









WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for station names, times (e.g., 10.00PM, 6.50PM), and distance from Denver. Includes notes like 'Daily' and 'Mixed'.

Time-Table No. 11

April 29, 1961

STATIONS

Vertical list of stations including DENVER, 23RD STREET, 36TH ST., PULLMAN, O.B. & Q. CROSSING, etc.

Double Track

BLOCK SIGNALS

(0.10) (0.45) (1.10) 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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for station names, times (e.g., 6.45PM, 6.00PM), and distance from Denver. Includes notes like 'Daily', 'Passenger', 'Streamliner'.

Time-Table No. 11

April 29, 1961

STATIONS

Vertical list of stations including DENVER, 23RD STREET, 36TH ST., PULLMAN, O.B. & Q. CROSSING, etc.

Double Track

BLOCK SIGNALS

(0.05) (0.52) (2.15) (2.10) (0.45) (0.05) (0.05) (2.35) (2.00) 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.



FIRST SUBDIVISION EASTWARD

Time-Table No. 11

April 29, 1951

FIRST CLASS

Mile Post	FIRST CLASS									
	9 Passenger	38 Passenger	111 Stream- liner Passenger	18 Passenger	7 C.R.I.&P. Rocket Passenger	85 Passenger	37 Passenger	52 Passenger	10 Passenger	
0.0	A 7.45AM	A 8.00AM	A 7.30AM	A 8.10AM	A 8.25AM	A 9.15AM	A 3.30PM	A 5.15PM	A 6.20PM	
0.6	7.31	7.35	7.22	7.45						
1.7	7.28	7.31	7.20	7.41	8.17	9.10	3.04	5.08	5.59	
2.2	7.27AM	7.29	7.19	7.40	8.16AM	9.09	3.03PM	5.07	5.58	
4.9										
5.0		7.22	7.15	7.35		9.04		5.03	5.54	
6.0										
8.1		7.18	7.10	7.30		8.59		4.59	5.50 17	
9.9										
11.3		7.14	7.07	7.26		8.56		f 4.55	5.47 27	
14.1		7.11	7.05	7.22		8.54		f 4.52	5.44	
16.0										
18.1		7.06	6.59	7.16		8.49 57		s 4.46	5.39	
22.8										
25.8		6.56	6.52	7.08		8.41 91		s 4.38	5.31	
30.1		6.48 111	6.48 38	7.03		8.32		f 4.33	5.27	
34.8		6.40	6.45	6.57		8.26		f 4.28	5.22	
36.2										
37.8										
40.0		6.35	6.41	6.50		8.21		f 4.22	5.17	
42.4										
43.2										
46.1		6.27	6.34AM	6.40		8.13AM		s 4.15 112	5.11	
48.2		6.24		6.34				f 4.06	5.08	
51.7		s 6.19		s 6.29				s 4.01	s 5.04	
54.0										
55.8		6.12		6.22				f 3.53	4.59	
59.2		6.08		6.18				s 3.49	4.56	
59.3										
63.0		6.04		6.14				s 3.44	4.52	
64.9										
66.8		6.00		6.10				f 3.39	4.48	
71.9		5.56		6.06				f 3.33	4.43	
77.0		5.52		6.02				f 3.27	4.38	
81.9		5.48		5.58					3.22 4.33	
86.0		5.44		5.54				s 3.17	4.29	
90.4		5.39		5.49					3.12 4.24	
94.4		5.35		5.45					3.07 4.20	
97.8		5.31		5.41				f 3.02	4.16	
103.1		5.25AM		5.35AM					4.10PM	
101.5									2.54	
104.7									2.49	
106.0									2.45PM	
(106.0)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS

Thru Time..... (0.18) (2.35) (0.66) (2.35) (0.09) (1.02) (0.27) (2.30) (2.10)  
 Average speed per hour..... 7.8 39.9 49.4 39.9 14.7 44.6 4.9 42.4 47.6

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, 18, 38, 52, 86, 9, 17, 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.

Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 11

April 29, 1951

SECOND CLASS

Mile Post	SECOND CLASS			Car Capacity of Seating, See Rule 30, page 30.
	369 Mixed	25 C.R.I.&P. Mixed	334 Mixed	
0.0	A 7.15AM	A 6.45PM	A 11.50PM	YIP
0.6	6.55			
1.7	6.53	6.35	11.28	ZP
2.2	6.50AM	6.30PM	11.25	WCOTYZP
4.9				
5.0			11.20PM	IP
6.0				7
8.1				05 P
9.9				23
11.3				57 P
14.1				52 P
16.0				22
19.1				91 WYZP
22.8				31 P
25.8				94 P
30.1				53 P
34.8				95 P
36.2				24
37.8				42 P
40.0				119 P
42.4				24 P
43.2				24
46.1			A 9.05PM	192 WCTYP
48.2			8.58	60 P
51.7			s 8.50	247 WYZP
54.0				YP
55.8			8.40	81 P
59.2			s 8.35	80 P
59.3				I
63.0			s 8.30	65 P
64.9				22
66.8			8.24	94 WYP
71.9			8.17	62 P
77.0			8.10	96 P
81.9			8.03	51 P
86.0			s 7.57	94 WCYP
90.4			7.50	97 P
94.4			f 7.44	52 P
97.8			f 7.39 17 f 7.28 37	96 48 WYP
103.1				72 IP
101.5			7.10	P
104.7			7.05	IP
106.0			7.00PM	WCOTYZP
(106.0)	Daily	Daily	Daily	

BLOCK SIGNALS

Thru Time..... (0.25) (0.15) (4.50)  
 Average speed per hour..... 5.3 8.8 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, 18, 38, 52, 86, 9, 17, 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.

Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver.

For conditional stops to discharge or pick up revenue passengers.—See Page 3.



**WESTWARD SECOND SUBDIVISION**

Car Capacity of Sidings etc. See Rule 6(A), Page 30.							Distance from Council Bluffs	Time-Table No. 11		FIRST CLASS			
								April 29, 1951		17			
										Passenger			
											STATIONS		Daily
WCOTY PZ X							509.5	DN-R	CHEYENNE YL N	OY			
							510.8	DN	TOWER A YL AY				
							514.0	<b>CORLETT JUNCTION</b>					
							514.9		CORLETT				
WS 93 XP							519.0	DN	BORIE BO		7.50PM		
WS 110 ES 110 XIP							524.0		OTTO		8.00		
WS 93 ES 110 XWP							528.6	DN	GRANITE OANONYLOA		8.08		
WS 137 ES 76 XWP							536.5		BUFORD YL		8.23		
WS 105 ES 60 WYP X							540.4	DN	SHERMAN S		8.30		
CS 95 XYP							543.0		DALE OREEK		8.33		
ES 93 WXP							548.4	DN	HERMOSA HM		8.41		
CS 82 XP							557.0		RED BUTTES		8.54		
WS 133 WP													
These Stations are not on Westward Track													
ES 79 P													
ES 110 WP													
ES 124 P													
WCOTY PZ X							566.8	DN-R	LARAMIE YL K-KI		A 9.15PM		
											(56.8)		

..... Thru Time..... (1.25)  
 ..... Average speed per hour..... 38.4

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.  
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**WESTWARD SECOND SUBDIVISION**

WESTWARD SECOND SUBDIVISION											Distance from Council Bluffs	Time-Table No. 11	
FIRST CLASS												April 29, 1951	
37	5	23	27	9	11	103	101	105	1	STATIONS			
Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			Daily	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	
	6.50PM	6.20PM	10.00AM		9.00AM	8.35AM	8.20AM	8.05AM	6.10AM	509.5	DN-R	CHEYENNE YL N	OY
	6.53	6.23	10.03		9.03	8.38	8.23	8.08	6.13	510.8	DN	TOWER A YL AY	
										514.0	<b>CORLETT JUNCTION</b>		
	7.00	6.28	10.09		9.09	8.42	8.27	8.12	6.19	514.9		CORLETT	
7.40PM	7.06	6.34	10.15	10.10AM	9.14	8.49	8.34	8.19	6.25	519.0	DN	BORIE BO	
7.50	7.14	6.42	10.22	10.18	9.21	8.57	8.42	8.27	6.32	524.0		OTTO	
7.58	7.22	6.50	10.30	10.25	9.29	9.05	8.50	8.35	6.40	528.6	DN	GRANITE OANONYLOA	
8.13	7.35	7.02	10.42	10.37	9.41	9.17	9.02	8.47	6.52	536.5		BUFORD YL	
8.20	7.42	7.09	10.49	10.42	9.48	9.22	9.07	8.52	6.59	540.4	DN	SHERMAN S	
8.23	7.45	7.12	10.52	10.45	9.51	9.25	9.10	8.55	7.02	543.0		DALE OREEK	
8.31	7.52	7.19	10.59	10.52	9.58	9.32	9.17	9.02	7.09	548.4	DN	HERMOSA HM	
8.44	8.05	7.28	11.09	11.01	10.07	9.41	9.26	9.11	7.18	557.0		RED BUTTES	
These Stations are not on Westward Track													
A 9.00PM	A 8.20PM	A 7.42PM	A 11.22AM	A 11.15AM	A 10.22AM	A 9.54AM	A 9.39AM	A 9.24AM	A 7.32AM	566.8	DN-R	LARAMIE YL K-KI	
											(56.8)		

(1.20) (1.30) (1.22) (1.22) (1.06) (1.22) (1.19) (1.19) (1.19) (1.22) ..... Thru Time  
 35.5 37.9 41.6 41.6 52.4 41.6 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.  
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.



**SECOND SUBDIVISION EASTWARD**

Time-Table No. 11

April 29, 1961

**FIRST CLASS**

STATIONS	Mile Post	38	18	6	24	10	28	104	102	12	2
		Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
DN-R CHEYENNE YL N 1.3	509.5			A 7.35AM	A 8.15AM		A 4.35PM	A 5.20PM	A 5.30PM	A 5.45PM	A 6.00PM
DN TOWER A YL AY 3.2	510.8			7.27	8.07		4.30	5.16	5.26	5.39	5.54
<b>CORLETT JUNCTION</b> 0.9	514.0										
CORLETT 4.1	514.9			7.21	7.59		4.24	5.11	5.21	5.33	5.48
DN BORIE BO 5.0	519.0	A 5.25AM	A 5.35AM	7.16	7.54	A 4.10PM	4.19	5.07	5.17	5.28	5.43
OTTO 4.6	524.0	5.17	5.27	7.09	7.47	4.04	4.14	5.02	5.12	5.23	5.38
DN GRANITE CANON YLOA 7.9	528.6	5.11	5.21	7.03	f 7.40	3.59	4.09	4.57	5.07	5.18	5.33
BUFORD YL 3.9	536.5	5.00	5.10	6.50	f 7.27	3.49	3.58	4.46	4.56	5.07	5.22
DN SHERMAN S 2.6	540.4	4.54	5.04	6.44	7.21	3.44	3.53	4.41	4.51	5.02	5.17
DALE OREEK 5.4	543.0	4.50	5.00	6.40	7.16	3.41	3.50	4.38	4.48	4.59	5.14
DN HERMOSA HM 8.6	548.4	4.43	4.53	6.33	f 7.08	3.35	3.43	4.31	4.41	4.52	5.07
RED BUTTES 9.3				This Station is not on Eastward Track							
2.0 HEARD	551.7	4.38	4.48	6.28	7.02	3.31	3.38	4.28	4.38	4.47	5.02
2.5 COLORES	554.2	4.35	4.45	6.25	6.57	3.28	3.34	4.25	4.35	4.44	4.59
3.7 SATANKA	557.8	4.30	4.40	6.20	6.50	3.23	3.29	4.21	4.31	4.39	4.54
4.1 FORELLE	562.0	4.24	4.34	6.14	6.44	3.18	3.23	4.16	4.26	4.33	4.48
4.0 DN-R LARAMIE YL K-KI	566.3	4.15AM	4.25AM	6.05AM	6.35AM	3.10PM	3.15PM	4.10PM	4.20PM	4.25PM	4.40PM
(56.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(1.10)	(1.10)	(1.30)	(1.40)	(1.00)	(1.20)	(1.10)	(1.10)	(1.20)	(1.20)
Average speed per hour.....	40.5	40.5	37.9	34.1	47.4	42.6	48.7	43.7	42.6	42.6

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.  
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**SECOND SUBDIVISION EASTWARD**

**FIRST CLASS**

Time-Table No. 11  
April 29, 1961

STATIONS	Mile Post											Car Capacity of Sidings, etc. See Rule 6(A), Page 30.		
DN-R CHEYENNE YL N 1.3	509.5											WCOTY PZ	X	
DN TOWER A YL AY 3.2	510.8												IP	
<b>CORLETT JUNCTION</b> 0.9	514.0												P	
CORLETT 4.1	514.9											WS93	XP	
DN BORIE BO 5.0	519.0											WS110 ES110	XIP	
OTTO 4.6	524.0											WS93 ES110	XWP	
DN GRANITE CANON YLOA 7.9	528.6											WS137 ES70	XWP	
BUFORD YL 3.9	536.5											WS105 ES90	WYP	
DN SHERMAN S 2.6	540.4											CS95	XYP	
DALE OREEK 5.4	543.0											ES63	WXP	
DN HERMOSA HM 8.6	548.4											CS82	XP	
RED BUTTES 9.3												This Station is not on Eastward Track		
2.0 HEARD	551.7											ES70	P	
2.5 COLORES	554.2											ES110	WP	
3.7 SATANKA	557.8												P	
4.1 FORELLE	562.0											ES124	P	
4.0 DN-R LARAMIE YL K-KI	566.3											WCOTY PZ	X	
(56.8)														

BLOCK SIGNALS

Double Track

(1.10)	..... Thru Time.....
48.7	..... Average speed per hour.....

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.  
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253, and 254.



WESTWARD THIRD SUBDIVISION

FIRST CLASS

Time-Table No. 11

April 29, 1951

17 Passenger Daily

STATIONS

Table with 10 columns: Car Capacity of Seating, etc., Distance from Council Bluffs, Station Name, and Time/Distance. Rows include stations like WOOTYPZ, CS92, WS53, etc.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.25) Thru Time 46.3

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Time-Table No. 11

April 29, 1951

37 5 23 27 9 11 103 101 105 1 Passenger Mail and Express Passenger Passenger Passenger Passenger Streamliner Passenger Streamliner Passenger Streamliner Passenger Passenger Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily

Distance from Council Bluffs

STATIONS

Table with 11 columns: Station Name, 37, 5, 23, 27, 9, 11, 103, 101, 105, 1, and Distance from Council Bluffs. Rows include stations like DN-R LARAMIE YL KI-K, HOWELL, WYOMING, etc.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.25) Thru Time 60.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.



THIRD SUBDIVISION EASTWARD

Time-Table No. 11

April 29, 1961

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		24	6	28	10	12	2	104	102	106	38
		Passenger	Mail and Express	Passenger	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 3.05PM	A 3.09PM	A 3.55PM	A 4.30PM	A 4.09PM	A 4.19PM	A 5.29PM	A 4.05AM
HOWELL	574.1	6.10	5.42	2.55	2.59	3.45	4.20	4.00	4.10	5.20	3.55
WYOMING	577.7	6.06	5.39	2.52	2.56	3.42	4.17	3.57	4.07	5.17	3.52
D BOSLER FY	585.8	f 5.57	5.31	2.44	2.48	3.34	4.09	3.50	4.00	5.10	3.44
COOPER LAKE	590.6	f 5.47	5.25	2.39	2.44	3.29	4.04	3.46	3.56	5.06	3.39
LOOKOUT	598.9	f 5.42	5.22	2.36	2.41	3.26	4.01	3.43	3.53	5.03	3.36
HARPER	598.9	f 5.33	5.16	2.31	2.36	3.21	3.56	3.38	3.48	4.58	3.31
DN ROCK RIVER OK	605.3	f 5.23	5.07	2.23	2.29	3.13	3.49	3.32	3.42	4.52	3.23
WILCOX	609.0	f 5.16	5.02	2.18	2.25	3.08	3.44	3.29	3.39	4.49	3.18
RIDGE	610.8	f 5.06	4.53	2.09	2.17	2.59	3.36	3.22	3.32	4.42	3.09
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.02	2.11	2.52	3.28 <sup>102</sup> 3.16 <sup>104</sup>	3.16 <sup>2</sup>	3.26 <sup>2</sup>	4.36	3.02
OOMO	632.6	f 4.42	4.34	1.51	2.02	2.41	3.01	3.07	3.17	4.27	2.51
RAMSEY	638.7	f 4.35	4.28	1.45	1.56	2.35	2.55	3.01	3.11	4.21	2.45
DN HANNA YL HN	643.1	s 4.29	4.22	1.39	1.51	2.29	2.49	2.56	3.06	4.16	2.39
PEROY	648.4	f 4.19	4.14	1.32	1.45	2.22	2.42	2.51	3.01	4.11	2.32
DANA	651.8	f 4.14	4.09	1.29	1.41	2.18	2.38	2.48	2.58	4.08	2.28
EDSON	657.0	f 4.08	4.03	1.24	1.36	2.13	2.33	2.43	2.53	4.03	2.23
D WALCOTT WA	661.9	f 3.57	3.57	1.19	1.31	2.07	2.27	2.39	2.49	3.59	2.17
FORT STEELE	667.6	f 3.47	3.51	1.13	1.25	2.01	2.21	2.34	2.44	3.54	2.11
D SINCLAIR GV	670.3	f 3.35	3.43	1.05	1.18	1.53	2.13	2.27	2.37	3.47	2.03
DN-R RAWLINS YL RS	682.8	3.25 3.15	3.35 3.25	12.55 12.45	1.11 1.06	1.45 1.35	2.05 1.55	2.20 2.19	2.30 2.29	3.40 3.39	1.55 1.45
FERRIS	686.0	3.05	3.18	12.39	1.28	1.48	2.12	2.22	2.32	3.32	1.38
HADSELL	689.8	3.00	3.14	12.35	1.24	1.44	2.08	2.18	2.28	3.28	1.34
KNOBS	693.0	2.55	3.09	12.31	1.19	1.39	2.05	2.15	2.25	3.25	1.29
DALEY'S RANOH	697.0	2.51	3.05	12.27	1.15	1.35	2.02	2.12	2.22	3.22	1.25
RINER	700.7	f 2.46	3.02	12.24	1.12	1.32	1.59	2.09	2.19	3.19	1.22
CHEROKEE	705.3	2.40	2.57	12.20	1.07	1.27	1.54	2.04	2.14	3.14	1.17
ORESTON	712.0	f 2.33	2.50	12.13	1.00	1.20	1.48	1.58	2.08	3.08	1.10
LATHAM	716.0	2.28	2.45	12.08PM	1.00	1.15	1.43	1.53	2.03	3.03	1.05
DN WAMSUTTER WM	724.2	f 2.18	2.36	11.59AM	1.00	1.06	1.35	1.45	2.55	12.56	
FREWEN	729.1	2.11	2.31	11.54	1.01	1.01	1.31	1.41	2.51	12.51	
RED DESERT	732.7	2.07	2.28	11.51	1.01	1.01	1.28	1.38	2.48	12.48	
TIPTON	740.0	f 1.58	2.20	11.43	1.00	1.00	1.21	1.31	2.41	12.40	
ROBINSON	743.4	1.53	2.16	11.39	1.00	1.00	1.18	1.28	2.38	12.36	
TABLE ROOK	746.7	1.49	2.13	11.36	1.00	1.00	1.15	1.25	2.35	12.33	
MONELL	751.7	1.44	2.08	11.31	1.00	1.00	1.10	1.20	2.30	12.28	
DN BITTER CREEK YL BK	756.7	f 1.37	2.02	11.25	1.00	1.00	1.06	1.16	2.26	12.22	
BLACK BUTTES	765.9	1.27	1.52	11.16	1.00	1.00	1.08	1.18	2.18	12.13	
HALLVILLE	771.2	1.22	1.46	11.11	1.00	1.00	1.03	1.13	2.13	12.08	
D POINT OF ROCKS RO	777.1	f 1.14	1.40	11.05	1.00	1.00	1.03	1.13	2.07	12.02AM	
THAYER JUNCTION	784.1	1.05	1.32	10.57	1.00	1.00	1.03	1.13	2.07	11.54PM	
SALT WELLS	788.6	1.00	1.28	10.53	1.00	1.00	1.03	1.13	2.07	11.49	
BAXTER	795.7	12.53	1.20	10.46	1.00	1.00	1.03	1.13	2.07	11.42	
DN ROCK SPRINGS YL SG	802.1	s 12.40	s 1.06	10.36	1.00	1.00	1.03	1.13	2.07	11.32	
KANDA	809.0	12.26	12.56	10.26	1.00	1.00	1.03	1.13	2.07	11.21	
DN-R GREEN RIVER YL GR	817.0	12.15AM	12.45AM	10.15AM	1.00	1.00	1.03	1.13	2.07	11.10PM	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (6.10) (5.10) (4.50) (4.19) (4.55) (5.10) (4.04) (4.04) (4.04) (4.55)  
 Average speed per hour..... 40.9 48.6 51.9 58.1 51.0 48.6 61.7 61.7 61.7 51.1

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

THIRD SUBDIVISION EASTWARD

FIRST CLASS

18

Time-Table No. 11

April 29, 1961

Passenger

STATIONS

A 4.15AM	DN-R LARAMIE YL KI-K	566.0	WOOTY PZ
4.05	HOWELL	574.1	CS 02 XP
4.02	WYOMING	577.7	WS 63 XP
3.54	D BOSLER FY	585.3	WS 47 XP
3.49	COOPER LAKE	590.6	ES 04 XP
3.46	LOOKOUT	598.9	CS 105 XP
3.41	HARPER	598.9	CS 81 XP
3.33	DN ROCK RIVER OK	605.3	CS 128 WC
3.28	WILCOX	609.0	WS 55 XP
3.19	RIDGE	616.8	CS 73 XP
3.12	D MEDICINE BOW MB	622.9	CS 128 XYP
3.01	OOMO	632.6	CS 81 XP
2.55	RAMSEY	638.7	CS 80 XP
2.49	DN HANNA YL HN	643.1	WS 118 WCZ
2.42	PEROY	648.4	ES 160 YPX
2.38	DANA	651.8	WS 50 XP
2.33	EDSON	657.0	CS 71 XP
2.27	D WALCOTT WA	661.9	CS 131 XP
2.21	FORT STEELE	667.6	CS 08 XP
2.13	D SINCLAIR GV	676.8	CS 80 XP
2.05	DN-R RAWLINS YL RS	682.8	CS 123 XP
1.55	FERRIS	686.0	WCOTY ZXP
1.49	HADSELL	689.8	WS 71 XP
1.45	KNOBS	693.0	CS 117 XP
1.41	DALEY'S RANOH	697.0	ES 81 XP
1.37	RINER	700.7	WS 66 XP
1.34	CHEROKEE	705.3	WS 70 XWP
1.30	ORESTON	712.0	ES 125 P
1.23	LATHAM	716.0	CS 81 XP
1.18	DN WAMSUTTER WM	724.2	WS 92 X
1.09	FREWEN	729.1	CS 61 YP
1.04	RED DESERT	732.7	WS 124 WC
1.01	TIPTON	740.0	ES 108 YXP
12.53	ROBINSON	743.4	WS 121 XP
12.49	TABLE ROOK	746.7	WS 74 XP
12.46	MONELL	751.7	ES 40
12.41	DN BITTER CREEK YL BK	756.7	WS 101
12.35	BLACK BUTTES	765.9	WS 125
12.26	HALLVILLE	771.2	ES 100 P
12.21	D POINT OF ROCKS RO	777.1	WS 60
12.15	THAYER JUNCTION	784.1	ES 71 P
12.07	SALT WELLS	788.6	WS 152 WC
12.03AM	BAXTER	795.7	ES 169 YXP
11.56PM	DN ROCK SPRINGS YL SG	802.1	CS 122 XP
11.46	KANDA	809.0	WS 70 XP
11.36	DN-R GREEN RIVER YL GR	817.0	WS 116 X
11.25PM			CS 132 WP
Daily	(251.0)		XYP

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.50) ..... Thru Time.....  
 51.9 ..... 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.  
 On Third Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.



**WESTWARD FOURTH SUBDIVISION**

**SECOND CLASS**

Car Capacity of Sidings etc. See Rule 6 (A), page 26.	Time-Table No. 11 April 29, 1951				Distance from Council Bluffs
	225	259	263	257	
	Mixed Daily Ex. Sun.	Time Freight Daily	Time Freight Daily	Time Freight Daily	
COPTWXZY		9.00AM	8.45AM	1.10AM	817.0
WS 61 PX					821.1
CS 82 P					824.9
CS 81 P					830.2
CS 118 P					837.8
WS 99 IPWXY ES 126 RCY		10.00AM		2.30AM	847.2
CS 125 P					854.0
CS 103 P					858.7
CS 103 P					865.9
CS 95 P					869.7
CS 135 CPXW					875.4
CS 103 P					880.9
CS 131 P					885.6
WS 77 CS 83 PW					890.5
WS 71 PX					894.8
WS 71 P					897.6
ES 44 X					901.8
ES 122 PX					903.6
ES 64 PX					908.7
CS 118 PX					912.7
PTWXYZC					917.2
					918.4
CS 124 P					921.7
CS 98 PWXY					927.6
					932.6
WS 118 ES 101 PW					936.7
CS 125 PWX					943.3
					947.9
WS 120 CS 120 ES 101 CPTWX		2.45PM			952.7
CS 118 PX		f 2.55			956.5
CS 118 PX		s 3.05			960.6
CS 132 PWX		s 3.20			968.0
					970.6
WS 122 ES 118 P		f 3.35			975.5
33 P					977.7
					980.1
ES 62 PX		f 3.55			985.1
					989.9
COPTWYZ		A 4.10PM	A 3.00PM		992.6

**Time-Table No. 11**

April 29, 1951

**STATIONS**

DN-R GREEN RIVER YLGR	
RIVERVIEW	
PERU	
BRYAN	
WESTVACO	
DN GRANGER YL GN	
VERNE	
OHUROH BUTTES	
HAMPTON	
ELKHURST	
DN CARTER Q	
ANTELOPE	
BRIDGER	
LEROY	
RAGAN	
SPRING VALLEY	
ASPEN	
DN ALTAMONT AP	
KNIGHT	
MILLIS	
DN-R EVANSTON YL NA	
ALMY JCT.	
WYUTA	
DN WAHSATOH YL WH	
CURVO	
CASTLE ROCK	
EMORY	
BASKIN	
DN ECHO YL HO	
HENEFER	
D DEVIL'S SLIDE ON	
DN MORGAN WB	
STODDARD	
PETERSON	
STRAWBERRY	
GATEWAY	
UINTAH	
RIVERDALE YL	
DN-R OGDEN YL OG	

**FIRST CLASS**

27

Passenger

Daily

4.40PM
4.47
4.52
4.57
5.04
5.13
5.20
5.25
5.32
5.38
5.45
5.51
5.56
6.02
6.07
6.11
6.16
6.22
6.28
6.32
6.40
6.47
6.52
7.00
7.07
7.16
7.25
7.38
7.44
7.49
7.58
8.06
8.12
8.19
8.33PM

BLOCK SIGNALS

Double Track

(1.25) (8.00) (1.15) (1.20)  
28.2 29.3 24.1 22.6

..... Thru Time ..... (3.53)  
..... 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.  
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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.

**WESTWARD FOURTH SUBDIVISION**

**FIRST CLASS**

Car Capacity of Sidings etc. See Rule 6 (A), page 26.	Time-Table No. 11 April 29, 1951										Distance from Council Bluffs
	11	9	103	101	105	1	17	37	5	23	
	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	
	4.30PM	4.05PM	2.00PM	1.50PM	1.35PM	12.50PM	3.25AM	2.45AM	2.25AM	1.55AM	817.0
	4.37	4.12	2.05	1.55	1.40	12.57	3.33	2.52	2.32	2.02	821.1
	4.42	4.17	2.09	1.59	1.44	1.01	3.38	2.57	2.37	2.08	824.9
	4.47	4.22	2.14	2.04	1.49	1.06	3.44	3.02	2.42	2.13	830.2
	4.56	4.29	2.20	2.10	1.55	1.13	3.51	3.09	2.49	2.21	837.8
A	5.05PM	4.39	2.29	2.19	A 2.05PM	1.24	Af 4.05AM	3.20	3.00	f 2.33	847.2
		4.46	2.35	2.25		1.31		3.27	3.07	2.40	854.0
		4.51	2.39	2.29		1.36		3.32	3.12	2.45	858.7
		4.58	2.45	2.35		1.43		3.39	3.19	2.54	865.9
		5.03	2.49	2.39		1.47		3.44	3.24	2.59	869.7
		5.09	2.54	2.44		1.53		3.50	3.30	f 3.07	875.4
		5.14	2.59	2.49		1.58		3.55	3.35	3.13	880.9
		5.19	3.03	2.53		2.03		4.00	3.40	3.18	885.6
		5.25	3.09	2.59		2.09		4.06	3.46	3.24	890.5
		5.30	3.13	3.03		2.14		4.11	3.51	f 3.31	894.8
		5.34	3.16	3.06		2.18		4.15	3.55	3.36	897.6
		5.39	3.22	3.12		2.24		4.20	4.00	f 3.43	901.8
		5.45	3.26	3.16		2.29		4.26	4.06	f 3.50	903.6
		5.51	3.31	3.21		2.35		4.32	4.12	3.56	908.7
		5.56	3.35	3.25		2.39		4.37	4.17	4.01	912.7
		6.04	3.40	3.30		2.46		4.45	4.25	4.08	917.2
		6.09	s 3.40	s 3.30		2.51		4.50	4.35	4.18	918.4
		6.16	3.46	3.36		2.58		4.57	4.42	4.25	921.7
		6.24	3.52	3.42		3.05		5.05	4.50	f 4.35	927.6
		6.31	3.59	3.49		3.12		5.12	4.57	4.42	932.6
		6.39	4.06	3.56		3.20		5.20	5.05	4.50	936.7
		6.48	4.14	4.04		3.29		5.29	5.14	4.59	943.3
											947.9
		7.01	4.26	4.16		3.42		5.42	5.27	f 5.14	952.7
		7.06	4.30	4.20		3.47		5.47	5.32	5.19	956.5
		7.11	4.34	4.24		3.52		5.52	5.37	5.24	960.6
		7.20	4.43	4.33		4.01		6.01	5.46	f 5.34	968.0
											970.6
		7.28	4.51	4.41		4.09		6.09	5.54	5.43	975.5
											977.7
		7.34	4.56	4.46		4.15		6.15	6.00	5.49	980.1
		7.41	5.03	4.53		4.22		6.22	6.07	5.57	985.1
											989.9
		A 7.55PM	A 5.15PM	A 5.05PM		A 4.40PM		A 6.35AM	A 6.20AM	6.15AM	992.6

BLOCK SIGNALS

Double Track

(0.35) (3.50) (3.15) (3.16) (0.30) (3.50) (0.40) (3.50) (3.55) (4.20)  
51.7 45.8 54.1 54.1 60.4 45.8 45.8 45.8 44.8 40.5

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

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.  
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
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.



FOURTH SUBDIVISION EASTWARD											
Time-Table No. 11 April 29, 1961	Mile Post	FIRST CLASS									
		12	28	10	2	104	102	106	38	18	24
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
STATIONS											
DN-R GREEN RIVER YLGR	817.0	A 9.50AM	A 10.05AM	A 10.25AM	A 11.00AM	A 11.55AM	A 12.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.50PM
RIVIEW	821.1	9.41	9.59	10.13	11.04	11.45	11.55AM	1.07	10.46	10.57	11.39
PERU	824.9	9.37	9.55	10.09	11.00	11.41	11.51	1.03	10.42	10.53	11.35
BRYAN	830.2	9.32	9.50	10.04	10.55	11.36	11.46	12.58	10.37	10.47	11.28
WESTVACO	837.8	9.24	9.43	9.57	10.48	11.30	11.40	12.51	10.30	10.40	11.20
DN GRANGER YLGN	847.2	9.15AM	9.34	9.48	10.39	11.22	11.32	12.42PM	10.21	10.30PM	11.10
VERNE	854.0		9.28	9.40	10.31	11.16	11.26		10.14		11.01
OHUROH BUTTES	858.7		9.23	9.36	10.27	11.12	11.22		10.09		10.55
HAMPTON	865.9		9.17	9.30	10.21	11.07	11.17		10.02		10.47
ELKHURST	869.7		9.13	9.27	10.18	11.04	11.14		9.58		10.43
DN CARTER Q	875.4		9.07	9.21	10.12	10.59	11.09		9.51		10.35
ANTELOPE	880.9		9.00	9.15	10.06	10.54	11.04		9.45		10.26
BRIDGER	885.6		8.56	9.11	10.02	10.50	11.00		9.40		10.21
LEROY	890.5		8.51	9.06	9.57	10.46	10.56		9.35		10.16
RAGAN	894.8		8.46	9.01	9.52	10.42	10.52		9.30		10.11
SPRING VALLEY	897.6		8.43	8.58	9.49	10.39	10.49		9.26		10.07
ASPEN	901.8		8.39	8.54	9.44	10.35	10.45		9.22		10.00
DN ALTAMONT AP	903.6		8.33	8.48	9.38	10.30	10.40		9.17		9.54
KNIGHT	908.7		8.26	8.41	9.31	10.26	10.36		9.10		9.45
MILLIS	912.7		8.21	8.36	9.26	10.21	10.31		9.04		9.38
DN-R EVANSTON YLNA	917.2		8.14	8.29	9.19	10.14	10.24		8.57		9.30
ALMY JCT.	918.4								8.52		9.20
WYUTA	921.7		8.03	8.18	9.08	10.06	10.16		8.45		9.10
DN WAHSATOH YL WH	927.6		7.57	8.12	9.02	10.01	10.11		8.39		9.03
OURVO	932.6		7.48	8.03	8.53	9.54	10.04		8.30		8.51
OASTLE ROCK	936.7		7.42	7.57	8.47	9.49	9.59		8.24		8.44
EMORY	943.8		7.32	7.47	8.37	9.41	9.51		8.14		8.32
BASKIN	947.9										
DN ECHO YLHO	952.7		7.17	7.32	8.22	9.28	9.38		8.00		8.15
HENEFER	956.5		7.12	7.27	8.17	9.24	9.34		7.55		8.07
D DEVIL'S SLIDE ON	960.6		7.07	7.22	8.12	9.20	9.30		7.50		8.02
DN MORGAN WB	968.0		6.58	7.13	8.03	9.13	9.23		7.41		7.52
STODDARD	970.6										
PETERSON	975.6		6.50	7.05	7.55	9.07	9.17		7.34		7.43
STRAWBERRY	977.7										
GATEWAY	980.1		6.44	6.59	7.49	9.02	9.12		7.28		7.35
UINTAH	985.1		6.37	6.52	7.42	8.55	9.05		7.22		7.28
RIVERDALE YL	989.9										
DN-R OGDEN YLOG	992.6		6.25AM	6.40AM	7.30AM	8.45AM	8.55AM		7.10PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(0.35)	(3.40)	(3.45)	(3.46)	(3.10)	(3.10)	(0.33)	(3.45)	(0.85)	(4.35)
Average speed per hour.....		61.7	47.9	46.8	47.9	55.6	55.5	64.9	46.8	51.7	38.3

BLOCK SIGNALS

Double Track

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.  
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 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.

FOURTH SUBDIVISION EASTWARD											
Time-Table No. 11 April 29, 1961	Mile Post	SECOND CLASS									
		254	264	226	262						
		Time Freight	Time Freight	Mixed	Time Freight						
STATIONS											
DN-R GREEN RIVER YLGR	817.0	A 8.00AM	A 8.05AM		A 9.50PM						COPTWXYZ
RIVIEW	821.1										W8 61 PX
PERU	824.9										C8 82 P
BRYAN	830.2										C8 81 P
WESTVACO	837.8										CS 118 P
DN GRANGER YLGN	847.2		6.20AM		7.30PM						W8 90 PWXY ES 126 RWX
VERNE	854.0										CS 125 P
OHUROH BUTTES	858.7										CS 103 P
HAMPTON	865.9										CS 103 P
ELKHURST	869.7										CS 95 P
DN CARTER Q	875.4										CS 136 PWX
ANTELOPE	880.9										CS 103 P
BRIDGER	885.6										CS 131 P
LEROY	890.5										W8 77 C8 83 PW
RAGAN	894.8										W8 71 PX
SPRING VALLEY	897.6										W8 71 P CS 125
ASPEN	901.8										CS 144 X
DN ALTAMONT AP	903.6										ES 122 PX
KNIGHT	908.7										ES 64 PX
MILLIS	912.7										CS 118 P
DN-R EVANSTON YLNA	917.2										CPTWXYZ
ALMY JCT.	918.4										
WYUTA	921.7										CS 124 P
DN WAHSATOH YL WH	927.6										CS 98 PWXY
OURVO	932.6										P
OASTLE ROCK	936.7										W8 118 ES 101 PW
EMORY	943.8										CS 125 PWX
BASKIN	947.9										4
DN ECHO YLHO	952.7									A 9.05AM	W8 120 CS 120 ES 101 CPTWX
HENEFER	956.5									f 8.55	CS 118 PX
D DEVIL'S SLIDE ON	960.6									s 8.45	CS 118 PX
DN MORGAN WB	968.0									s 8.30	CS 132 PWX
STODDARD	970.6										
PETERSON	975.6									f 8.10	W8 122 ES 118 P
STRAWBERRY	977.7										33 P
GATEWAY	980.1									8.00	PW
UINTAH	985.1									f 7.50	ES 62 PX
RIVERDALE YL	989.9										PX
DN-R OGDEN YLOG	992.6	1.00AM								7.35AM	COPTWYZ
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time.....		(3.55)	(7.00)	(1.45)	(1.30)	(2.20)					
Average speed per hour.....		44.8	25.1	17.2	27.3	12.9					

BLOCK SIGNALS

Double Track

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.  
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.  
 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.



WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 11				SECOND CLASS			
212				April 29, 1951				211 334			
Mixed				STATIONS				Mixed Mixed			
Daily				BLOCK SIGNALS							
IP			5.0	DN	SAND CREEK JCT YL SK	5.0					A 11.20 PM
16			8.2		WELBY	8.2					
31	P		9.8		QUIMBY	9.8					11.11
30	P		13.8		EAST LAKE	13.8					f 11.04
31	P		18.1		DARLOW	18.1					10.57
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2					f 10.48
			22.2		U. P. CROSSING	22.2					
42			24.3		GRADEN	24.3					
4	YP		26.1	D	FREDERICK YL FR	26.1					f 10.37
	P		27.8		FIRESTONE	27.8					10.31
18	P		30.2		HARNEY	30.2					10.25
31	P		34.6		GOWANDA	34.6					10.17
	P		38.3		WILD OAT	38.3					10.10
21	WYP		42.8	N	DENT YL FD	42.8					A 9.43 AM 10.01
	WCTYP		50.6	DN-R	LA SALLE YL SA	50.6					9.30 AM 9.45 PM
					(45.6)						Daily Daily
			(0.20) 23.4		.....Thru Time.....						(0.13) 36.0 (1.35) 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.

WESTWARD—Fort Collins Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
21	WYP	9.43 AM	0.0 N	DENT YL FD	A 3.45 PM
	P	f 9.48	1.7	MILLIKEN YL	f 3.40
			2.0	G. W. CROSSING	
	P	f 10.01	7.3	KOENIG	f 3.21
			9.0	G. W. CROSSING	
	P	f 10.05	9.1	KELIM	f 3.17
			13.5	BOYD LAKE	f 3.08
			16.4	REDMOND	f 3.03
42	P	f 10.27	19.5	HARMONY	f 2.57
130	WCTYZP	A 10.40 AM	25.0 D-R	FORT COLLINS YL FO	2.45 PM
			25.2	O. & S. CROSSING	
			25.8	O. & S. CROSSING	
	P		27.9	POUDRE YL	
	P		30.0	BOETTGER YL	
	P		38.5	RIPPLE	
	Y		41.7	BUCKEYE YL	
				(41.7)	Daily
			(0.57) 26.3	.....Thru Time.....	(1.00) 26.0

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.

WESTWARD—Boulder Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
55	WYZP	0.0	DN-R	BRIGHTON YL BI	
	P	4.2		YOKALL	
		7.1		DICK	
21	IWYP	8.1	DN	ST VRAINS YL VS	
		8.1		U. P. CROSSING	
		10.1		NATIONAL	
	P	10.9		STATE COAL MINE JOT YL	
	P	11.4		PARKDALE JCT YL	
	P	15.1		ERYE	
		15.1		O. B. & Q. CROSSING	
		16.4		TABOR	
		17.8		LEYNER	
		19.6		LIGGETT	
	P	24.0		VALMONT YL	
		26.0		O. & S. CROSSING	
	WYP	26.1		ARA YL	
	P	27.6	DN-R	BOULDER YL BR	
				(27.6)	
				.....Thru Time.....	.....Thru Time.....

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.

WESTWARD—Greeley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
247	WYZP	0.0	DN	GREELEY YL HO	0.0
	YP	2.8		GREELEY JCT. YL	2.3
34	YP	6.0		CLOVERLY	6.0
		8.4		ALDEN	8.4
37	P	10.4	D	GILL YL	10.4
		13.8		MATTHEWS	13.8
		14.6		BARNESVILLE	14.6
39	YP	28.1		BRIGGS DALE	28.1
				(28.1)	
				.....Thru Time.....	.....Thru Time.....

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

WESTWARD—Superior Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
	XPY	0.0		THAYER JUNCTION YL	0.0
	WP	7.6	D	SUPERIOR SU	7.6
		9.1		END OF TRACK	9.1
				.....Thru Time.....	.....Thru Time.....

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

WESTWARD—Puritan Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
		0.0		PARKDALE JCT YL	0.0
		1.9		PURITAN	1.9
		3.1		END OF TRACK	3.1
				.....Thru Time.....	.....Thru Time.....

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

WESTWARD—Lionkol Branch—EASTWARD					
SECOND CLASS		Time-Table No. 11		SECOND CLASS	
211		April 29, 1951		212	
Mixed		STATIONS		Mixed	
Daily					
		0.0		LIONKOL JUNCTION	0.0
		2.0		LIONKOL	2.0
		2.5		END OF TRACK	2.5
				.....Thru Time.....	.....Thru Time.....

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



**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 more than 50% of the tonnage is gravel.			40
When caboose is handled in train consisting of passenger train equipment.		50		3500 and 5000 class engines on any coal mine lead or track.			10
7000 class engines.		75	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
3800 and 3900 class engines.		60	50				15
5000 and 9000 class engines.		50	50	Trains handling wrecking derricks: Derricks with 6-wheel trucks Derricks with 4-wheel trucks (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40
MacArthur type engines with 63-in. drivers.		55	50				35
MacArthur type engines with 57-in. drivers.		35	35	Trains handling company roadway machines on their own wheels, except wrecking derricks On straight track. On curves. Branch lines except Dent Branch.			30
Consolidation and Ten-Wheeler type engines.		35	35				25
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				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	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
							6
Diesel-electric switch engines in road service.		35	35		15	15	15
Diesel-electric locomotives running light, dynamic brake not in operation.			35		10	10	10
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20		15	15	15
Trains handling air-dump cars.			35		10	10	10
Trains handling scale test cars: On main line On branch lines except Dent branch.			30	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
			20				
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30	Jordan spreaders and other machines of spreader type, when in operation.			15
			20				
Trains handling gravel loaded in steel hopper cars.			35	All wye tracks.	6	6	6

**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				
Freight engines not otherwise shown.		50		Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30
Light engines.		45	45				
Denver, within city limits over street crossings.	35	35	25	97.4 and 97.7	50	40	25
Between Mile Posts— Denver Yard							
0.4 and 0.7 westward track.	30	30	25	Corlett Side 97.7 and 97.9	30	30	25
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25	97.9 and 98.6	50	40	25
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25	101.4 and 101.5	70	60	45
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50	Corlett Jct. and M. P. 103.9		70	
Evans 49.4 and 49.7	70	60	50	Borie Side 97.7 and 99.4	50	40	25

**SECOND SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
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					
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts— Cheyenne				Between Mile Posts— Forelle			
510.4 and 511.8	50	40	25	562.2 and 549.8	60	50	40
Corlett				Hermosa			
515.6 and 515.7	60	50	40	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				Buford			
524.5 and 525.6	60	50	40	535.1 and 530.2	60	50	30
Granite Canon				530.2 and 530.0	50	40	30
528.7 and 529.5	50	40	25	529.5 and 528.7	50	40	25
530.0 and 535.1	55	45	35	Granite Canon			
535.6 and 537.5	50	40	25	525.6 and 521.5	60	50	30
537.9 and 540.9	45	40	35	Otto			
541.1 and 545.1	55	45	35	523.6 and 523.4	65	55	30
Hermosa Tunnel				522.3 and 522.1	60	50	30
547.0 and 548.1	55	45	35				
Hermosa				Borie			
549.3 and 549.0	50	40	30	519.1 and 518.8	60	50	30
549.7 and 550.0	40	30	25	515.7 and 515.6	60	55	30
550.0 and 503.6	70	60	40	Corlett			
Red Buttes				511.8 and 510.4	50	40	25
565.2 and 565.3	30	25	20	Cheyenne			
565.3 and 565.6	50	40	25				



THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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				
<b>ON WESTWARD TRACK</b> Between Mile Posts—				<b>ON EASTWARD TRACK</b> Between Mile Posts—			
<b>Laramie</b> 566.8 and 567.2	50	40	25	<b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 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	<b>Rock Springs</b> 803.5 and 801.0	50	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
<b>Ridge</b> 617.2 and 617.6	70	60	50	<b>Baxter</b> 795.3 and 795.1	60	50	40
621.8 and 622.4	75	65	50	794.5 and 794.2	70	60	50
<b>Calvin</b> 627.1 and 628.7	50	45	35	791.7 and 791.4	70	60	50
629.4 and 629.9	60	50	40	<b>Salt Wells</b> 787.0 and 786.7	75	65	50
630.9 and 637.8	70	60	50	781.7 and 781.3	70	60	50
<b>Ramsey</b> 639.3 and 640.2	60	50	40	780.2 and 780.0	60	50	40
642.5 and 643.7	50	40	25	778.9 and 777.8	60	50	40
<b>Hanna</b> 645.1 and 646.3	70	60	50	<b>Point of Rocks</b> 776.6 and 775.8	65	55	45
647.5 and 648.0	70	60	50	775.0 and 774.3	70	65	50
<b>Percy</b> 650.2 and 650.7	70	60	50	773.2 and 773.0	60	50	40
<b>Dana</b> 652.2 and 652.5	60	50	50	772.3 and 771.8	70	65	50
653.1 and 656.4	70	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	40
				<b>Black Buttes</b> 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.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts—				<b>ON EASTWARD TRACK</b> Between Mile Posts—			
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	<b>Latham</b> 715.3 and 715.0	60	50	40
680.4 and 682.5	60	40	25	714.3 and 713.7	60	50	40
<b>Rawlins</b> 683.2 and 684.2	50	40	25	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	25
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
<b>Latham</b> 717.8 and 718.1	70	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
<b>Tipton</b> 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	<b>Edson</b> 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 650.7 and 650.2	70	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	25	<b>Percy</b> 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.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Black Buttes</b> 768.8 and 769.3	60	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 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
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 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	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Thayer Junction</b> 786.6 and 787.0	75	65	50	611.6 and 609.5	70	60	50
<b>Salt Wells</b> 791.4 and 791.7	70	60	50	<b>Rock River</b> 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
<b>Baxter</b> 797.3 and 798.4	55	45	35	<b>Harper</b> 596.8 and 596.5	70	60	50
799.5 and 800.5	60	50	40	<b>Lookout</b> 593.7 and 593.3	70	60	50
801.0 and 803.5	50	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
806.6 and 807.0	70	60	50	<b>Howell</b> 567.2 and 566.8	50	40	25
807.5 and 807.8	65	55	45	<b>Laramie</b>			
<b>Kanda</b> 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				
<b>Green River</b>							

**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**

<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Green River</b> 817.0 and 818.5.	50	40	25	<b>Evanston</b> 915.6 and 915.4	70	60	50
819.3 and 820.7.	60	50	40	913.4 and 913.1	70	60	50
<b>Riview</b> 822.4 and 823.6	60	50	40	<b>Millis</b> 910.4 and 909.3	80	70	50
<b>Peru</b> 825.4 and 826.6	70	60	50	<b>Knight</b> 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)**  
Between Green River and Evanston

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



**FOURTH SUBDIVISION (Continued)**

**Between Evanston and Ogden**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Evanston</b> 920.6 and 921.2	70	60	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Ogden</b> 989.0 and 987.9	65	65	45
<b>Wyuta</b> 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	<b>Uintah</b> 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	<b>Gateway</b> 983.5 and 981.0	40	35	30
<b>Castle Rock</b> 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
<b>Emory</b> 942.9 and 945.5	50	40	35	<b>Strawberry</b> 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	<b>Peterson</b> 972.6 and 972.4	75	65	50
<b>Echo</b> 953.3 and 954.1	60	50	25	<b>Morgan</b> 967.8 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
<b>Henefer</b> 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	<b>Devil's Slide</b> 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	<b>Henefer</b> 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
<b>Stoddard</b> 972.4 and 972.6	75	65	50	<b>Echo</b> 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	50	40	35
<b>Strawberry</b> 978.7 and 980.7	40	35	30	<b>Emory</b> 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	<b>Curvo</b> 928.8 and 927.6	50	40	25
<b>Uintah</b> 985.5 and 985.8	70	60	50	<b>Wahsatch</b> 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 <b>Ogden</b>	65	55	45	926.2 and 925.9	65	55	40
				<b>Wyuta</b> 921.2 and 920.6	70	60	50
				919.1 and 915.9 <b>Evanston</b>	60	50	25

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
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
<b>BRANCHES</b>					
<b>Boulder Branch</b> Maximum Speed.		25	<b>Greeley Branch</b>		15
Trains handling outfit cars.		20	<b>Pleasant Valley Branch</b>		15
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.		15	<b>Puritan Branch</b>		15
Between Parkdale Jct. and Erie.		15	<b>Lionkol Branch</b>		10
Valmont Spur, M.P. 1, over C. & S. crossing.		10	<b>Superior Branch, on yard tracks at Thayer Jct.</b>		15
<b>Dent Branch:</b> Maximum speed.	60	45	<b>Branches not otherwise shown.</b>		15
800 class engines.	45	40	<b>Stansbury Spur</b>		5
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Spurs not otherwise shown.</b>		10
Freight engines not otherwise shown.	50		5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Trains handling outfit cars.		20	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. 1.0 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
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	<b>Park City Branch</b> Maximum Speed		25
Between Mile Posts— <b>Quimby</b> 10.0 and 10.6	50	40	Trains handling outfit cars.		20
11.6 and 12.0	50	40	Between Mile Posts— 0.0 and 4.3		15
<b>East Lake</b> 14.3 and 14.6	50	40	5.1 and 5.2		15
<b>St. Vrain</b> 21.5 and 21.9	40	25	13.2 and 13.5		15
<b>Frederick</b> 25.6 and 25.8	40	25	14.8 and 21.0		15
<b>Gowanda</b> 37.9 and 38.0	50	40	24.0 and 24.1		15
<b>Wild Cat</b> 40.4 and 40.5	50	40	25.1 and 25.2		15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.		30	26.3 and 28.4		15
Between Fort Collins and Bukeye.		25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Trains handling outfit cars.		20	<b>Ontario Branch</b>		15
Dent, over west wye switch.		10	<b>Cranmer spur, between Keetley and end of track.</b>		10
Fort Collins, within city limits		15			
Fort Collins, over east cross-over switch.		5			



**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. Gamelle	Medical Director	Los Angeles, Calif.	System.	R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.
Wm. M. Grieg	District Surgeon	Denver, Colo.	North to, and including Warren.	R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
			East to, but not including Ellis.	R. H. Jenson	Surgeon	Hanna, Wyo.	Hanna to Rock Springs.
			East to, but not including Plainville.	Emory W. DeKay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
			East to, and including Ovid.	O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
J. S. Banwell	Surgeon	Denver, Colo.	Denver.	E. C. Pelton	Surgeon	Laramie, Wyo.	Laramie to Hanna.
T. E. Boyer	Aurist	Denver, Colo.	Denver.	B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
J. R. Blair				R. F. Howe	Surgeon	Ogden, Utah	Ogden, Utah.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	L. S. Sycamore	Surgeon	Ogden, Utah	Ogden, Utah.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	Floyd Seager	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
I. E. Hix	Oculist	Denver, Colo.	Denver.	K. A. Stafford	Surgeon	Ogden, Utah	Ogden, Utah.
H. W. Stuver	Surgeon	Denver, Colo.	Denver.	D. D. Olson	Surgeon	Ogden, Utah	Ogden, Utah.
W. L. Bennett	Surgeon	Denver, Colo.	Denver.	C. D. Van Hook	Surgeon	Ogden, Utah	Ogden, Utah.
P. V. Hansen	Dentist	Denver, Colo.	Denver.	I. B. McQuarrie	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.	W. P. Daines	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
C. P. Bishop	Surgeon	Frederick, Colo.	Vicinity.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
F. A. Humphrey	Surgeon	Ft. Collins, Colo.	LaSalle to Fort Collins.	E. W. McNamara	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
J. W. Alley	Surgeon	Greeley, Colo.	Evans to Eaton.	G. M. Halsey	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. L. Wilkinson	Surgeon	LaSalle Colo.	La Salle to Kersey.	R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	S. J. Hanton	Surgeon	Superior, Wyo.	Superior to Thayer Jct.
W. A. Buntun	District Surgeon	Cheyenne, Wyo.	East to, but not including North Platte.	Louis J. Tauter	District Surgeon	Salt Lake, Utah	North to, but not including McCammon.
			West to, but not including Rock Springs.				East to, and including Rock Springs.
			South to, but not including Warren.				South to, but not including Caliente.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	R. J. Parker	Surgeon	Coalville, Utah	Echo to Park City.
G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	H. P. High	Surgeon	Devils Slide, Utah	Devils Slide to Ogden.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.	J. S. Hellwell	Surgeon	Evanston, Wyo.	Green River to Morgan.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	J. H. Holland	Surgeon	Evanston, Wyo.	Green River to Morgan.
G. W. Marbry	Oculist	Cheyenne, Wyo.	Cheyenne.	J. H. Waters	Surgeon	Evanston, Wyo.	Green River to Morgan.
				J. B. Bennett	Surgeon	Evanston, Wyo.	Green River to Morgan.
				R. C. Stratton	Surgeon	Green River, Wyo.	Rock Springs to Evanston.
				A. T. Sudman	Surgeon	Green River, Wyo.	Rock Springs to Evanston.
				Clint A. Laffoon	Surgeon	Park City, Utah	Bet. Park City and Echo.
				P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:**

- Denver..... "U. D." Telegraph Office  
 Denver..... Dispatcher's Office  
 Denver 23rd Street..... Register Room  
 Denver..... Conductors' Room, Freight Station  
 29th Street..... Yard Office  
 36th Street..... Telegraph Office  
 36th Street..... Register Room  
 Pullman..... Yard Office  
 Pullman (Roundhouse)..... Engine Dispatcher's Office  
 Brighton..... Telegraph Office  
 La Salle..... Telegraph Office  
 Greeley..... Telegraph Office  
 Eaton..... Telegraph Office  
 Cheyenne..... Dispatcher's Office  
 Cheyenne..... Telegraph Office  
 Cheyenne..... Yard Office  
 Cheyenne..... Engine Dispatcher's Office  
 Laramie..... Yard Office  
 Laramie..... Depot Telegraph Office  
 Laramie..... Engine Dispatcher's Office  
 Laramie..... Switchmen's Locker Room

- Laramie..... Passenger Enginemen Washroom  
 Hanna..... Telegraph Office  
 Rawlins..... Telegraph Office  
 Rawlins..... Yard Office  
 Rawlins..... Engine Dispatcher's Office  
 Rock Springs..... Telegraph Office  
 Rock Springs..... Roundhouse Foreman's Office  
 Green River..... Train Dispatcher's Office  
 Green River..... Telegraph Office  
 Green River..... Engine Crew Dispatcher's Office  
 Green River..... Switchmen's Locker Room  
 Evanston..... Telegraph Office  
 Evanston..... Engine Crew Dispatcher's Office  
 Ogden..... Telegraph Office, Union Depot  
 Ogden..... YD—21st St. Telegraph Office  
 Ogden..... Engine Crew Dispatcher's Office, Roundhouse  
 Ogden..... Enginemen's Wash Room  
 Ogden..... RD—28th St. Telegraph Office  
 Fort Collins..... Telegraph Office

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"	28.6
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"	46.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.8	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"	34.8	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		