	0.0
ES 06 TZP		3.4		LIONKOL JUNCTION	3.4
		5.5		RELIANCE JUNCTION	5.5
		7.9		STANSBURY JUNCTION	7.9
		9.5		WINTON JUNCTION	9.5

WESTWARD—Reliance Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		RELIANCE JUNCTION	0.0
		1.7		RELIANCE MINE	1.7
		2.1		END OF TRACK	2.1

WESTWARD—Winton Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		WINTON JUNCTION	0.0
		2.4		HAY	2.4
		5.0		WINTON YL	5.0
		5.2		END OF TRACK	5.2

WESTWARD—Pleasant Valley Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
34	YP	0.0		CLOVERLY	0.0
		3.1		LOWE	3.1
	P	5.1	D	GALETON GN	5.1

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

WESTWARD—Puritan Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		PARKDALE JCT. YL	0.0
		1.9		PURITAN	1.9
		3.1		END OF TRACK	3.1

WESTWARD—Lionkol Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		LIONKOL JUNCTION	0.0
		2.0		LIONKOL	2.0
		2.5		END OF TRACK	2.5

WESTWARD—Stansbury Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		STANSBURY JUNCTION	0.0
		1.9		STANSBURY MINE	1.9
		2.1		END OF TRACK	2.1

WESTWARD—Dines Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		HAY	0.0
		1.6		DINES	1.6
		1.9		END OF TRACK	1.9

WESTWARD—Park City Branch—EASTWARD								
Time-Table No. 7								
April 30, 1950								
STATIONS								
WS120CS120		9.15AM	0.0	DN-R	ECHO YL HO	0.0	A	2.10PM
ES101CPTW			5.7	D	COALVILLE YL VE	5.7	B	1.45
18	PZ	9.45	13.4		WANSHIP	18.4	f	1.10
10	P	10.20	20.8		ATKINSON	20.3	f	12.40
12	P	10.50	24.5		KEETLEY JCT. YL	24.5		12.20
16	PW	11.07	28.4	D-R	PARK CITY YL KD	28.4		12.01PM
	PWY	A1130AM						Daily Except Sunday
			(28.4)					
			(2.15)		.....Thru Time.....	(2.00)		
			12.6		.....Average speed per hour.....	13.0		

WESTWARD—Ontario Branch—EASTWARD					
Time-Table No. 7					
April 30, 1950					
STATIONS					
		0.0		KEETLEY JCT. YL	0.0
		5.2		KEETLEY YL	5.2
		7.0		CRANMER YL	7.0

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt."—Train with freight cars; train with caboose only; locomotive without cars.

When "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr" trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt" must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling gravel loaded in steel hopper cars.			35
7000 class engines.		70	50	When more than 50% of the tonnage is gravel.			40
3800 and 3900 class engines.		60	50	3500 and 5000 class engines on any coal mine lead or track.			10
5000 and 9000 class engines.		50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-in. drivers.		55	50				
MacArthur type engines with 57-in. drivers.		35	35	Trains handling company roadway machines on their own wheels: On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25
0-6-0 and 0-8-0 type yard engines.		20	20		50	40	25 15
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40 40	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement All other classes engines; Forward movement Back-up movement			10 10 6 15 10 10
Diesel-electric switch engines in road service.		35	35				
Diesel-electric locomotives running light, dynamic brake not in operation.			35				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
Trains handling air-dump cars.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars: On main line On branch lines except Dent branch.			30 20	All wye tracks.	6	6	6
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Freight engines not otherwise shown.		50		97.4 and 97.7	50	40	25
Light engines.		45	45				
Denver, within city limits over street crossings.	35	35	25	Corlett Side 97.7 and 97.9	30	30	25
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 0.7 and 0.4 eastward track.	30 30 30 30	30 30 30 30	25 25 25 25	97.9 and 98.6	50	40	25
LaSalle 47.8 and 48.0	70	60	50	101.4 and 101.5	70	60	45
Evans 49.4 and 49.7	70	60	50	Corlett Jet. and M. P. 103.9		70	
				Borie Side 97.7 and 99.4	50	40	25

SECOND SUBDIVISION

Cheyenne to Laramie, westward	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, eastward	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, eastward	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, eastward	70	60	30	Granite Canon on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P. 549.7 and 557.0			30
4000 class engines.		45	40				
Freight engines not otherwise shown.		50					
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Cheyenne 510.4 and 511.8	50	40	25	Forelle 562.2 and 549.8	60	50	40
Corlett 515.6 and 515.7	60	50	40	Hermosa 548.1 and 547.0	55	45	35
518.8 and 519.1	60	50	40	Hermosa Tunnel	50	40	25
Borie 522.1 and 522.3	60	50	40	545.1 and 537.9	50	45	35
523.3 and 523.6	60	50	40	537.5 and 535.6	50	40	25
Otto 524.5 and 525.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Granite Canon 528.7 and 529.5	50	40	25	530.2 and 530.0	50	40	30
530.0 and 535.1	55	45	35	529.5 and 528.7	50	40	25
535.6 and 537.5	50	40	25	Granite Canon 525.6 and 524.5	60	50	30
537.9 and 540.9	45	40	35	Otto 523.6 and 523.4	65	55	30
541.1 and 545.1	55	45	35	522.3 and 522.1	60	50	30
Hermosa Tunnel 547.0 and 548.1	50 55	40 45	25 36	Borie 519.1 and 518.8	60	50	30
Hermosa 549.3 and 549.6	50	40	30	515.7 and 515.6	60	55	30
549.7 and 550.0	40	30	25	Corlett 511.8 and 510.4	50	40	25
550.0 and 563.6	70	60	40	Cheyenne			
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
Laramie							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Laramie 566.8 and 567.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 802.5	60	40	25
Wilcox 609.5 and 611.6	70	60	50	802.0 and 801.0	50	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	50	40
Ridge 617.2 and 617.6	70	60	50	798.4 and 797.3	55	45	35
621.8 and 622.4	75	65	50	Baxter 795.3 and 795.1	60	50	40
Calvin 627.1 and 628.7	50	45	35	794.5 and 794.2	70	60	50
629.4 and 629.9	80	50	40	791.7 and 791.4	70	60	50
630.9 and 637.8	70	60	50	Salt Wells 787.0 and 786.7	75	65	50
Ramsey 639.3 and 640.2	60	50	40	781.7 and 781.3	70	60	50
642.5 and 643.7	50	40	25	780.2 and 780.0	60	50	40
Hanna 645.1 and 646.3	70	60	50	778.9 and 777.8	60	50	40
647.5 and 648.0	70	60	50	Point of Rocks 776.6 and 775.8	65	55	45
Percy 650.2 and 650.7	70	60	50	775.0 and 774.3	70	65	50
Dana 652.2 and 652.5	60	50	50	773.2 and 773.0	60	50	40
653.1 and 656.4	70	60	50	772.3 and 771.8	70	65	50
				Hallville 769.3 and 768.8	60	50	40
				Black Buttes 765.6 and 765.2	60	50	40
				762.3 and 762.0	70	60	50
				761.0 and 760.5	70	60	50
				757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.8 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Fort Steele 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
Sinclair 678.1 and 678.5	80	70	50	Latham 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
Rawlins 683.2 and 684.2	50	40	25	Creston 709.0 and 708.6	70	60	50
Ferris 686.8 and 687.8	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Daleys Ranch 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	Knobs 692.4 and 690.3	60	50	40
Riner 703.0 and 704.2	70	60	50	Hadsell 687.8 and 686.8	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Ferris 684.2 and 683.2	50	40	25
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Black Buttes 768.8 and 769.3	60	50	40	Between Mile Posts— Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Thayer Junction 786.6 and 787.0	75	65	50	611.6 and 609.5	70	60	50
Salt Wells 791.4 and 791.7	70	60	50	Rock River 604.6 and 603.9	60	50	40
794.2 and 794.5	70	60	50	602.2 and 601.1	60	50	40
795.1 and 795.3	60	50	40	599.7 and 598.5	70	60	50
Barter 797.3 and 798.4	55	45	35	Harper 596.8 and 596.5	70	60	50
799.5 and 800.5	60	50	40	Lookout 593.7 and 593.3	70	60	50
801.0 and 802.0	50	40	25	Cooper Lake 588.4 and 587.7	70	60	50
802.5 and 803.5	50	40	25	Howell 567.2 and 566.8	50	40	25
806.6 and 807.0	70	60	50	Laramie			
807.5 and 807.8	65	55	45				
Kanda 809.6 and 813.9	55	45	35				
814.1 and 816.1	40	40	25				
816.1 and 816.3	35	30	25				
816.3 and 817.0	50	40	25				
Green River							

FOURTH SUBDIVISION

Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.
4000 class engines		45	45	
Freight engines not otherwise shown.		50	50	
Light engines.			45	

Between Green River and Evanston

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—	Str.	Psgr.	Frnt.	Between Mile Posts—	Str.	Psgr.	Frnt.
Green River 817.0 and 818.5.	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7.	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Bryan 831.2 and 831.5	65	55	45	Between Mile Posts— Altamont Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	60	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 909.3 and 910.4	80	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1 Evanston	60	50	25	818.5 and 817.0 Green River	60	40	25

FOURTH SUBDIVISION (Continued)

Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts— Evanston 920.6 and 921.2	70	60	50	ON EASTWARD TRACK Between Mile Posts— Ogden 989.0 and 987.9	65	55	45
Wyuta 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	Uintah 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	Gateway 983.5 and 981.0	40	35	30
Castle Rock 937.0 and 939.4	50	40	35	981.0 and 980.7	35	35	30
941.1 and 941.9	55	45	40	980.7 and 978.7	40	35	30
Emory 942.9 and 945.5	50	40	35	Strawberry 977.3 and 977.0	60	50	45
946.9 and 951.1	50	40	35	976.1 and 974.1	55	45	35
952.1 and 952.5	35	30	25	Peterson 972.6 and 972.4	75	65	50
Echo 953.3 and 954.1	60	50	25	Morgan 967.8 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
Henefer 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	60	45	Devil's Slide 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	Henefer 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
Stoddard 972.4 and 972.6	75	65	50	Echo 952.5 and 952.1	35	30	25
974.1 and 976.1	50	45	35	951.1 and 946.9	50	40	35
977.0 and 977.3	60	50	45	945.5 and 942.9	60	40	35
Strawberry 978.7 and 980.7	40	35	30	Emory 941.6 and 940.9	55	45	40
980.7 and 981.0	35	35	30	939.1 and 929.2	55	45	35
981.0 and 983.7	40	35	30	Curvo 928.8 and 927.6	50	40	25
Uintah 985.5 and 985.8	70	60	50	Wahsatch 927.6 and 927.4	30	25	25
986.7 and 987.0	65	60	50	927.4 and 926.5	60	50	25
987.9 and 989.0	65	55	45	926.2 and 925.9	65	55	40
Ogden				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9	60	50	25
				Evanston			

Within Ogden Terminal Limits, O.U.R. & D. Speed Restrictions Apply

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
BRANCHES					
Boulder Branch Maximum Speed.		25	Greeley Branch		15
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	Pleasant Valley Branch		13
Between Parkdale Jct. and Erio.		15	Puritan Branch		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10	Lionkol Branch		10
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.		15
800 class engines.	45	40	Branches not otherwise shown.		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur		5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.		10
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Between Mile Posts— Quimby 10.0 and 10.6	50	40	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
11.6 and 12.0	50	40			
East Lake 14.3 and 14.6	50	40	Park City Branch Maximum Speed Between Mile Posts— 0.0 and 4.3		25
St. Vrains 21.5 and 21.9	40	25	5.1 and 5.2		15
Frederick 25.6 and 25.8	40	25	13.2 and 13.5		15
Gowanda 37.9 and 38.0	50	40	14.8 and 21.0		15
Wild Cat 40.4 and 40.5	50	40	24.0 and 24.1		15
Fort Collins Branch Between Dent and Fort Collins.		30	25.1 and 25.2		15
Between Fort Collins and Buckeye.		25	26.3 and 28.4		15
Dent, over west wye switch.		10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Fort Collins, within city limits		15	Ontario Branch		15
Fort Collins, over east cross-over switch.		5	Cranmer spur, between Keetley and end of track.		10

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	Switch Connection
First Subdivision				Dent Branch			
Adams	6.0	7	East	Welby	8.2	15	West
Rolla	9.9	23	Both	Graden	24.3	42	Both
Northway	16.0	22	Both	Boulder Branch			
Powars	22.8	31P	Both	Dick	7.1	21	Both
Vasquez	36.2	24	Both	National	10.0	0	Lead to Mine Trackage
Houston	37.8	42P	Both	Park City Branch			
Peckham	42.4	24P	Both	Beggs spur	26.0	3	West
Hambert	43.3	24	East	Broadwater spur	27.2	47	West
Stage	64.9	22	East	Almy Branch			
Fourth Subdivision				Stock Yards	1.5	33	East
Almy Jct.	918.4	Spur 1.7 Mi.	East				
Baskin	947.9	4	East				
Stoddard (1)	970.6	13	Both				
		11 PX	West				
Strawberry	977.7	33 P	Both				

(1) Flag stop for Nos. 225 and 226.

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:
- s—regular stop;
 - f—flag stop to receive or discharge traffic;
 - A—arrive
- 6(A). The following letters placed in column with station name in time-table indicate:
- D—day operator
 - N—night operator
 - DN—day and night operator
 - R—train register
 - YL—yard limits
- The following letters placed in columns provided in time-table indicate:
- C—coal
 - I—interlocking
 - O—oil
 - P—dispatcher's telephone
 - T—turntable
 - W—water
 - X—cross-over
 - Y—wye
 - Z—track scales
 - AI—automatic interlocking signals
 - CS—center siding
 - ES—eastward siding
 - WS—westward siding
 - RCS—remote control switch

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	Medical Director	Los Angeles, Calif.		R. H. Jesson	Surgeon	Hanna, Wyo.	Hanna to Rock Springs
Wm. M. Grieg	District Surgeon	Denver, Colo.	Denver District.	O. E. Plummer	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	Cheyenne District.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	E. W. McNamara	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.	P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	R. C. Stratton	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
J. S. Benwell	Surgeon	Denver, Colo.	Denver.	A. T. Sudman	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.	J. H. Holland	Surgeon	Evanston Wyo.	Green River to Morgan.
I. E. Hix	Oculist	Denver, Colo.	Denver.	J. M. Waters	Surgeon	Evanston Wyo.	Green River to Morgan
J. W. Wells	Surgeon	Brighton Colo.	Denver to Lupton and Brighton to Erie.	J. S. Hellwell	Surgeon	Evanston Wyo.	Green River to Morgan
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	H. T. High	Surgeon	Devils Slide Utah	Delvis Slide to Ogden
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.	E. W. Oldham	Surgeon	Coalville Utah	Echo to Park City
J. W. Allely	Surgeon	Greeley, Colo.	Evans to Eaton.	R. F. Howe	Surgeon	Ogden Utah	Ogden to Green, River Brigham and Kaysville
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	L. S. Sycamore	Surgeon	Ogden Utah	
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	Floyd Seager	Surgeon	Ogden Utah	
R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.	K. A. Stafford	Surgeon	Ogden Utah	
G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	D. D. Olson	Surgeon	Ogden Utah	
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.	C. D. Van Hook	Surgeon	Ogden Utah	
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
J. R. Newnam	Surgeon	Cheyenne, Wyo.	Cheyenne.	F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Fort Collins.
B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
E. C. Pelton	Surgeon	Laramie, Wyo.	Laramie to Hanna.	C. P. Bishop	Surgeon	Frederick Colo.	Vicinity
Emory W. DeKay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	S. J. Hanten	Surgeon	Superior, Wyo.	Superior to Thayer Jct.
				C. A. Lafoon	Surgeon	Park City, Utah	Between Park City and Echo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Passenger Enginemen Washroom
Denver	Dispatcher's Office	Hanna	Telegraph Office
Denver 23rd Street	Register Room	Rawlins	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Yard Office
29th Street	Yard Office	Rawlins	Engine Dispatcher's Office
36th Street	Telegraph Office	Rock Springs	Telegraph Office
36th Street	Register Room	Rock Springs	Roundhouse Foreman's Office
Pullman	Yard Office	Green River	Train Dispatcher's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Telegraph Office
Brighton	Telegraph Office	Green River	Engine Crew Dispatcher's Office
LaSalle	Telegraph Office	Green River	Switchmen's Locker Room
Greeley	Telegraph Office	Evanston	Telegraph Office
Eaton	Telegraph Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Dispatcher's Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Telegraph Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Yard Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Cheyenne	Engine Dispatcher's Office	Ogden	Enginemen's Wash Room
Laramie	Yard Office	Ogden	RD—28th St. Telegraph Office
Laramie	Depot Telegraph Office	Fort Collins	Telegraph Office
Laramie	Engine Dispatcher's Office		
Laramie	Switchmen's Locker Room		

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		