





WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time intervals (11, 85, 1, 17, 37, 5, 23, 9, 103, 101, 27, 105, 111). Includes 'Time-Table No. 15' and 'November 23, 1952'.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (CO. BLOFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time intervals (112, 12, 10, 28, 2, 104, 102, 106, 38, 18, 24, 6, 86). Includes 'Time-Table No. 16' and 'November 23, 1952'.

E. HICKS General Manager

H. E. SHUMWAY Gen. Supt. Transportation

G. A. CUNNINGHAM General Superintendent

- C. J. COLOMBO, Superintendent... Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent... Cheyenne, Wyo.
O. A. DURRANT, Asst. Superintendent... Green River, Wyo.
H. G. HAGGLUND, Terminal Superintendent... Green River, Wyo.
C. T. ALFORD, Asst. Superintendent... Denver, Colo.
W. C. SATTERFIELD, Trainmaster... Denver, Colo.
R. W. HOPKINS, Terminal Superintendent... Denver, Colo.
K. I. JONES, Trainmaster... Cheyenne, Wyo.
G. E. O'HARA, Trainmaster... Laramie, Wyo.
J. L. PHILLIPS, Asst. Trainmaster... Laramie, Wyo.
P. D. SELF, Terminal Superintendent... Laramie, Wyo.
C. B. L. SHER, Trainmaster... Rawlins, Wyo.
B. W. COLLINS, Trainmaster... Ogden, Utah
J. C. JOCHIM, Trainmaster... Denver, Colo.
C. E. MYERS, Master Mechanic... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines... Cheyenne, Wyo.
R. M. WARNER, Road Foreman of Engines... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines... Rawlins, Wyo.
T. A. KELLEHER, Road Foreman of Engines... Ogden, Utah
H. C. LUSTY, Road Foreman of Engine... Evanston, Wyo.
J. W. GODFREY, Division Engineer... Cheyenne, Wyo.
G. M. PICKERING, General Roadmaster... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
J. E. ROWAN, Asst. Chief Train Dispatcher... Denver, Colo.

SECOND SUBDIVISION AND THIRD SUBDIVISION LARAMIE TO RAWLINS, AND BRANCHES

- J. M. KELLEY, Chief Train Dispatcher... Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher... Cheyenne, Wyo.
O. L. FURGASON, Asst. Chief Train Dispatcher... Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION, RAWLINS TO OGDEN, AND BRANCHES

- B. FOSTER, Chief Train Dispatcher... Green River, Wyo.
L. R. DEARDEN, Asst. Chief Train Dispatcher... Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher... Green River, Wyo.

MILEAGE

Table with 2 columns: Mileage type (Main Line, Branches, Total) and Mileage value (595.06, 372.31, 967.37).

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Table with columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include Rock Springs, La Salle, Rook Springs, Rook River, Medicine Bow, Sinclair, Wamsutter, Brighton, Rook Springs.

EASTWARD

Table with columns: Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Rows include Rock Springs, Rock Springs, Any station on First and Third Subdivision, Any station on Third Subdivision, Any station on Fourth Subdivision, Rook Springs, Any station on First Subdivision, Any station on First Subdivision, Rook Springs, Any Station.



**WESTWARD FIRST SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule 6 (A), page 31.	26			370			250			Distance from Denver
	C.R.I.&P. Mixed			Mixed			Time Freight			
	Daily			Daily			Daily			
YIP				10.00PM	6.50PM				0.0	
ZP				10.08	7.25	6.10PM			0.6	
WCOTYZP				A10.10PM	7.35PM	6.13			1.7	
IP								6.20	2.2	
7								6.20	4.9	
96 P								6.26	5.0	
23									6.0	
57 P								6.31	6.0	
52 P								6.36	8.1	
22									8.1	
81 WYZP								6.43	9.9	
31 P									11.3	
94 P								6.52	14.1	
53 P								6.58	16.0	
95 P								7.04	19.1	
24									22.8	
42 P									25.8	
110 P								7.11	30.1	
24 P									34.8	
24									36.2	
192 WCTYP								A 7.20PM	37.8	
00 P									40.0	
247 WYZP									42.4	
YP									43.2	
81 P									46.1	
80 P									48.2	
1									51.7	
55 P									54.0	
22									55.8	
64 WYP									59.2	
62 P									59.3	
96 P									63.0	
51 P									64.9	
94 WCYP									66.8	
97 P									71.9	
52 P									77.0	
127 WP									81.0	
72 IP									86.0	
P									90.4	
IP									94.4	
WCOTYZP									97.8	
									103.1	
									101.5	
									104.7	
									106.0	

(0.10) 13.2 (0.45) 2.0 (1.10) 38.1 ..... 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 Nos. 10 and 111 are 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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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 at Denver.  
 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

**WESTWARD FIRST SUBDIVISION**

**FIRST CLASS**

Streamliner Passenger	86 Passenger	17 Passenger	37 Passenger	112 Streamliner Passenger	8 C.R.I.&P. Rocket Passenger	38 Passenger	57 Passenger	9 Streamliner Passenger	Distance from Denver									
										Time-Table No. 15								
										November 23, 1952								
6.50PM	6.00PM	5.40PM	5.35PM	5.00PM	1.00PM	9.00AM	8.30AM	8.25AM	0.0									
6.54	6.05	5.45	5.40	5.04	1.04	9.04	8.35	8.29	0.6									
A 6.55PM	6.06	5.47	5.42	5.05	A 1.05PM	A 9.05AM	8.37	8.30	1.7									
	6.10	5.52	5.47 <sup>10</sup>	5.09 <sup>52</sup>			8.42	8.34	2.2									
	6.14	5.57	5.51	5.12			8.47	8.38	4.9									
	6.17	6.01	5.53	5.14			f 8.50 <sup>85</sup>	8.41	5.0									
	6.20	6.04	5.55	5.16			f 8.53	8.43 <sup>85</sup>	6.0									
									8.1									
									8.1									
									8.1									
									9.9									
									11.3									
									14.1									
									16.0									
									19.1									
									22.8									
									25.8									
									30.1									
									34.8									
									36.2									
									37.8									
									40.0									
									42.4									
									43.2									
									46.1									
									48.2									
									51.7									
									54.0									
									55.8									
									59.2									
									59.3									
									63.0									
									64.9									
									66.8									
									71.9									
									77.0									
									81.0									
									86.0									
									90.4									
									94.4									
									97.8									
									103.1									
									101.5									
									104.7									
									106.0									

(0.05) 26.4 (0.52) 73.2 (2.18) 41.8 (2.13) 46.5 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.36) 41.4 (2.05) 49.4 ..... 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 Nos. 10 and 111 are 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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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 at Denver.  
 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

Time-Table No. 15  
November 23, 1952

**STATIONS**

DN-R DENVER YL UD
0.6
23RD STREET YL
1.1
DN-R 36TH ST. YL RA
0.5
PULLMAN YL
2.7
O. B. & Q. CROSSING
0.1
DNSANDCREEKJCT.YLSK
1.0
ADAMS
2.1
DUPONT
1.8
ROLLA
1.4
HAZELTINE
2.8
HENDERSON
1.9
NORTHWAY
3.1
DN BRIGHTON YL BI
3.7
POWARS
3.0
D LUPTON UP
4.3
IONE
4.7
D PLATTEVILLE PA
1.4
VASQUEZ
1.6
HOUSTON
2.2
D GLOREST GI
2.4
PEOKHAM
0.8
HAMBERT
2.9
DN-R LA SALLE YL SA
2.1
EVANS
3.5
DN GREELEY YL HG
2.3
GREELEY JCT.
1.8
D LUERNE
3.4
DN EATON YL UR
0.1
G. W. CROSSING
3.7
D AULT A
1.9
STAGE
1.9
D PIEROE BU
5.1
D NUNN NU
5.1
DOVER
4.9
DEOKER
4.1
DN OARR OR
4.4
WARREN
4.0
GLEASON
3.4
DN SPEER YL S
3.4
DN BORIE YL BO
5.3
CORLETT JCT.
3.2
DN TOWER A YL AY
1.3
DN-R CHEYENNE YL N-OY
(106.0)

Double Track

BLOCK SIGNALS

Time-Table No. 15  
November 23, 1952

**STATIONS**

DN-R DENVER YL UD
0.6
23RD STREET YL
1.1
DN-R 36TH ST. YL RA
0.5
PULLMAN YL
2.7
O. B. & Q. CROSSING
0.1
DNSANDCREEKJCT.YLSK
1.0
ADAMS
2.1
DUPONT
1.8
ROLLA
1.4
HAZELTINE
2.8
HENDERSON
1.9
NORTHWAY
3.1
DN BRIGHTON YL BI
3.7
POWARS
3.0
D LUPTON UP
4.3
IONE
4.7
D PLATTEVILLE PA
1.4
VASQUEZ
1.6
HOUSTON
2.2
D GLOREST GI
2.4
PEOKHAM
0.8
HAMBERT
2.9
DN-R LA SALLE YL SA
2.1
EVANS
3.5
DN GREELEY YL HG
2.3
GREELEY JCT.
1.8
D LUERNE O
3.4
DN EATON YL UR
0.1
G. W. CROSSING
3.7
D AULT A
1.9
STAGE
1.9
D PIEROE BU
5.1
D NUNN NU
5.1
DOVER
4.9
DEOKER
4.1
DN OARR OR
4.4
WARREN
4.0
GLEASON
3.4
DN SPEER YL S
3.4
DN BORIE YL BO
5.3
CORLETT JCT.
3.2
DN TOWER A YL AY
1.3
DN-R CHEYENNE YL N-OY
(106.0)

Double Track

BLOCK SIGNALS



**FIRST SUBDIVISION EASTWARD**

Time-Table No. 15 November 23, 1952	Mile Post	FIRST CLASS								
		9 Streamliner Passenger	38 Passenger	18 Passenger	7 C.R.I.&P. Rocket Passenger	111 Stream- liner Passenger	85 Passenger	37 Passenger	52 Passenger	10 Streamliner Passenger
<b>STATIONS</b>										
DN-R DENVER YL UD	0.0	A 7.55AM	A 8.00AM	A 8.10AM	A 8.25AM	A 8.30AM	A 9.15AM	A 3.30PM	A 5.20PM	A 6.20PM
23RD STREET YL	0.6	7.39	7.35	7.45		8.22				
DN-R 36TH ST. YL RA	1.7	7.36	7.31	7.41	8.17	8.20	9.08	3.04	5.14	5.52
PULLMAN YL	2.2	7.35AM	7.29	7.40	8.16AM	8.19	9.06	3.03PM	5.13	5.51
O. B. & Q. CROSSING	4.9									
DNSANDCREEKJCT.YLSK	5.0		7.22	7.35		8.15	9.01		5.09 <sup>112</sup>	5.47 <sup>37</sup>
ADAMS	8.0									
DUPONT	8.1		7.18	7.30		8.10	8.55		5.03	5.43
ROLLA	9.9									
HAZELTINE	11.8		7.14	7.26		8.07	8.50 <sup>57</sup>	f 4.58	5.40	
HENDERSON	14.1		7.11	7.22		8.05	8.43 <sup>9</sup>	f 4.54	5.38	
NORTHWAY	16.0									
DN BRIGHTON YL BI	19.1		7.06	7.16		7.59	8.35	s 4.47	5.33	
POWARS	22.8									
D LUPTON UP	25.8		6.56	7.08		7.52	8.29	s 4.38	5.27 <sup>112</sup>	
IONE	30.1		6.48	7.03		7.48	8.25	f 4.33	5.22	
D PLATTEVILLE PA	34.8		6.40	6.57		7.45	8.20	f 4.28	5.18	
VASQUEZ	36.2									
HOUSTON	37.8									
D GLOREST GI	40.0		6.35	6.50		7.41	8.15	f 4.22	5.13	
PECKHAM	42.4									
HAMBERT	43.2									
DN-R LA SALLE YL SA	48.1		6.27	6.40		7.34AM	8.08AM	s 4.15	5.08	
EVANS	48.2		6.24	6.34				f 4.06	5.05	
DN GREELEY YL HG	51.7		s 6.19	s 6.29				s 4.01	5.01	
GREELEY JCT.	54.0									
D LUCERNE O	55.8		6.12	6.22				f 3.53	4.55	
DN EATON YL UR	59.2		6.08	6.18				s 3.49	4.52	
G. W. CROSSING	59.8									
D AULT A	68.0		6.04	6.14				s 3.44	4.48	
STAGE	64.9									
D PIEROE BU	68.8		6.00	6.10				f 3.39	4.45	
D NUNN NU	71.9		5.56	6.06				f 3.33	4.41	
DOVER	77.0		5.52	6.02				f 3.27	4.37	
DEOKER	81.9		5.48	5.58					3.22	4.33
DN OARR OR	86.0		5.44	5.54				s 3.17	4.28	
WARREN	90.4		5.39	5.49					3.12	4.24
GLEASON	94.4		5.35	5.45					3.07	4.20
DN SPEER YL S	97.8		5.31	5.41				f 3.02	4.16	
DN BORIE YL BO	103.1		5.25AM	5.35AM						4.10PM
CORLETT JCT.	101.5								2.54	
DN TOWER A YL AY	104.7								2.49	
DN-R CHEYENNE YL N-OY	108.0								2.45PM	
(108.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.20) (2.35) (2.35) (0.00) (0.56) (1.07) (0.27) (2.35) (2.10)  
 Average speed per hour..... 6.1 39.9 39.9 14.7 49.4 41.1 4.9 39.9 47.6

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are 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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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 at Denver.  
 For conditional stops to discharge or pick up revenue passengers. —See Page 3.

**FIRST SUBDIVISION EASTWARD**

Time-Table No. 15 November 23, 1952	Mile Post	SECOND CLASS			Car Capacity of Seating etc. See Rule S (A), page 31.
		369 Mixed	25 C.R.I.&P. Mixed	334 Mixed	
<b>STATIONS</b>					
DN-R DENVER YL UD	0.0	A 7.15AM	A 6.45PM	A 11.50PM	YIP
23RD STREET YL	0.6	6.55			
DN-R 36TH ST. YL RA	1.7	6.53	6.35	11.28	ZP
PULLMAN YL	2.2	6.50AM	6.30PM	11.25	WCOTYZF
O. B. & Q. CROSSING	4.9				
DNSANDCREEKJCT.YLSK	5.0			11.20PM	IP
ADAMS	8.0				7
DUPONT	8.1				95 P
ROLLA	9.9				23
HAZELTINE	11.3				57 P
HENDERSON	14.1				52 P
NORTHWAY	16.0				22
DN BRIGHTON YL BI	19.1				91 WYZP
POWARS	22.8				81 P
D LUPTON UP	25.8				84 P
IONE	30.1				53 P
D PLATTEVILLE PA	34.8				95 P
VASQUEZ	36.2				24
HOUSTON	37.8				42 P
D GLOREST GI	40.0				119 P
PECKHAM	42.4				24 P
HAMBERT	43.2				24
DN-R LA SALLE YL SA	48.1		A 9.05PM		192 WCTYP
EVANS	48.2		8.58		80 P
DN GREELEY YL HG	51.7		s 8.50		247 WYZP
GREELEY JCT.	54.0				YP
D LUCERNE O	55.8		8.40		81 P
DN EATON YL UR	59.2		s 8.35		80 P
G. W. CROSSING	59.8				1
D AULT A	68.0		s 8.30		65 P
STAGE	64.9				22
D PIEROE BU	68.8		8.24		64 WYP
D NUNN NU	71.9		8.17		52 P
DOVER	77.0		8.10		96 P
DEOKER	81.9		8.03		51 P
DN OARR OR	86.0		s 7.57		94 WCYP
WARREN	90.4		7.50		97 P
GLEASON	94.4		7.44 <sup>17</sup>		52 P
DN SPEER YL S	97.8		f 7.34 <sup>37</sup>		68 WYP
DN BORIE YL BO	103.1		f 7.22		45 IP
CORLETT JCT.	101.5		7.10		F
DN TOWER A YL AY	104.7		7.05		IP
DN-R CHEYENNE YL N-OY	108.0		7.00PM		WCOTYZI
(108.0)		Daily	Daily	Daily	

Thru Time..... (0.26) (0.15) (4.50)  
 Average speed per hour..... 5.3 8.8 22.9

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 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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 at Denver.  
 For conditional stops to discharge or pick up revenue passengers. —See Page 3.



**WESTWARD SECOND SUBDIVISION**

Car Capacity of Coach, etc. See Rule 6(A), Page 31.							Distance from Council Bluffs	Time-Table No. 15		FIRST CLASS				
								November 23, 1952		17				
										Passenger				
											STATIONS		Daily	
WCOTY PZ	X						509.5	DN-R	CHEYENNE	YL	N OY			
	IP						510.8		1.3					
	P						514.0	DN	TOWER A	YL	AY			
<b>CORLETT JUNCTION</b>														
							514.9		0.9					
WS93	XP						514.9		CORLETT					
WS110 ES110	XIP						519.0	DN	BORIE	YL	BO	7.58PM		
WS93 ES110	XWP						524.0		5.0					
WS137 ES76	XWP						528.6	DN	GRANITE	YL	LOA	8.08		
WS105 ES80	WYP						536.6		4.6					
CS96	XYP						540.4	DN	SHERMAN	YL	S	8.31		
							543.0		3.9					
CS82	XP						548.4	DN	HERMOSA	YL	HM	8.38		
							557.0		2.6					
WS133	WP						567.0	DN	RED BUTTES	YL	KI	8.41		
									5.4					
ES79	P								8.6			8.49		
ES110	WP								9.3			9.02		
	P								2.0					
ES124	P								2.5					
WCOTY PZ	X						566.3	DN-R	LARAMIE	YL	KI	A 9.23PM		
									3.7					
									4.1					
									4.0					

These Stations are not on Westward Track

.....Thru Time..... (1.25)  
.....Average speed per hour..... 33.4

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.  
Rules 251 to 254 inclusive apply on Second Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**WESTWARD SECOND SUBDIVISION**

											Distance from Council Bluffs	Time-Table No. 15		
												November 23, 1952		
												STATIONS		
											FIRST CLASS		Daily	
37	5	23	27	9	103	101	11	105	1					
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
	6.50PM	6.20PM	10.55AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	609.5	DN-R	CHEYENNE	YL	N OY
	6.53	6.23	10.58		9.38	9.23	9.13	8.08	6.18	510.8	DN	TOWER A	YL	AY
										514.0	<b>CORLETT JUNCTION</b>			
	7.00	6.28	11.04		9.42	9.27	9.19	8.12	6.24	514.9		0.9		
7.48PM	7.06	6.34	11.10	10.30AM	9.49	9.34	9.24	8.19	6.30	519.0	DN	BORIE	YL	BO
7.58	7.14	6.42	11.17	10.39	9.57	9.42	9.31	8.27	6.37	524.0		4.1		
8.06	7.22	6.50	11.25	10.48	10.05	9.50	9.39	8.35	6.45	528.6	DN	GRANITE	YL	LOA
8.21	7.35	7.02	11.37	11.01	10.17	10.02	9.51	8.47	6.57	536.6		7.9		
8.28	7.42	7.09	11.44	11.07	10.22	10.07	9.58	8.52	7.04	540.4	DN	SHERMAN	YL	S
8.31	7.45	7.12	11.47	11.10	10.25	10.10	10.01	8.55	7.07	543.0		3.9		
8.39	7.52	7.19	11.54AM	11.17	10.32	10.17	10.08	9.02	7.14	548.4	DN	HERMOSA	YL	HM
8.52	8.05	7.30	12.04PM	11.26	10.41	10.26	10.19	9.11	7.25	557.0		2.6		
												5.4		
												8.6		
												9.3		
												2.0		
												2.5		
												3.7		
												4.1		
												4.0		
A 9.08PM	A 8.20PM	A 7.42PM	A 12.17PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	A 7.37AM	566.3	DN-R	LARAMIE	YL	KI
												3.7		
												4.1		
												4.0		

These Stations are not on Westward Track

.....Thru Time..... (1.20) 35.5  
.....Average speed per hour..... (1.30) 37.0 (1.22) 41.6 (1.22) 41.6 (1.10) 40.5 (1.19) 43.1 (1.19) 43.1 (1.22) 41.6 (1.19) 43.1 (1.22) 41.6

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.  
Rules 251 to 254 inclusive apply on Second Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.







**WESTWARD THIRD SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Council Bluffs	Time-Table No. 15 November 23, 1952		FIRST CLASS	
		STATIONS		17	Passenger
		DN-R LARAMIE YL KI-K		9.33PM	
WOOTYZ X	566.0	8.1		9.43	
CS92 XP	574.1	HOWELL		9.47	
WS63 XP	577.7	WYOMING		9.55	
WS47 XP	585.3	D BOSLER FY		10.01	
CS93		5.3		10.05	
ES04 XP	590.6	OOOPER LAKE		10.10	
CS105 XP	595.9	LOOKOUT		10.17	
CS61 XP	598.9	HARPER		10.22	
CS124 WC	605.3	DN ROOK RIVER OK		10.30	
ES124 YPX		3.7		10.37	
WS68 XP	609.0	WILCOX		10.50	
ES120		7.8		10.58	
CS73 XP	616.8	RIDGE		11.06	
CS128 XYT	622.9	D MEDICINE BOW MB		11.12	
CS81 XP	632.6	OOMO		11.15	
CS80 XP	638.7	RAMSEY		11.21	
WS178 WCZ	643.1	DN HANNA YL HN		11.27	
ES164 YPX		4.4		11.33	
WS35 XP	648.4	PEROY		11.43	
ES62 XP		5.3		11.55PM	
CS71 XP	651.8	DANA		12.05AM	
CS131 XP	657.0	EDSON		12.13	
CS68 XP	661.9	D WALCOTT WA		12.18	
CS60 XP	667.6	FORT STEELE		12.22	
CS123 XP	676.3	D SINCLAIR GV		12.26	
		6.5		12.33	
WOOTYZXP	682.8	DN-R RAWLINS YL RS		12.37	
WS71 XP	686.0	FERRIS		12.43	
CS117 XP	689.8	HADSELL		12.48	
ES61 XP	693.0	KNOBS		12.54	
WS65 XP	697.0	DALEY'S RANCH		12.59	
WS70 XW	700.7	RINER		1.03	
ES125 P		4.0		1.12	
CS81 XP	705.3	OHEROKEE		1.16	
WS72 X	712.0	ORESTON		1.19	
CS81 XP		4.0		1.23	
CS81 XP	716.0	LATHAM		1.28	
WS124 W	724.2	DN WAMSUTTER WM		1.38	
ES106 YXP		8.2		1.44	
WS121 XP	729.1	FREWEN		1.50	
CS71 XP	732.7	RED DESERT		1.56	
WS64 XP	740.0	TIPTON		1.59	
CS40		7.3		2.01	
WS104 X	743.4	ROBINSON		2.08	
ES104 P	749.7	TABLE ROOK		2.18	
WS50		3.3		2.28	
ES71 P	751.7	MONELL		2.40AM	
WS162 WC	759.7	DN BITTER OREEK YL BK		2.48	
ES109 YXP		9.2		2.56	
CS122 XP	765.9	BLAOK BUTTES		3.04	
WS70 XP	771.2	HALLVILLE		3.14	
WS115 X	777.1	POINT OF ROCKS		3.24	
CS132 WP		7.0		3.34	
XPY	784.1	THAYER JUNCTION		3.44	
CS78 XP	788.6	SALT WELLS		3.54	
CS120 XP	795.7	BAXTER		4.04	
WS74 WCY	802.1	DN ROCK SPRINGS YL SG		4.14	
ES97 YXP		6.4		4.24	
CS135 XP	809.0	KANDA		4.34	
		8.0		4.44	
WOOTYZ	817.0	DN-R GREEN RIVER YLGR		4.54	
		(251.0)		5.04	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time..... (5.07)  
..... Average speed per hour..... 40.1

On single track, westward trains are superior to trains of the same class in the opposite direction.--See Rule S-72.  
Rules 251 to 254 inclusive apply on Third Subdivision.  
For conditional stops to discharge or pick up revenue passengers.--See page 3.

**WESTWARD THIRD SUBDIVISION**

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 15 November 23, 1952	
37	5	23	27	9	103	11	101	105	1		STATIONS	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
9.18PM	8.30PM	7.50PM	12.25PM	11.45AM	10.55AM	10.45AM	10.40AM	9.25AM	7.45AM	566.0	DN-R LARAMIE YL KI-K	
9.28	8.40	8.00	12.35	11.54	11.02	11.02	10.49	9.34	7.55	574.1	HOWELL	
9.32	8.44	8.04	12.38	11.57AM	11.06	11.09	10.52	9.37	7.58	577.7	WYOMING	
9.40	8.52	f 8.13	12.45	12.03PM	11.12	11.16	10.58	9.43	8.05	585.3	D BOSLER FY	
9.45	8.57	8.19	12.50	12.09	11.16	11.21	11.01	9.46	8.10	590.6	OOOPER LAKE	
9.49	9.02	8.24	12.54	12.13	11.19	11.25	11.05	9.50	8.14	593.9	LOOKOUT	
9.54	9.08	8.30	12.59	12.18	11.23	11.30	11.09	9.54	8.19	598.9	HARPER	
10.01	9.16	f 8.38	1.05	12.24	11.28	11.36	11.15	10.00	8.25	605.3	DN ROOK RIVER OK	
10.06	9.21	8.44	1.09	12.27	11.31	11.40	11.18	10.03	8.29	609.0	WILCOX	
10.14	9.29	8.54	1.17	12.34	11.37	11.48	11.25	10.10	8.37	616.8	RIDGE	
10.21	9.37	f 9.01	1.23	12.40	11.43	11.54AM	11.31	10.16	8.43	622.0	D MEDICINE BOW MB	
10.34	9.50	9.13	1.33	12.48	11.50	12.04PM	11.38	10.23	8.53	632.6	OOMO	
10.42	9.58	9.20	1.40	12.54	11.56AM	12.11	11.44	10.29	9.00	638.7	RAMSEY	
f 10.50	10.07	f 9.30	1.46	12.58	12.01PM	12.17	11.48	10.33	9.06	643.1	DN HANNA YL HN	
10.56	10.16	9.38	1.52	1.04	12.07	12.23	11.54	10.39	9.12	648.4	PEROY	
10.59	10.20	9.42	1.56	1.08	12.10	12.27	11.58AM	10.43	9.16	651.8	DANA	
11.05	10.26	9.48	2.01	1.12	12.14	12.32	12.02PM	10.47	9.21	657.0	EDSON	
11.10	10.32	f 9.55	2.06	1.17	12.19	12.37	12.07	10.52	9.26	661.9	D WALCOTT WA	
11.15	10.38	10.02	2.12	1.22	12.24	12.41	12.12	10.57	9.32	667.6	FORT STEELE	
11.22	10.48	f 10.12	2.21	1.30	12.32	12.50	12.20	11.05	9.41	676.3	D SINCLAIR GV	
<del>11.35</del>	<del>11.00</del>	<del>10.35</del>	<del>2.35</del>	<del>1.39</del>	<del>12.39</del>	<del>1.01</del>	<del>12.29</del>	<del>11.14</del>	<del>9.55</del>	682.8	DN-R RAWLINS YL RS	
11.43	11.08	10.43	2.40	1.44	12.40	1.12	12.30	11.15	10.00	686.0	FERRIS	
11.53	11.16	10.41	2.47	1.49	12.44	1.17	12.34	11.19	10.08	689.8	HADSELL	
11.58PM	11.21	10.46	2.52	1.53	12.47	1.22	12.37	11.22	10.13	693.0	KNOBS	
12.02AM	11.25	10.50	2.56	1.57	12.50	1.26	12.40	11.25	10.17	697.0	DALEY'S RANOH	
12.06	11.29	10.54	2.59	2.00	12.53	1.30	12.43	11.28	10.21	700.7	RINER	
12.09	11.33	10.59	3.02	2.03	12.56	1.33	12.46	11.31	10.24	705.3	OHEROKEE	
12.13	11.38	11.04	3.06	2.09	1.01	1.37	12.50	11.35	10.28	705.3	OHEROKEE	
12.21	11.47	11.13	3.15	2.17	1.07	1.45	12.57	11.42	10.36	712.0	ORESTON	
12.25	11.51	11.17	3.19	2.20	1.10	1.50	1.01	11.45	10.40	716.0	LATHAM	
12.34	11.59PM	f 11.26	3.28	2.27	1.17	1.58	1.07	11.52	10.49	724.2	DN WAMSUTTER WM	
12.39	12.04AM	11.32	3.33	2.31	1.21	2.03	1.11	11.56	10.54	729.1	FREWEN	
12.43	12.08	11.36	3.37	2.34	1.24	2.07	1.14	11.59AM	10.58	732.7	RED DESERT	
12.52	12.17	f 11.45	3.45	2.42	1.31	2.15	1.21	12.06PM	11.07	740.0	TIPTON	
12.56	12.21	11.49	3.48	2.45	1.34	2.18	1.24	12.09	11.11	743.4	ROBINSON	
12.59	12.25	11.53	3.51	2.48	1.38	2.21	1.27	12.12	11.14	749.7	TABLE ROOK	
1.03	12.29	11.57PM	3.55	2.52	1.41	2.27	1.31	12.16	11.18	751.7	MONELL	
1.08	12.35	f 12.04AM	4.01	2.56	1.45	2.32	1.35	12.20	11.23	759.7	DN BITTER OREEK YL BK	
1.18	12.45	12.14	4.11	3.04	1.53	2.41	1.43	12.28	11.32	765.9	BLAOK BUTTES	
1.24	12.51	12.20	4.16	3.08	1.57	2.46	1.47	12.32	11.39	771.2	HALLVILLE	
1.30	12.57	f 12.26	4.22	3.14	2.03	2.52	1.53	12.38	11.45	777.1	POINT OF ROCKS	
1.36	1.05	12.34	4.28	3.21	2.10	2.59	2.00	12.45	11.51	784.1	THAYER JUNCTION	
1.41	1.10	12.39	4.33	3.25	2.14	3.04	2.04	12.49	11.56AM	788.6	SALT WELLS	
1.48	1.17	12.46	4.40	3.32	2.20	3.11	2.10	12.55	12.02PM	795.7	BAXTER	
s 1.58	s 1.27	s 12.56	4.50	3.38	2.31	s 3.21	2.20	1.05	12.12	802.1	DN ROCK SPRINGS YL SG	
2.08	1.37	1.06	5.00	3.47	2.38	3.30	2.28	1.13	12.22	809.0	KANDA	
A 2.20AM	A 1.50AM	A 1.20AM	A 5.20PM	A 4.05PM	A 2.50PM	A 3.45PM	A 2.40PM	A 1.25PM	A 12.40PM	817.0	DN-R GREEN RIVER YLGR	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time..... (4.55)  
..... Average speed per hour..... 51.1

On single track, westward trains are superior to trains of the same class in the opposite direction.--See Rule S-72.  
Rules 251 to 254 inclusive apply on Third Subdivision.  
For conditional stops to discharge or pick up revenue passengers.--See Page 3.



**THIRD SUBDIVISION EASTWARD**

Time-Table No. 16

November 23, 1952

**FIRST CLASS**

Mile Post	24	6	10	28	12	2	104	102	106	38	Passenger		Streamliner		Streamliner		
											Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Passenger
506.0	A 6.25AM	A 5.55AM	A 3.07PM	A 3.50PM	A 4.10PM	A 4.25PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.05AM							
574.1	6.10	5.42	2.58	3.40	4.00	4.15	5.00	5.10	5.20	3.55							
577.7	6.06	5.39	2.54	3.37	3.57	4.12	4.57	5.07	5.17	3.52							
585.8	f 5.57	5.31	2.46	3.29	3.49	4.04	4.50	5.00	5.10	3.44							
590.6	5.47	5.25	2.41	3.24	3.44	3.59	4.46	4.56	5.06	3.39							
593.0	5.42	5.22	2.38	3.21	3.41	3.56	4.43	4.53	5.03	3.36							
598.0	5.33	5.16	2.32	3.16	3.36	3.51	4.38	4.48	4.58	3.31							
605.3	f 5.23	5.07	2.25	3.08	3.28	3.44	4.32	4.42	4.52	3.23							
609.0	5.16	5.02	2.20	3.03	3.23	3.39	4.29	4.39	4.49	3.18							
616.8	5.06	4.53	2.12	2.54	3.14	3.31	4.22	4.32	4.42	3.09							
622.9	f 4.55	4.45	2.05	2.47	3.07	3.21	4.16	4.26	4.36	3.02							
632.6	4.42	4.34	1.56	2.36	2.56	3.06	4.07	4.17	4.27	2.51							
638.7	4.35	4.28	1.50	2.30	2.50	3.00	4.01	4.11	4.21	2.45							
643.1	s 4.29	4.22	1.45	2.24	2.44	2.54	3.56	4.06	4.16	2.39							
648.4	4.19	4.14	1.39	2.17	2.37	2.47	3.51	4.01	4.11	2.32							
651.8	4.14	4.09	1.35	2.14	2.33	2.43	3.48	3.58	4.08	2.28							
657.0	4.08	4.03	1.30	2.09	2.28	2.38	3.43	3.53	4.03	2.23							
661.9	f 3.57	3.57	1.25	2.04	2.22	2.32	3.39	3.49	3.59	2.17							
667.6	3.42	3.51	1.19	1.58	2.16	2.26	3.34	3.44	3.54	2.11							
676.3	f 3.30	3.43	1.12	1.50	2.08	2.18	3.27	3.37	3.47	2.03							
682.8	3.20	3.35	1.05	1.40	2.00	2.10	3.20	3.30	3.40	1.55							
686.0	3.10	3.25	1.00	1.30	1.50	2.00	3.19	3.29	3.39	1.45							
686.0	3.00	3.17	12.53	1.23	1.43	1.53	3.12	3.22	3.32	1.38							
689.8	2.55	3.13	12.49	1.19	1.39	1.49	3.08	3.18	3.28	1.34							
693.0	2.50	3.08	12.46	1.15	1.34	1.44	3.05	3.15	3.25	1.29							
697.0	2.46	3.04	12.43	1.11	1.30	1.40	3.02	3.12	3.22	1.25							
700.7	f 2.41	3.01	12.40	1.08	1.27	1.37	2.59	3.09	3.19	1.22							
705.3	2.35	2.56	12.35	1.03	1.22	1.32	2.54	3.04	3.14	1.17							
712.0	f 2.28	2.49	12.29	1.03	1.22	1.32	2.54	3.04	3.14	1.17							
716.0	2.23	2.44	12.24	1.00	1.19	1.29	2.48	2.58	3.08	1.10							
724.2	f 2.13	2.35	12.16	1.01	1.11	1.21	2.43	2.53	3.03	1.05							
729.1	2.06	2.30	12.12	1.01	1.11	1.21	2.35	2.45	2.55	1.00							
732.7	2.02	2.27	12.09	1.01	1.11	1.21	2.31	2.41	2.51	1.00							
740.0	f 1.53	2.19	12.02PM	1.01	1.11	1.21	2.28	2.38	2.48	1.00							
743.4	1.48	2.14	11.59AM	1.01	1.11	1.21	2.28	2.38	2.48	1.00							
746.7	1.44	2.10	11.56	1.01	1.11	1.21	2.25	2.35	2.45	1.00							
751.7	1.39	2.05	11.51	1.01	1.11	1.21	2.20	2.30	2.40	1.00							
756.7	f 1.32	1.59	11.47	1.01	1.11	1.21	2.06	2.16	2.26	1.00							
765.9	1.22	1.49	11.39	1.01	1.11	1.21	1.58	2.08	2.18	1.00							
771.2	1.17	1.43	11.34	1.01	1.11	1.21	1.53	2.03	2.13	1.00							
777.1	f 1.09	1.37	11.28	1.01	1.11	1.21	1.47	1.57	2.07	1.00							
784.1	1.00	1.29	11.20	1.01	1.11	1.21	1.39	1.49	1.59	1.00							
788.8	12.55	1.24	11.16	1.01	1.11	1.21	1.35	1.45	1.55	1.00							
795.7	12.48	1.16	11.10	1.01	1.11	1.21	1.29	1.39	1.49	1.00							
802.1	s 12.38	s 1.06	11.03	1.01	1.11	1.21	1.22	1.32	1.42	s 11.32							
809.0	12.26	12.56	10.55	1.01	1.11	1.21	1.15	1.25	1.35	1.11							
817.0	12.15AM	12.45AM	10.45AM	1.00AM	11.10AM	11.20AM	1.05PM	1.15PM	1.25PM	11.10PM							

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time.....	(6.10)	(6.10)	(4.22)	(4.50)	(5.00)	(5.05)	(4.04)	(4.04)	(4.04)	(4.55)
Average speed per hour.....	40.9	48.6	57.9	51.9	50.2	49.4	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.  
 Rules 251 to 254 inclusive apply on Third Subdivision.  
 For conditional stops to discharge or pick up revenue passengers.--See Page 3.

**THIRD SUBDIVISION EASTWARD**

**FIRST CLASS**

Time-Table No. 16

November 23, 1952

Mile Post	18	Passenger		Streamliner		Streamliner		Streamliner		Passenger	Car Capacity of Seating, etc. See Rule 9 (A), Page 31.
		Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger				
506.0	A 4.15AM										WCOTYPZ X
574.1	4.05										CS92 XP
577.7	4.02										WS53 XP
585.3	3.54										WS47 XP
590.6	3.49										ES94 XP
593.9	3.46										CS105 XP
589.9	3.41										CS81 XP
605.3	3.33										CS128 XYP
609.0	3.28										WS58 XP
616.8	3.19										ES120 XP
622.9	3.12										CS73 XP
632.6	3.01										CS128 XYP
638.7	2.55										CS81 XP
643.1	2.49										CS880 XP
648.4	2.42										WS118 WCZ
651.8	2.38										ES160 YPX
657.0	2.33										WS50 XP
661.9	2.27										ES42 XP
667.6	2.21										CS71 XP
676.3	2.13										CS131 XP
682.8	2.05										CS68 XP
686.0	1.49										CS80 XP
689.8	1.45										CS81 XP
693.0	1.41										CS123 XP
697.0	1.37										WCOTYZZF
700.7	1.34										WS71 XP
705.3	1.30										CS117 XP
712.0	1.23										ES81 XP
716.0	1.18										WS65 XP
724.2	1.09										WS70 XW
729.1	1.04										ES125 P
732.7	1.01										CS81 XP
740.0	12.53										WS62 X
743.4	12.49										CS81 YP
746.7	12.46										CS81 XP
751.7	12.41										WS124 W
756.7	12.35										ES106 YXP
765.0	12.26										WS121 XP
771.2	12.21										CS71 XP
777.1	12.15										WS64 XP
784.1	12.07										ES40 XP
788.8	12.03AM										WS104 X
795.7	11.56PM										YP
802.1	11.46										WS126
809.0	11.36										



**WESTWARD FOURTH SUBDIVISION**

Car Capacity of Seating, etc. See Rule 6 (A), page 31.	SECOND CLASS				Distance from Council Bluffs	Time-Table No. 15 November 23, 1952		FIRST CLASS	
	225	259	263	257		27			
	Mixed	Time Freight	Time Freight	Time Freight		Passenger			
	Daily Ex. Sun.	Daily	Daily	Daily		Daily	STATIONS		
COPTWXLZ		9.00AM	8.45AM	1.10AM	817.0		DN-RGREEN RIVERTLGR		5.40PM
W861 PX					821.1		4.1 RIVIEW		5.47
C882 P					824.9		3.8 PERU		5.52
CS 120 P					830.2		5.3 BRYAN		5.57
CS 118 P					837.8		7.6 WESTVAOO		6.04
WS99 IPWXY ES 124 RPS		A 10.00AM		A 2.30AM	847.2		DN GRANGER YL GN		6.13
CS 125 P					854.0		6.8 VERNE		6.20
CS 103 P					858.7		4.7 OHUROH BUTTES		6.25
CS 103 P					865.9		7.2 HAMPTON		6.32
CS 95 P					869.7		3.8 ELKHURST		6.38
CS136 CPKW					875.4		DN CARTER YL Q		6.45
CS 103 P					880.9		5.5 ANTELOPE		6.51
CS 131 P					885.6		4.7 BRIDGER		6.56
WS77 CS83 PW					890.5		4.9 LEROY		7.02
WS71 PX					894.8		4.3 RAGAN		7.07
CS125 P					897.6		2.8 SPRING VALLEY		7.11
ES 44 X					901.8		4.2 ASPEN		7.16
ES 122 PX					903.6		DN ALTMONT AP		7.22
ES 64 PX					908.7		5.1 KNIGHT		7.28
CS118 PX					912.7		4.0 MILLIS		7.32
PTWXYZC					917.2		4.5 DN-R EVANSTON YLNA		7.40
					918.4		1.2 ALMY JCT.		7.47
CS 124 P					921.7		3.2 WYUTA		7.52
CS98 PWXY					927.6		5.9 DN WAHSATOH YL WH		8.00
					932.6		5.0 OURVO		8.07
WS 118 ES 101 PW					936.7		4.1 OASTLE ROOK		8.16
CS 125 PWX					943.3		6.6 EMORY		8.25
					947.9		4.6 BASKIN		
WS120 CS124 CS101 CPT W2		2.45PM			952.7		DN ECHO YL HO		8.37
CS118 PX		f 2.55			956.5		3.8 HENEFER		8.43
CS 118 PX		s 3.05			960.6		4.1 D DEVIL'S SLIDE ON		8.47
CS 182 PWX		s 3.20			968.0		7.4 DN MORGAN WB		8.56
					970.6		2.6 STODDARD		
WS 122 ES 118 P		f 3.35			976.5		4.9 PETERSON		9.04
					977.7		2.4 STRAWBERRY		
					980.1		2.4 GATEWAY		9.09
ES 62 PX		f 3.55			985.1		5.0 UINTAH		9.16
					989.9		4.8 RIVERDALE YL		
COPFWYZ		A 4.10PM	A 3.00PM		992.6		DN-R OGDEN YLOG		A 9.30PM
							(175.6)		

(1.25) 28.2 (6.00) 29.3 (1.15) 24.1 (1.20) 22.6 .....Thru Time..... (3.50) 45.3  
.....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.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
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**

Car Capacity of Seating, etc. See Rule 6 (A), page 31.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 15 November 23, 1952		
	11	9	103	101	105	1	17	37	5	23		STATIONS		
	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
	4.50PM	4.40PM	3.00PM	2.50PM	1.35PM	12.55PM	3.25AM	2.45AM	2.25AM	1.55AM	817.0	DN-RGREEN RIVERTLGR		
	4.57	4.47	3.05	2.55	1.40	1.02	3.33	2.52	2.32	2.02	821.1	4.1 RIVIEW		
	5.02	4.52	3.09	2.59	1.44	1.06	3.38	2.57	2.37	2.08	824.9	3.8 PERU		
	5.07	4.57	3.14	3.04	1.49	1.11	3.44	3.02	2.42	2.13	830.2	5.3 BRYAN		
	5.16	5.04	3.20	3.10	1.55	1.18	3.51	3.09	2.49	2.21	837.8	7.6 WESTVAOO		
A 5.25PM	5.15	5.15	3.29	3.19	A 2.05PM	1.29	A 4.05AM	3.20	3.00	f 2.33	847.2	DN GRANGER YL GN		
		5.22	3.35	3.25				1.36		3.27	854.0	6.8 VERNE		
		5.27	3.39	3.29				1.41		3.32	858.7	4.7 OHUROH BUTTES		
		5.34	3.45	3.35				1.48		3.39	865.9	7.2 HAMPTON		
		5.39	3.49	3.39				1.52		3.44	869.7	3.8 ELKHURST		
		5.45	3.54	3.44				1.58		3.50	875.4	DN CARTER YL Q		
		5.50	3.59	3.49				2.03		3.55	880.9	5.5 ANTELOPE		
		5.55	4.03	3.53				2.08		4.00	885.6	4.7 BRIDGER		
		6.01	4.09	3.59				2.14		4.06	890.5	4.9 LEROY		
		6.06	4.13	4.03				2.19		4.11	894.8	4.3 RAGAN		
		6.10	4.16	4.06				2.23		4.15	897.6	2.8 SPRING VALLEY		
		6.15	4.22	4.12				2.29		4.20	901.8	4.2 ASPEN		
		6.21	4.26	4.16				2.34		4.26	908.6	DN ALTMONT AP		
		6.27	4.31	4.21				2.40		4.32	908.7	5.1 KNIGHT		
		6.32	4.35	4.25				2.44		4.37	912.7	4.0 MILLIS		
		6.40	4.40	4.30				2.51		4.45	917.2	DN-R EVANSTON YLNA		
		6.45	s 4.40	s 4.30				2.56		4.50	918.4	1.2 ALMY JCT.		
		6.53	4.46	4.36				3.03		4.57	921.7	3.2 WYUTA		
		7.01	4.52	4.42				3.10		5.05	927.6	5.9 DN WAHSATOH YL WH		
		7.10	4.59	4.49				3.17		5.12	932.6	5.0 OURVO		
		7.18	5.06	4.56				3.25		5.20	936.7	4.1 OASTLE ROOK		
		7.27	5.14	5.04				3.34		5.29	943.3	6.6 EMORY		
		7.40	5.26	5.16				3.47		5.42	947.9	4.6 BASKIN		
		7.45	5.30	5.20				3.52		5.47	952.7	DN ECHO YL HO		
		7.50	5.34	5.24				3.57		5.52	956.5	3.8 HENEFER		
		7.59	5.43	5.33				4.06		6.01	960.6	4.1 D DEVIL'S SLIDE ON		
											968.0	7.4 DN MORGAN WB		
											970.6	2.6 STODDARD		
											976.5	4.9 PETERSON		
											977.7	2.4 STRAWBERRY		
											980.1	2.4 GATEWAY		
											985.1	5.0 UINTAH		
											989.9	4.8 RIVERDALE YL		
	A 8.35PM	A 6.15PM	A 6.05PM		A 4.45PM		A 6.35AM	A 6.20AM	A 6.15AM		992.6	DN-R OGDEN YLOG		
												(175.6)		

(0.35) 51.7 (3.55) 44.8 (3.15) 54.1 (3.15) 54.1 (0.30) 60.4 (3.50) 46.8 (0.40) 45.3 (3.50) 46.8 (3.55) 44.8 (4.20) 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.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
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. 15**  
November 23, 1962

**FIRST CLASS**

12	10	28	2	104	102	106	38	18	24
Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger

Mile Post

**STATIONS**

DN-R GREEN RIVER YLGR	817.0	A 9.50AM	A 10.20AM	A 10.50AM	A 11.10AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.41	10.13	10.39	11.04	12.45	12.55	1.07	10.46	10.57	11.27
PERU	824.9	9.37	10.09	10.35	11.00	12.41	12.51	1.03	10.42	10.53	11.23
BRYAN	830.2	9.32	10.04	10.30	10.55	12.36	12.46	12.58	10.37	10.47	11.16
WESTVAO	837.8	9.24	9.57	10.23	10.48	12.30	12.40	12.51	10.30	10.40	11.08
DN GRANGER YL GN	847.2	9.15AM	9.48	10.14	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
VERNE	854.0		9.41	10.08	10.31	12.16	12.26		10.14		10.49
CHUROH BUTTES	858.7		9.37	10.03	10.27	12.12	12.22		10.09		10.43
HAMPTON	865.9		9.31	9.56	10.21	12.07	12.17		10.02		10.35
ELKHURST	869.7		9.28	9.52	10.18	12.04PM	12.14		9.58		10.31
DN CARTER YL Q	875.4		9.22	9.46	10.12	11.59AM	12.09		9.51		f 10.23
ANTELOPE	880.9		9.17	9.39	10.06	11.54	12.04PM		9.45		10.14
BRIDGER	885.6		9.13	9.34	10.02	11.50	11.59AM		9.40		10.09
LEROY	890.5		9.09	9.29	9.57	11.46	11.55		9.35		10.05
RAGAN	894.8		9.05	9.24	9.52	11.42	11.51		9.30		9.59
SPRING VALLEY	897.6		9.02	9.20	9.49	11.39	11.49		9.26		9.55
ASPEN	901.8		8.58	9.16	9.44	11.35	11.45		9.22		f 9.49
DN ALTAMONT AP	903.6		8.52	9.10	9.38	11.30	11.40		9.17		f 9.43
KNIGHT	908.7		8.45	9.03	9.31	11.26	11.36		9.10		9.34
MILLIS	912.7		8.40	8.57	9.26	11.21	11.31		9.04		9.27
			8.34	8.50	9.19	11.14	11.24		8.57		9.20
DN-R EVANSTON YL NA	917.2		8.30	8.45	9.15	11.14	11.24		8.52		9.15
ALMY JCT.	918.4										
WYUTA	921.7		8.23	8.37	9.08	11.06	11.16		8.45		9.06
DN WAHSATCH YL WH	927.0		8.17	8.31	9.02	11.01	11.11		8.39		f 8.59
CURVO	932.6		8.08	8.22	8.53	10.54	11.04		8.30		8.47
OASTLE ROCK	936.7		8.02	8.16	8.47	10.49	10.59		8.24		8.40
EMORY	943.3		7.52	8.06	8.37	10.41	10.51		8.14		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.38	7.51	8.22	10.28	10.38		8.00		f 8.11
HENEFER	956.5		7.33	7.46	8.17	10.24	10.34		7.55		8.04
DEVIL'S SLIDE ON	960.6		7.28	7.41	8.12	10.20	10.30		7.50		7.59
DN MORGAN WB	968.0		7.20	7.32	8.03	10.13	10.23		7.41		f 7.50
STODDARD	970.6										
PETERSON	975.5		7.13	7.25	7.55	10.07	10.17		7.34		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		7.07	7.19	7.49	10.02	10.12		7.28		7.34
UINTAH	985.1		7.01	7.12	7.42	9.55	10.05		7.22		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YLOG	992.6		6.50AM	7.00AM	7.30AM	9.45AM	9.55AM		7.10PM		7.15PM

Double Track

BLOCK SIGNALS

Thru Time.....	(0.35)	(3.30)	(3.50)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour.....	51.7	50.2	46.8	47.9	55.5	55.5	54.0	46.8	51.7	39.8

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.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
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For conditional stops to discharge or pick up revenue passengers.—See Page 3.

**FOURTH SUBDIVISION EASTWARD**

**FIRST CLASS**

**SECOND CLASS**

6	254	264	226	262			
Mail and Express	Time Freight	Time Freight	Mixed	Time Freight			Car Capacity of Seating, etc. See Rule 9 (A), page 31.

Mile Post

**Time-Table No. 15**  
November 23, 1962

**STATIONS**

A 12.25AM	817.0	DN-R GREEN RIVER YLGR	A 8.00AM	8.05AM		A 9.50PM		COPTWXYZ
12.15	821.1	RIVIEW						WS 61 PX
12.11	824.9	PERU						CS 82 P
12.06AM	830.2	BRYAN						CS 120 P
11.59PM	837.8	WESTVAO						CS 118 P
11.50	847.2	DN GRANGER YL GN		6.20AM		7.30PM		WS 90 DPWXY ES 120 RC
11.43	854.0	VERNE						CS 125 P
11.39	858.7	CHUROH BUTTES						CS 103 P
11.32	865.9	HAMPTON						CS 103 P
11.28	869.7	ELKHURST						CS 95 P
11.20	875.4	DN CARTER YL Q						CS 136 CPWX
11.12	880.9	ANTELOPE						CS 103 P
11.07	885.6	BRIDGER						CS 131 P
11.03	890.5	LEROY						WS 77 CS 83 PW
10.58	894.8	RAGAN						WS 71 PX
10.55	897.6	SPRING VALLEY						CS 126 P
10.51	901.8	ASPEN						ES 44 X
10.45	903.6	DN ALTAMONT AP						ES 122 PX
10.37	908.7	KNIGHT						WS 64 PX
10.32	912.7	MILLIS						CS 118 P
10.25	917.2	DN-R EVANSTON YL NA						CPWXYZ
10.20	918.4	ALMY JCT.						
10.14	921.7	WYUTA						CS 124 P
10.08	927.6	DN WAHSATCH YL WH						CS 98 PWXY
9.57	932.6	CURVO						P
9.51	936.7	OASTLE ROCK						WS 118 ES 101 PW
9.41	943.3	EMORY						CS 126 PWX
	947.9	BASKIN						
9.25	952.7	DN ECHO YL HO			A 9.05AM			WS 120 CS 120 ES 101 CPWXY
9.20	956.5	HENEFER			f 8.55			CS 118 PX
9.15	960.6	DEVIL'S SLIDE ON			s 8.45			CS 118 PX
9.06	968.0	DN MORGAN WB			s 8.30			CS 132 PWX
	970.6	STODDARD						
8.58	975.5	PETERSON			f 8.10			WS 122 ES 118 P
	977.7	STRAWBERRY						P
8.50	980.1	GATEWAY			8.00			PW
8.43	985.1	UINTAH			f 7.50			ES 62 PX
	989.9	RIVERDALE YL						PX
8.30PM	992.6	DN-R OGDEN YLOG	1.00AM		7.35AM			COPTWXYZ

Double Track

(3.65)		..... Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
44.8		..... 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.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
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. 15 November 23, 1952		SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	212 Mixed Daily Except Sunday	Distance from Denver	Mile Post	211 Mixed
IP			5.0	DN	SAND CREEK JCT YL SK 5.0
15			8.2		WELBY 8.2
31	P		9.8		QUIMBY 9.8
38	P		13.8		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
42			24.3		GRADEN 24.3
63	YP		26.1	D	FREDERIOK YL FR 26.1
			27.8		FIRESTONE 27.8
19	P		30.2		HARNEY 30.2
31	P		34.6		GOWANDA 34.6
			38.3		WILD OAT 38.3
21	WYP		42.8	N	DENT YL FD 42.8
			4.35 PM		
			5.05 PM	DN-R	LA SALLE YL SA 60.6
					(45.6)
					Daily Except Sunday
					Daily
			(0.30) 15.6		(0.13) 38.0
			..... Thru Time .....		(1.35) 28.8
			..... Average speed per hour .....		

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 No. 211 need not go to depot. At Dent No. 212 must receive a clearance.

WESTWARD—Fort Collins Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
SECOND CLASS	Mile Post	211 Mixed Daily Except Sunday	212 Mixed
21	WYP	9.43 AM	0.0 N
			DENT YL FD A 4.35 PM
	P	9.48	1.7 D
			MILLIKEN YL M f 4.30
			G. W. CROSSING
	P	10.01	7.8
			KOENIG f 4.11
			G. W. CROSSING
	P	10.05	9.1
			KELIM f 4.07
			BOYD LAKE f 3.58
			REDMOND f 3.53
42	P	10.27	19.5
			HARMONY f 3.47
138	WCTYZP	10.40 AM	25.0 D-R
			FORT COLLINS YL FO 3.35 PM
			O. & S. CROSSING
			O. & S. CROSSING
	P	27.9	
			POUDRE YL
	P	30.0	
			BOETTOHER YL
	P	38.5	
			RIPPLE
	Y	41.7	
			BUCKEYE YL
			(41.7)
			Daily Except Sunday
			(0.57) 20.3
			..... Thru Time .....
			..... Average speed per hour .....
			(1.00) 25.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 need not go to depot. At Dent No. 212 must receive a clearance. 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		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
56	WYZP	0.0	DN-R
			BRIGHTON YL BI
	P	4.2	
			YOXALL
21		7.1	
			DIOK
	IWYP	8.1	DN
			ST VRAINS YL VS
			U. P. CROSSING
			NATIONAL
	P	10.1	
			STATE COAL MINE JCT. YL
	P	10.9	
			PARKDALE JCT YL
	P	11.4	
			ERIE
			O. B. & Q. CROSSING
			TABOR
			LEYNER
			LIGGETT
			VALMONT YL
			O. & S. CROSSING
	WYP	26.1	
			ARA YL
			(27.6)
	P	27.6	DN-R
			BOULDER YL BR
			(27.6)
			..... Thru Time .....
			..... Average speed per hour .....

WESTWARD—Greeley Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
247	WYZP	0.0 DN	GREELEY YL EG 0.0
	YP	2.8	GREELEY JCT. YL 2.8
34	YP	6.0	CLOVERLY 6.0
			ALDEN 8.4
87	P	10.4 D	GILL OI 10.4
			MATTHEWS 18.8
			BARNESVILLE 14.6
29	YP	28.1	BRIGSDALE 28.1
			(28.1)

WESTWARD—Pleasant Valley Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
34	YP	0.0	CLOVERLY 0.0
			LOWE 8.1
			GALETON GN 5.1
			(5.1)

WESTWARD—Coalmont Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
SECOND CLASS	Mile Post	221 Mixed Monday Wednesday Friday	222 Mixed
			LARAMIE N 0.0 A 2.30 PM
22	PZ	10.15	14.5
			MILLER V 14.5 f 1.45
21	P	10.30	17.8
			MILBROOK S 17.8 f 1.30
17	PW	10.42	21.3
			HATTON F 21.3 f 1.18
20	P	11.07	29.7
			CENTENNIAL G 29.7 s 12.45
42	Y	11.22	34.5
			DEERWOOD 34.5 f 12.30
	PW	11.32 AM	35.6
			SPRING CREEK 35.6 f 12.23 PM
19	PW	12.02 PM	40.4
			ALBANY MI 40.4 f 11.53 AM
24	W	12.44	47.3
			LAKE B 47.8 11.11
70	YCWP	1.30	54.6
			FOX PARK MS 54.6 s 10.26
25	P	2.26	63.9
			WYOOOLO H 63.0 f 9.29
39	PYW	3.07	70.8
			CAMP HL 70.8 f 8.47
18	P	3.27	73.8
			KINGS CANON LH 73.8 f 8.27
76	PYW	4.03	79.8
			NORTHGATE X 79.8 f 7.51
6		4.15	83.5
			COWDREY 83.5 f 7.39
27		4.30	88.2
			BROWNLEE 88.2 f 7.24
82	P	4.40	92.2
			WALDEN U 92.2 s 7.15
32		5.02	100.7
			LARAND 100.7 f 6.35
17		5.29	107.6
			HEBRON 107.6 f 6.15
80	PYCW	5.50 PM	111.1
			COALMONT 111.1 6.00 AM
			(111.1)
			Tuesday Thursday Saturday
			(8.20) 12.3
			..... Thru Time .....
			..... Average speed per hour .....
			(8.30) 13.1

Westward trains are superior to trains of same class in the opposite direction, except that No. 202 is superior to No. 201.—See Rule S-72.

WESTWARD—Encampment Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
SECOND CLASS	Mile Post	201 Mixed Mon., Wed., Fri.	202 Mixed
			WALCOTT WA 0.0 A 11.16 AM
6		12.01 PM	0.0 R
			MEADS 6.8 f 10.49
7		12.54	12.3
			OVERLAND 12.3 f 10.26
1		1.27	20.6
			FISH HATCHERY 20.6 f 9.53
26	WY	1.56	24.1
			SARATOGA 24.1 s 9.37
1		2.15	27.8
			DAHLSTROM 27.8 f 9.17
1		2.23	29.7
			DAVIS 29.7 f 9.07
13		2.36	32.7
			COW CREEK 32.7 f 8.54
15		3.07	39.3
			CANYON 39.3 f 8.22
43	WY	3.32 PM	44.4 R
			ENCAMPMENT 44.4 8.00 AM
			(44.4)
			Mon., Wed., Fri.
			(3.31) 12.6
			..... Thru Time .....
			..... Average speed per hour .....
			(3.16) 13.6

WESTWARD—Superior Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
			THAYER JUNCTION YL 0.0
XPY		0.0	
			SUPERIOR SU 7.6
WP		7.6 D	
			END OF TRACK 9.1
			(9.1)

WESTWARD—South Pass Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
			ROCK SPRINGS YL SG 0.0
WBY		0.0	
			LIONKOL JUNCTION 3.4
WCT		3.4	
			RELIANC JUNCTION 5.5
WYZP		5.5	
			STANSBURY JUNCTION 7.9
			WINTON JUNCTION 9.5
			(9.5)

WESTWARD—Reliance Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
			RELIANC JUNCTION 0.0
			RELIANOE MINE 1.7
			END OF TRACK 2.1
			(3.1)

WESTWARD—Winton Branch—EASTWARD		Time-Table No. 15 November 23, 1952	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	211 Mixed	212 Mixed
			WINTON JUNCTION 0.0
			HAY 2.4
			WINTON YL 5.0
			END OF TRACK 5.2
			(5.2)



**WESTWARD—Puritan Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parisdale Jct.	Time-Table No. 15		Mile Post
		November 23, 1952		
		STATIONS		
		0.0	PARKDALE JCT YL	
	1.0	PURITAN	1.9	
	3.1	END OF TRACK	3.1	
(3.1)				

**WESTWARD—Lionkol Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 15		Mile Post
		November 23, 1952		
		STATIONS		
		0.0	LIONKOL JUNCTION	
	2.0	LIONKOL	2.0	
	2.5	END OF TRACK	2.5	
(2.5)				

**WESTWARD—Stansbury Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 15		Mile Post
		November 23, 1952		
		STATIONS		
		0.0	STANSBURY JUNCTION	
	1.0	STANSBURY MINE	1.0	
	2.1	END OF TRACK	2.1	
(2.1)				

**WESTWARD—Dines Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Dines	Time-Table No. 15		Mile Post
		November 23, 1952		
		STATIONS		
		0.0	HAY	
	1.0	DINES	1.0	
	1.9	END OF TRACK	1.9	
(1.9)				

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

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		

**WESTWARD—Park City Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Echo	SECOND CLASS	Time-Table No. 15		Mile Post
			November 23, 1952		
			STATIONS		
			9.15AM	0.0 DN-R ECHO YL HO	
18 P	5.7 D	COALVILLE YL VE	5.7	1.45	
16 P	10.20	WANSHIP	18.4	1.10	
12 P	10.50	ATKINSON	20.3	12.40	
16 PW	11.07	KEETLEY JCT. YL	24.5	12.20	
3	26.0	BEGGS SPUR	26.0		
47	27.2	BROADWATER SPUR	27.2		
PWY A	11.30AM	28.4 D-R PARK CITY YL ED	28.4	12.01PM	
(28.4)					
		(2.15)	Thru Time		(2.09)
		12.5	Average speed per hour		13.0

**WESTWARD—Ontario Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 15		Mile Post
		November 23, 1952		
		STATIONS		
		0.0	KEETLEY JCT. YL	
	5.2	KEETLEY YL	5.2	
	7.0	CRANMER YL	7.0	
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 "Pgr."** —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 "Pgr" 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 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.	Pgr.	Frt.		Str.	Pgr.	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		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 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	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 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	Trains handling air-dump cars.			35
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
Diesel-electric yard switch locomotives in road service.		35	35	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars			30
Diesel-electric locomotives running light, dynamic brake not in operation.			35	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
7000 and 7800 class engines.		75	50				
3800 and 3900 class engines.		60	50				
5000 and 9000 class engines.		50	50				
MacArthur type engines with 63-in. drivers.		55	50	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 15 15 15
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	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
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20	All wye tracks.			6 6 6
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20	Jordan spreaders and other machines of spreader type, when in operation.			15



FIRST SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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					
Light engines.		45	45	Spear 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.							
Denver, within city limits over street crossings.	35	35	25	97.4 and 97.7	50	40	25
Between Mile Posts— Denver Yard				Corlett Side 97.7 and 97.9	30	30	25
0.4 and 0.7 westward track.	30	30	25				
1.7 and 1.8 westward track.	20	20	25	97.9 and 98.6	50	40	25
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25	101.4 and 101.5	70	60	45
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25	Corlett Jct. and M. P. 103.9		70	
LaSalle 47.8 and 48.0	70	60	50	Borle Side 97.7 and 99.4	50	40	25
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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
Borle 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 536.6	50	40	25
Otto 524.5 and 525.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Granite 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 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	40	25				
	55	45	35	Borle 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				
Red Buttes 565.2 and 565.8	30	25	20	Cheyenne			
565.8 and 565.6	50	40	25				
Laramie							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	80	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					
Light engines.			45	Rawlins, east standpipe.	15	15	15
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				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 801.0	50	40	25
Wilcox 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
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.6 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Halville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	50	761.0 and 760.5	70	60	50
653.1 and 656.4	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>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				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	60	<b>Latham</b> 715.3 and 715.0	60	50	40
680.4 and 682.5	80	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	646.8 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> 763.8 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	70	60	50
781.3 and 781.7	70	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Baxter</b> 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	<b>Rock River</b> 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	65	55	45	<b>Harper</b> 596.8 and 596.5	70	60	50
<b>Kanda</b> 809.6 and 813.9	55	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	<b>Howell</b> 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	<b>Laramie</b>			
<b>Green River</b>							
<b>FOURTH SUBDIVISION</b>							
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	60				
Light engines.			45				
<b>Between Green River and Evanston</b>							
<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>Millie</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> Between Mile Posts— <b>Bryan</b> 831.2 and 831.5	65	55	45	<b>ON EASTWARD TRACK</b> Between Mile Posts— <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	60
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
862.2 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	60
<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	60	40	35	<b>Verne</b> 860.2 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	50	40
915.9 and 919.1 <b>Evanston</b>	60	50	25	<b>Riview</b> 820.7 and 819.3	60	50	40
				818.5 and 817.0 <b>Green River</b>	50	40	25

**FOURTH SUBDIVISION (Continued)**  
Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<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	55	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	60
				919.1 and 915.9 <b>Evanston</b>	60	50	25



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

Location	Miles Per Hour		Location	Miles Per Hour	
	reg.	Fr.		Psg.	Fr.
At any point.	30	15	Slip switches, Cecil Jet.	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
			U. P. and S. P. roundhouse and shop limits.	8	8
When using cross-overs or turn-outs.	15	15	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
Over railroad crossings.	10	10			

BRANCHES'

<b>Boulder Branch</b> Maximum speed.		25	<b>Encampment Branch</b> Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75		10
Between St. Vrains and Parkdale Jet. with 3500 and 5000 class engines.		15			10
Between Parkdale Jct. and Erie.		15	<b>Pleasant Valley Branch</b>		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10	<b>Puritan Branch</b>		15
<b>Dent Branch:</b> Maximum speed.	60	45	<b>Lionkol Branch</b>		10
800 class engines.	45	40	<b>Superior Branch, on yard tracks at Thayer Jct.</b>		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Branches not otherwise shown.</b>		15
Freight engines not otherwise shown.	50		<b>Stansbury Spur</b>		5
Trains handling outfit cars.		20	<b>Spurs not otherwise shown.</b>		10
Westward Signal M-51, Sand Creek Jet. 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— <b>Quimby</b> 10.0 and 10.6	50	40		6000 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.	
11.6 and 12.0	50	40			
<b>East Lake</b> 14.3 and 14.6	50	40	<b>Park City Branch</b> Maximum Speed		25
<b>St. Vrains</b> 21.5 and 21.9	40	25	Trains handling outfit cars.		20
<b>Frederick</b> 25.6 and 25.8	40	25	Between Mile Posts— 0.0 and 4.3		15
<b>Gowanda</b> 37.9 and 38.0	50	40			15
<b>Wild Cat</b> 40.4 and 40.5	50	40	5.1 and 5.2		15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.		30	13.2 and 13.5		15
Between Fort Collins and Buckeye.		25	14.8 and 21.0		15
Trains handling outfit cars.		20	24.0 and 24.1		15
Dent, over west wye switch.		10	25.1 and 25.2		15
Fort Collins, within city limits		15	26.3 and 28.4		15
Fort Collins, over east cross-over switch.		5	<b>Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.</b>		5
<b>Greeley Branch</b>		15	<b>Ontario Branch</b>		15
<b>Coalmont Branch</b> Maximum speed.		20	<b>Cranmer spur, between Kestley and end of track.</b>		10
Between Mile Posts— 36 and 79		10			

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	NAME	TITLE	PLACE
D. L. Gamette...	Medical Director..	Los Angeles, Cal.	R. H. Jesson.....	Surgeon.....	Hanna, Wyo.
Wm. M. Grieg....	District Surgeon..	Denver, Colo.	Emory W. DeKay..	Surgeon.....	Laramie, Wyo.
J. S. Benwell....	Surgeon.....	Denver, Colo.	O. S. Pavy.....	Surgeon.....	Laramie, Wyo.
T. E. Beyer.....	Aurist.....	Denver, Colo.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.
J. R. Blair.....	Aurist.....	Denver, Colo.	B. J. Sullivan....	Surgeon.....	Laramie, Wyo.
A. T. Haley.....	Surgeon.....	Denver, Colo.	R. F. Howe.....	Surgeon.....	Ogden, Utah
I. E. Hix.....	Oculist.....	Denver, Colo.	L. S. Sycamore....	Surgeon.....	Ogden, Utah
H. W. Stuver....	Surgeon.....	Denver, Colo.	Paul Southwick...	Surgeon.....	Ogden, Utah
W. L. Bennett....	Surgeon.....	Denver, Colo.	M. F. Wilcox.....	Surgeon.....	Ogden, Utah
P. R. Farrington..	Surgeon.....	Boulder, Colo.	H. B. Harmon....	Surgeon.....	Ogden, Utah
J. W. Wells.....	Surgeon.....	Brighton, Colo.	I. B. McQuarrie...	Surgeon.....	Ogden, Utah
F. D. Kuykendall..	Surgeon.....	Eaton, Colo.	W. P. Dames.....	Surgeon.....	Ogden, Utah
F. A. Humphrey...	Surgeon.....	Fort Collins, Colo.	H. V. De Mars....	Oculist & Aurist...	Ogden, Utah
J. W. Allely.....	Surgeon.....	Greeley, Colo.	R. W. Pugmire....	Oculist & Aurist...	Ogden, Utah
W. L. Wilkinson...	Surgeon.....	LaSalle, Colo.	R. B. Baker.....	Surgeon.....	Rawlins, Wyo.
E. R. Pearson.....	Surgeon.....	Lupton, Colo.	E. W. McNamara..	Surgeon.....	Rawlins, Wyo.
W. A. Buntten....	District Surgeon..	Cheyenne, Wyo.	R. D. Paul.....	Surgeon.....	Rawlins, Wyo.
R. C. Gramlich...	Surgeon.....	Cheyenne, Wyo.	R. A. Corbett....	Surgeon.....	Saratoga, Wyo.
L. A. Watts.....	Surgeon.....	Cheyenne, Wyo.	V. L. Overholt....	Surgeon.....	Superior, Wyo.
F. E. Magrath....	Surgeon.....	Cheyenne, Wyo.	Louis J. Taufer...	District Surgeon..	Salt Lake City, Utah
P. J. Preston....	Orthopedist.....	Cheyenne, Wyo.	R. J. Parker.....	Surgeon.....	Coalville, Utah
E. W. Newman....	Oculist.....	Cheyenne, Wyo.	H. T. High.....	Surgeon.....	Devils Slide, Utah
G. W. Marbry....	Oculist.....	Cheyenne, Wyo.	J. H. Waters.....	Surgeon.....	Evanston, Wyo.
R. B. Stump.....	Oculist.....	Cheyenne, Wyo.	J. B. Bennett....	Surgeon.....	Evanston, Wyo.
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	R. C. Stratton....	Surgeon.....	Green River, Wyo.
J. S. Hellewell...	Surgeon.....	Evanston, Wyo.	A. T. Sudman....	Surgeon.....	Green River, Wyo.
Blair Liddell....	Surgeon.....	Evanston, Wyo.	Dan Oniki.....	Surgeon.....	Park City, Utah
J. A. Mayer.....	Surgeon.....	Hanna, Wyo.	P. M. McCrann....	Surgeon.....	Rock Springs, Wyo.

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