

UNION PACIFIC RAILROAD COMPANY
Eastern District



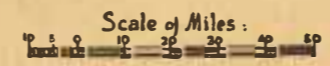
WYOMING DIVISION
TIME-TABLE
No. 17

Effective Sunday,
May 24, 1953
at 12:01 P. M. Mountain Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
CORRECTED TO MAY 1, 1953



WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), page 31.	Station	Time	370	250	Distance from Denver
			Mixed	Time Freight	
			Daily	Daily	
	YIP	6.50PM			0.0
	ZP	7.25		6.10PM	1.7
	WCOTYZP	A 7.35PM		6.13	2.2
	IP			6.20	4.9
				6.20	6.0
				6.26	8.1
				6.31	9.9
				6.36	11.3
				6.43	14.1
				6.43	16.0
				6.43	18.0
				6.43	19.1
				6.52	22.8
				6.52	25.8
				6.58	30.1
				7.04	34.8
				7.04	36.2
				7.11	37.8
				7.11	38.2
				7.11	40.0
				7.11	42.4
				7.11	43.2
				7.20PM	46.1
				7.20PM	48.1
				7.20PM	51.7
				7.20PM	54.0
				7.20PM	55.0
				7.20PM	59.1
				7.20PM	59.8
				7.20PM	63.0
				7.20PM	64.9
				7.20PM	66.8
				7.20PM	71.9
				7.20PM	77.0
				7.20PM	81.9
				7.20PM	86.0
				7.20PM	90.4
				7.20PM	94.4
				7.20PM	99.3
				7.20PM	103.3

Time-Table No. 17

May 24, 1953

STATIONS

DN-R DENVER YL UD
23RD STREET YL
DN-R 36TH ST. YL RA
PULLMAN YL
O. B. & Q. CROSSING
DNSANDCREEKJCT. YLSK
ADAMS
DUPONT
ROLLA
HAZELTINE
HENDERSON
NORTHWAY
DN BRIGHTON YL BI
POWARS
D LUPTON UP
IONE
D PLATTEVILLE PA
VASQUEZ
HOUSTON
D GILOREST GI
PEOKHAM
HAMBERT
DN-R LA SALLE YL SA
EVANS
DN GREELEY YL HG
GREELEY JCT.
D LUOERNE O
D EATON YL UR
G. W. CROSSING
D AULT A
STAGE
D PIEROE BU
D NUNN NU
DOVER
DECKER
DN OARR OR
WARREN
GLEASON
DN SPEER YL SP
DN BORIE YL BO

BLOCK SIGNALS

Block Signals C.T.C.

..... Thru Time
 (0.45) 2.9 (1.10) 38.1
 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 Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 13, 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.
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WESTWARD FIRST SUBDIVISION

FIRST CLASS

Streamliner Passenger	17	37	86	112	8	38	57	9	Distance from Denver
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
6.50PM	5.40PM	5.35PM	5.00PM	3.30PM	12.50PM	9.00AM	8.30AM	8.25AM	0.0
6.54	5.45	5.40	5.06	3.34	12.54	9.04	8.35	8.29	0.6
A 6.55PM	5.47	5.42	5.07	3.35	A 12.55PM	A 9.05AM	8.37	8.30	1.7
	5.52	5.47 ¹⁰	5.12	3.39			8.42	8.34	4.9
	5.57	5.51	5.16	3.42			8.47	8.38	6.0
	6.01	5.53	5.19	3.44			f 8.50	8.41	8.1
	6.04	5.55	5.22	3.46			f 8.53	8.43	9.9
	6.10	6.00	5.33 ¹⁰	3.51			s 9.04	8.48	11.8
	6.16	6.06	5.40	3.57			f 9.11	8.54	14.1
	6.20	6.10	5.44	4.01			f 9.16	8.58	16.0
	6.24	6.14	5.48	4.05			f 9.21	9.02	19.1
	6.29	6.19	5.53	4.09			f 9.26	9.07	22.8
	s 6.37	s 6.27	A 5.59PM	A 4.15PM ⁵²			s 9.35	9.14	25.8
	6.40	6.30					f 9.38	9.17	30.1
	s 6.50	s 6.40					s 9.49	s 9.25	34.8
	6.55	6.45					f 9.55	9.30	36.2
	6.59	6.49					f 10.00	9.34	37.8
	7.03	6.53					f 10.05	9.38	40.0
	7.08	6.58					f 10.10	9.42	42.4
	7.14	7.04					f 10.16	9.47	43.2
	7.20	7.10					f 10.22	9.53	46.1
	7.26	7.16					10.27	9.58	48.2
	7.35	7.22					f 10.32	10.04	51.7
	7.42	7.28					10.38	10.10	54.0
	7.48	7.34					f 10.44	10.16	55.0
	A 7.55PM	A 7.40PM					f 10.50AM	A 10.20AM	59.1
									59.8
									63.0
									64.9
									66.8
									71.9
									77.0
									81.9
									86.0
									90.4
									94.4
									99.3
									103.3

Time-Table No. 17

May 24, 1953

STATIONS

DN-R DENVER YL UD
23RD STREET YL
DN-R 36TH ST. YL
PULLMAN YL RA
O. B. & Q. CROSSING
DNSANDCREEKJCT. YLSK
ADAMS
DUPONT
ROLLA
HAZELTINE
HENDERSON
NORTHWAY
DN BRIGHTON YL BI
POWARS
D LUPTON UP
IONE
D PLATTEVILLE PA
VASQUEZ
HOUSTON
D GILOREST GI
PEOKHAM
HAMBERT
DN-R LA SALLE YL SA
EVANS
DN GREELEY YL HG
GREELEY JCT.
D LUOERNE O
D EATON YL UR
G. W. CROSSING
D AULT A
STAGE
D PIEROE BU
D NUNN NU
DOVER
DECKER
DN OARR OR
WARREN
GLEASON
DN SPEER YL SP
DN BORIE YL BO

BLOCK SIGNALS

Block Signals C.T.C.

..... Thru Time
 (0.05) 26.4 (2.15) 44.1 (2.05) 47.6 (0.50) 46.9 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.20) 42.6 (1.55) 51.8
 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 Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 13, 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. 17

May 24, 1953

FIRST CLASS

Mile Post	85	38	9	18	7	111	37	52	10
	Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger

STATIONS	Mile Post	FIRST CLASS								
		85	38	9	18	7	111	37	52	10
DN-R DENVER YL UD	0.0	A 7.20AM	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 3.30PM	A 5.20PM	A 6.20PM
3RD STREET YL	0.6		7.35	7.39	7.45		8.22			
DN-R 36TH ST. YL	1.7	7.07	7.31	7.36	7.41	8.17	8.20	3.04	5.14	5.52
PULLMAN YL RA	2.2	7.06	7.29	7.35AM	7.40	8.16AM	8.19	3.03PM	5.13	5.51
O. B. & Q. CROSSING	4.9									
DNSANDCREEKJCT.YLSK	6.0	7.01	7.22		7.35		8.15		5.09	5.47 ³⁷
ADAMS	6.0									
DUPONT	8.1	6.57	7.18		7.30		8.10		5.03	5.43
ROLLA	9.9									
HAZELTINE	11.3	6.53	7.14		7.26		8.07	f 4.58	5.40	
HENDERSON	14.1	6.51	7.11		7.22		8.05	f 4.54	5.38	
NORTHWAY	16.0									
DN BRIGHTON YL BI	19.1	6.45	7.06		7.16		7.59	s 4.47	5.33 ⁸⁰	
POWARS	22.8									
D LUPTON UP	26.8	6.38	6.58		7.08		7.52	s 4.38	5.27	
IONE	30.1	6.33	6.52		7.03		7.48	f 4.33	5.23	
D PLATTEVILLE PA	34.8	6.29	6.47		6.57		7.45	f 4.28	5.19	
VASQUEZ	36.2									
HOUSTON	37.8									
D GILCREST GI	40.0	6.24	6.41		6.51		7.41	f 4.22	5.14	
PEOKHAM	42.4									
HAMBERT	43.2									
DN-R LA SALLE YL SA	46.1	6.17AM	6.34		6.44		7.34AM	s 4.15 ¹¹²	5.09	
EVANS	48.2		6.31		6.41			f 4.06	5.07	
DN GREELEY YL HG	51.7		s 6.26		s 6.36			s 4.01	s 5.03	
GREELEY JCT.	54.0									
D LUERNE O	55.8		6.19		6.29			f 3.53	4.57	
D EATON YL UR	59.2		6.15		6.25			s 3.49	4.54	
G. W. CROSSING	59.3									
D AULT A	63.0		6.11		6.21			s 3.44	4.50	
STAGE	64.9									
D PIEROE BU	66.8		6.07		6.17			f 3.39	4.47	
D NUNN NU	71.9		6.02		6.12			f 3.33	4.43	
DOVER	77.0		5.57		6.07			f 3.27	4.39	
DEOKER	81.9		5.52		6.02			3.22	4.35	
DN OARR OR	86.0		5.48		5.58			s 3.17	4.31	
WARREN	90.4		5.43		5.53			3.12	4.27	
GLEASON	94.4		5.39		5.49			3.07	4.23	
DN SPEER YL SP	99.3		5.34		5.44			f 3.00PM	4.18	
DN BORIE YL BO	103.3		5.25AM		5.35AM				4.10PM	

BLOCK SIGNALS

Block Signals C. T. C.

Thru Time.....	(1.03)	(2.35)	(0.20)	(2.35)	(0.09)	(0.56)	(0.27)	(2.20)	(2.10)
Average speed per hour.....	42.0	40.0	6.1	40.0	14.7	49.4	4.9	42.5	47.7

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1953

SECOND CLASS

Mile Post	369	334								
	Mixed	Mixed								Car Capacity See Page 3

STATIONS	Mile Post	SECOND CLASS								
		369	334							
DN-R DENVER YL UD	0.0	A 7.15AM	A 11.50PM							YIP
3RD STREET YL	0.6	6.55								
DN-R 36TH ST. YL RA	1.7	6.53	11.33							ZP
PULLMAN YL	2.2	6.50AM	11.28							WCOTYZP
O. B. & Q. CROSSING	4.9									
DNSANDCREEKJCT.YLSK	6.0		11.17							IP
ADAMS	6.0									7
DUPONT	8.1		11.11							95 P
ROLLA	9.9									23
HAZELTINE	11.8		11.06							57 P
HENDERSON	14.1		11.01							52 P
NORTHWAY	16.0									22
DN BRIGHTON YL BI	19.1		f 10.53							01 WYZP
POWARS	22.8									31 P
D LUPTON UP	26.8		f 10.43							04 P
IONE	30.1		10.36							53 P
D PLATTEVILLE PA	34.8		10.30							95 P
VASQUEZ	36.2									24
HOUSTON	37.8									42 P
D GILCREST GI	40.0		10.22							119 P
PEOKHAM	42.4									24 P
HAMBERT	43.2									24
DN-R LA SALLE YL SA	46.1		s 10.10							192 WCYYP
EVANS	48.2		9.48							00 P
DN GREELEY YL HG	51.7		s 9.40							247 WYZP
GREELEY JCT.	54.0									YP
D LUERNE O	55.8		9.25							81 P
D EATON YL UR	59.2		s 9.19							80 P
G. W. CROSSING	59.3									I
D AULT A	63.0		s 9.12							65 P
STAGE	64.9									22
D PIEROE BU	66.8		9.05							64 WYP
D NUNN NU	71.9		8.57							52 P
DOVER	77.0		8.49							00 P
DEOKER	81.9		8.40							51 P
DN OARR OR	86.0		s 8.32							94 WOYP
WARREN	90.4		8.22							97 P
GLEASON	94.4		f 8.16							52 P
DN SPEER YL SP	99.3		f 8.10PM							138 WP
DN BORIE YL BO	103.3									72 IP

BLOCK SIGNALS

Block Signal C. T. C.

Thru Time.....	(0.25)	(3.40)
Average speed per hour.....	5.3	27.1

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

WESTWARD

SECOND SUBDIVISION

SECOND CLASS

FIRST CLASS

Time-Table No. 17

May 24, 1953

17	23	37
Passenger	Passenger	Passenger
Daily	Daily	Daily

STATIONS

Car Capacity of Seating, etc. See Rule 6 (A), page 31.				334	Distance from Council Bluffs	DN-R	CHEYENNE YL N	7.45PM	509.5
						DN	TOWER A AY	7.52	510.8
				A 8.10PM	519.0	DN	SPEER YL SP	7.55PM	519.0
					525.8		EMKAY		525.8
					534.2		LYNOH		534.2
					542.7		HARRIMAN		542.7
					549.5		PERKINS		549.5
					519.0		BORIE BO		519.0
					524.0		OTTO		524.0
					528.6		GRANITE YL OA		528.6
					536.5		BUFORD YL		536.5
					540.4		SHERMAN S		540.4
					554.3		DALE	8.51	554.3
					544.8		HERMOSA HM	8.59	548.8
					557.4		RED BUTTES	9.12	557.4
					566.3		HEARD		566.3
					551.7		COLORES		551.7
					554.0		FORELLE		554.0
					563.0		LARAMIE YLK-KI	9.28PM	563.0
					575.5				575.5

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

Three Main Tracks

Two Main Tracks

Double Track

(0.25) 18.5

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

(1.33) 36.5

(1.30) 44.0

(1.25) 39.9

Westward trains must keep to the left between Dale 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 No. 1 and No. 2 track. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Time-Table No. 17

May 24, 1953

5	52	27	9	103	101	11	105	1
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

STATIONS

									Distance from Council Bluffs
6.50PM	2.45PM	10.40AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	509.5
6.53	2.49	10.43		9.38	9.23	9.13	8.08	6.18	510.8
	11.30PM		10.20AM						519.0
									525.8
									534.2
									542.7
									549.5
									519.0
									524.0
									528.6
									536.5
									540.4
7.45		11.32	11.10	10.25	10.10	10.01	8.55	7.07	554.3
7.52		11.39	11.17	10.32	10.17	10.08	9.02	7.14	557.4
8.05		11.49AM	11.26	10.41	10.26	10.19	9.11	7.25	566.3
									551.7
									554.0
									563.0
A 8.20PM		A 12.02PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	A 7.37AM	575.5

CENTRALIZED TRAFFIC CONTROL

BLOCK SIGNALS

Three Main Tracks

Two Main Tracks

Double Track

(1.30) 44.0

(0.15) 25.6

(1.22) 49.3

(1.20) 42.0

(1.19) 50.1

(1.19) 50.1

(1.22) 49.3

(1.19) 50.1

(1.22) 49.3

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

Westward trains must keep to the left between Dale 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 No. 1 and No. 2 track. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1963

STATIONS	Mile Post	FIRST CLASS								
		38 Passenger	18 Passenger	6 Mail and Express	24 Passenger	57 Passenger	10 Streamliner Passenger	28 Passenger	12 Passenger	2 Passenger
DN-R CHEYENNE YL N 1.3	509.5			A 7.35AM	A 8.15AM	A 11.05AM		A 5.25PM	A 5.40PM	A 5.55PM
DN TOWER A YL AY 8.2	510.8			7.27	8.07	10.59		5.18	5.34	5.49
DN SPEER YL SP 6.8	519.0					10.50AM				
EMKAY 8.4	525.8									
LYNCH 8.5	534.2									
HARRIMAN 6.8	542.7									
PERKINS 4.8	549.5									
DN BORIE BO 8.2	519.0	A 5.25AM	A 5.35AM	7.16	7.54		A 4.10PM	5.07	5.23	5.38
OTTO 4.6	524.0	5.17	5.27	7.09	7.47		4.04	5.02	5.18	5.33
DN GRANITE YL OA 7.9	528.6	5.11	5.21	7.03	f 7.40		3.59	4.57	5.13	5.28
BUFORD YL 3.9	536.5	5.00	5.10	6.50	f 7.27		3.49	4.46	5.02	5.17
DN SHERMAN S 4.4	540.4	4.54	5.04	6.44	7.21		3.44	4.41	4.57	5.12
DALE 3.1	554.3	4.50	5.00	6.40	7.16		3.41	4.37	4.54	5.09
DN HERMOSA HM 8.9	547.9	4.43	4.53	6.33	f 7.08		3.35	4.30	4.47	5.02
RED BUTTES 9.2	556.8									
HEARD 2.3	551.7	4.38	4.48	6.28	7.02		3.31	4.24	4.42	4.57
OOLORES 9.0	554.0	4.35	4.45	6.25	6.57		3.28	4.20	4.39	4.54
FORELLE 3.0	563.0	4.24	4.34	6.14	6.44		3.18	4.09	4.28	4.43
DN-R LARAMIE YLK-KI (56.5)	566.0	4.15AM	4.25AM	6.05AM	6.35AM		3.10PM	4.00PM	4.20PM	4.35PM
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(1.10)	(1.10)	(1.30)	(1.40)	(0.15)	(1.00)	(1.25)	(1.20)	(1.20)
Average speed per hour.....	40.3	40.3	37.8	33.9	25.6	47.0	39.9	42.4	42.4

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale.
 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 No. 1 and No. 2 track.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1963

STATIONS	Mile Post	FIRST CLASS			Car Capacity of Seating, etc. See Rule S-72, page 31.
		104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	
DN-R CHEYENNE YL N 1.3	509.5				WCOTY PZ X
DN TOWER A YL AY 8.2	510.8				IP
DN SPEER YL SP 6.8	519.0				138 WP
EMKAY 8.4	526.8				132 P
LYNCH 8.5	534.2				137 P
HARRIMAN 6.8	542.7				143 CWP
PERKINS 4.8	549.3				127 P
DN BORIE BO 8.2	519.0				WS10 XIP
OTTO 4.6	524.0				WS03 XWP
DN GRANITE YL OA 7.9	528.6				ES 110
BUFORD YL 3.9	536.5				WS 137 XWP
DN SHERMAN S 4.4	540.4				ES 76 WYP
DALE 3.1	554.3				ES 00 X
DN HERMOSA HM 8.9	547.9				CS05 XYP
RED BUTTES 9.2	556.8				
HEARD 2.3	551.7				ES63 WXP
OOLORES 9.0	554.0				CS 120 XP
FORELLE 3.0	563.0				WS 133 WP
DN-R LARAMIE YLK-KI (56.5)	566.0				
		Daily	Daily	Daily	

Thru Time.....	(1.10)	(1.10)	(1.10)	.....
Average speed per hour.....	48.4	48.4	48.4	.....

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale.
 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 No. 1 and No. 2 track.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD THIRD SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 31.	Distance from Council Bluffs
WOOTYPZ	575.5
CS 92 XP	583.6
WS 93 XP	587.2
WS 47 XP	594.8
CS 93	
ES 04 XP	600.1
CS 106 XP	603.4
CS 81 XP	608.4
CS 128 WC	614.8
YFX	
WS 86 XP	618.5
ES 120	
CS 78 XP	626.3
CS 128 XYP	632.4
CS 81 XP	642.1
CS 80 XP	648.2
WS 118 WCZ	652.6
ES 150 YFX	
WS 86 XP	657.9
ES 82	
CS 71 XP	661.3
CS 181 XP	666.5
CS 08 XP	671.4
CS 80 XP	677.1
CS 123 XP	685.8
WOOTYPZXP	692.3
WS 71 XP	695.5
CS 117 XP	699.3
ES 81 XP	702.5
WS 65 XP	706.5
WS 70 XW	710.2
ES 125 P	
CS 81 XP	714.8
WS 70 X	721.5
CS 81 XP	
CS 81 XP	725.5
WS 124 W	733.7
ES 100 YXP	
WS 121 XP	738.6
CS 71 XP	742.2
WS 84 XP	749.5
ES 40	
WS 104 X	752.9
YP	
WS 125	756.2
ES 106 P	
WS 00	761.2
ES 71 P	
WS 122 WC	766.2
ES 109 YXP	
CS 122 XP	775.4
WS 70 XP	780.7
WS 115 X	786.6
CS 122 YP	
XYP	793.6
CS 79 XP	798.1
CS 120 XP	805.2
WS 73 WCP	811.6
ES 97 YXP	
CS 126 XP	818.5
WOOTYPZ	826.5

Time-Table No. 17
May 24, 1963

FIRST CLASS

17

Passenger

Daily

STATIONS

DN-R LARAMIE YL KI-K	9.38PM
8.1	
HOWELL	9.48
3.0	
WYOMING	9.52
7.6	
D BOSLER FY	10.00
6.3	
COOPER LAKE	10.06
3.3	
LOOKOUT	10.10
6.0	
HARPER	10.15
0.4	
DN ROOK RIVER OK	10.22
3.7	
WILCOX	10.27
7.8	
RIDGE	10.35
0.1	
D MEDICINE BOW MB	10.42
6.7	
OOMO	10.53
0.1	
RAMSEY	11.00
DN HANNA YL HN	11.06
4.4	
PEROY	11.12
3.4	
DANA	11.15
5.2	
EDSON	11.21
4.9	
D WALCOTT WA	11.27
5.7	
FORT STEELE	11.33
8.7	
D SINOLAIR GV	11.43
8.5	
DN-R RAWLINS YL RS	11.55PM
12.05AM	
3.2	
FERRIS	12.13
3.8	
HADSELL	12.18
3.2	
KNOBS	12.22
4.0	
DALEY'S RANOH	12.26
3.7	
RINER	12.29
4.6	
OHEROKEE	12.33
6.7	
ORESTON	12.41
4.0	
LATHAM	12.45
8.2	
DN WAMBUITER WM	12.54
4.9	
FREWEN	12.59
3.8	
RED DESERT	1.03
7.3	
TIPTON	1.12
3.4	
ROBINSON	1.16
3.3	
TABLE BOOK	1.19
6.0	
MONELL	1.23
DN BITTER CREEK YL BK	1.28
0.2	
BLACK BUTTES	1.38
6.9	
HALLVILLE	1.44
5.9	
POINT OF ROCKS	1.50
7.0	
THAYER JUNCTION	1.56
4.5	
SALT WELLS	2.01
7.1	
BAXTER	2.08
6.4	
DN ROCK SPRINGS YL SG	2.18
6.9	
KANDA	2.28
8.0	
DN-R GREEN RIVER YLOR	2.40AM

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

..... Thru Time (8.02)
..... Average speed per hour 49.9

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

23	37	5	27	9	103	11	101	105	1	Distance from Council Bluffs
Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
9.25PM	9.15PM	8.30PM	12.10PM	11.45AM	10.55AM	10.45AM	10.40AM	9.25AM	7.45AM	575.5
9.35	9.25	8.40	12.20	11.54	11.02 ¹³	11.02 ¹⁰³	10.49	9.34	7.55	583.6
9.39	9.29	8.44	12.23	11.57AM	11.06	11.09	10.52	9.37	7.58	587.2
f 9.46	9.37	8.52	12.30	12.03PM	11.12	11.16	10.58	9.43	8.05	594.8
9.52	9.43	8.57	12.35	12.09	11.16	11.21	11.01	9.46	8.10	600.1
9.56	9.47	9.02	12.39	12.13	11.19	11.25	11.05	9.50	8.14	603.4
10.01	9.54	9.08	12.44	12.18	11.23	11.30	11.09	9.54	8.19	608.4
f 10.09	10.01	9.16	12.50	12.24	11.28	11.36	11.15	10.00	8.25	614.8
10.14	10.06	9.21	12.54	12.27	11.31	11.40	11.18	10.03	8.29	618.5
10.21	10.14	9.29	1.02	12.34	11.37	11.48	11.25	10.10	8.37	626.3
f 10.29	10.21	9.37	1.08	12.40	11.43	11.54AM	11.31	10.16	8.43	632.4
10.40	10.34	9.50	1.18	12.48	11.50	12.04PM	11.38	10.23	8.53	642.1
10.48	10.42	9.58	1.25	12.54	11.56AM	12.11	11.44	10.29	9.00	648.2
f 10.57	f 10.50	10.07	1.31	12.58	12.01PM	12.17	11.48	10.33	9.06	652.6
11.04	10.56	10.16	1.37	1.04	12.07	12.23	11.54	10.39	9.12	657.9
11.08	10.59	10.20	1.41	1.08	12.10	12.27	11.58AM	10.43	9.16	661.3
11.14	11.05	10.26	1.46	1.12	12.14	12.32	12.02PM	10.47	9.21	666.5
f 11.20	11.10	10.32	1.51	1.17	12.19	12.37	12.07	10.52	9.26	671.4
11.26	11.15	10.38	1.57	1.22	12.24	12.41	12.12	10.57	9.32	677.1
f 11.35	11.22	10.48	2.06	1.30	12.32	12.50	12.20	11.05	9.41	685.8
11.45	11.35	11.00	2.20	1.39	12.39	1.01	12.29	11.14	9.55	692.3
12.05AM	11.53	11.16	2.32	1.49	12.44	1.17	12.34	11.19	10.08	695.5
12.06	11.58PM	11.21	2.37	1.53	12.47	1.22	12.37	11.22	10.13	699.3
12.10	12.02AM	11.25	2.41	1.57	12.50	1.26	12.40	11.25	10.17	702.5
12.14	12.06	11.29	2.44	2.00	12.53	1.30	12.43	11.28	10.21	706.5
12.17	12.09	11.33	2.47	2.03	12.56	1.33	12.46	11.31	10.24	710.2
12.21	12.13	11.38	2.51	2.09	1.01	1.37	12.50	11.35	10.28	714.8
12.29	12.21	11.47	3.00	2.17	1.07	1.45	12.57	11.42	10.36	721.5
12.33	12.25	11.51	3.04	2.20	1.10	1.50	1.01	11.45	10.40	726.5
f 12.42	12.34	11.59PM	3.13	2.27	1.17	1.58	1.07	11.52	10.49	733.7
12.47	12.39	12.04AM	3.18	2.31	1.21	2.03	1.11	11.56	10.54	738.6
12.51	12.43	12.08	3.22	2.34	1.24	2.07	1.14	11.59AM	10.58	742.2
f 1.00	12.52	12.17	3.30	2.42	1.31	2.15	1.21	12.06PM	11.07	749.5
1.04	12.56	12.21	3.33	2.45	1.34	2.18	1.24	12.09	11.11	752.9
1.07	12.59	12.25	3.36	2.48	1.38	2.21	1.27	12.12	11.14	756.2
1.11	1.03	12.29	3.40	2.52	1.41	2.27	1.31	12.16	11.18	761.2
f 1.16	1.08	12.35	3.46	2.56	1.45	2.32	1.35	12.20	11.23	766.2
1.26	1.18	12.45	3.56	3.04	1.53	2.41	1.43	12.28	11.33	775.4
1.32	1.24	12.51	4.01	3.08	1.57	2.46	1.47	12.32	11.39	780.7
f 1.38	1.30	12.57	4.07	3.14	2.02	2.52	1.52	12.37	11.45	786.6
1.45	1.36	1.05	4.13	3.21	2.08	2.59	1.58	12.43	11.51	793.6
1.50	1.41	1.10	4.18	3.25	2.12	3.04	2.02	12.47	11.56AM	798.1
1.57	1.48	1.17	4.25	3.32	2.18	3.11	2.08	12.53	12.02PM	805.2
s 2.07	s 1.58	s 1.27	4.35	3.38	2.26	s 3.21	2.16	1.01	12.12	811.6
2.17	2.08	1.37	4.45	3.47	2.34	3.30	2.24	1.09	12.22	818.5
A 2.30AM	A 2.20AM	A 1.50AM	A 5.05PM	A 4.05PM	A 2.50PM	A 3.45PM	A 2.40PM	A 1.25PM	A 12.40PM	826.5

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time (8.02)
..... Average speed per hour 49.9

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

FOURTH SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Local Freight, Time Freight, and Daily Ex. Sun. for stations 225, 259, 263, 257.

Time-Table No. 17

May 24, 1963

STATIONS

Table listing stations from DN RGREEN RIVER YLGR to DN-R OGDEN YLOG with distances from Council Bluffs.

BLOCK SIGNALS

Double Track

(1.25) 28.2 (7.30) 23.4 (1.16) 24.1 (1.20) 22.6

.....Thru Time..... (3.50) 45.3

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

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, and Mail and Express for stations 11, 9, 103, 101, 105, 1, 17, 23, 37, 5.

Time-Table No. 17

May 24, 1963

STATIONS

Table listing stations from DN-RGREEN RIVER YLGR to DN-R OGDEN YLOG with distances from Council Bluffs.

BLOCK SIGNALS

Double Track

(0.35) 51.7 (3.55) 44.8 (3.15) 54.1 (3.15) 54.1 (0.30) 60.4 (3.50) 45.8 (0.40) 46.3 (4.00) 43.9 (3.50) 45.8 (3.55) 44.8

.....Thru Time.....

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. 17

May 24, 1963

STATIONS

Mile Post	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
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
821.1	9.41	10.13	10.39	11.04	12.45	12.55	1.07	10.46	10.57	11.27
824.9	9.37	10.09	10.35	11.00	12.41	12.51	1.03	10.42	10.53	11.23
830.2	9.32	10.04	10.30	10.55	12.36	12.46	12.58	10.37	10.47	11.16
837.8	9.24	9.57	10.23	10.48	12.30	12.40	12.51	10.30	10.40	11.08
847.2	9.15AM	9.48	10.14	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
854.0		9.41	10.08	10.31	12.16	12.26		10.14		10.49
858.7		9.37	10.03	10.27	12.12	12.22		10.09		10.43
866.9		9.31	9.56	10.21	12.07	12.17		10.02		10.35
869.7		9.28	9.52	10.18	12.04PM	12.14		9.58		10.31
875.4		9.22	9.46	10.12	11.59AM	12.09		9.51		f 10.23
880.9		9.17	9.39	10.06	11.54	12.04PM		9.45		10.14
886.6		9.13	9.34	10.02	11.50	11.59AM		9.40		10.09
890.5		9.09	9.29	9.57	11.46	11.55		9.35		10.05
894.8		9.05	9.24	9.52	11.42	11.51		9.30		9.59
897.6		9.02	9.20	9.49	11.39	11.49		9.26		9.55
901.8		8.58	9.16	9.44	11.35	11.45		9.22		f 9.49
903.6		8.52	9.10	9.38	11.30	11.40		9.17		f 9.43
908.7		8.45	9.03	9.31	11.26	11.36		9.10		9.34
912.7		8.40	8.57	9.26	11.21	11.31		9.04		9.27
917.2		8.34	8.50	9.19	s 11.14	s 11.24		8.57		9.20
918.4		8.30	8.45	9.15				8.52		9.15
921.7		8.23	8.37	9.08	11.06	11.16		8.45		9.06
927.6		8.17	8.31	9.02	11.01	11.11		8.39		f 8.59
932.6		8.08	8.22	8.53	10.54	11.04		8.30		8.47
936.7		8.02	8.16	8.47	10.49	10.59		8.24		8.40
943.3		7.52	8.06	8.37	10.41	10.51		8.14		8.28
947.9										
952.7		7.38	7.51	8.22	10.28	10.38		8.00		f 8.11
956.5		7.33	7.46	8.17	10.24	10.34		7.55		8.04
960.6		7.28	7.41	8.12	10.20	10.30		7.50		7.59
968.0		7.20	7.32	8.03	10.13	10.23		7.41		f 7.50
970.6										
975.5		7.13	7.25	7.55	10.07	10.17		7.34		7.41
977.7										
980.1		7.07	7.19	7.49	10.02	10.12		7.28		7.34
985.1		7.01	7.12	7.42	9.55	10.05		7.22		7.27
989.9										
992.6		6.50AM	7.00AM	7.30AM	9.45AM	9.55AM		7.10PM		7.15PM
(175.6)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(0.35)	(3.30)	(3.50)	(3.40)	(3.10)	(3.10)	(0.33)	(8.45)	(0.35)	(4.25)
Average speed per hour.....	51.7	50.2	45.8	47.9	55.5	55.5	54.9	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.
 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. 17

May 24, 1963

STATIONS

Mile Post	Mail and Express	SECOND CLASS				Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
		254	264	226	262	
		Time Freight	Tune Freight	Local Freight	Time Freight	
A 12.25AM	817.0	DN-R GREEN RIVER YL GR	A 8.00AM	8.05AM	A 9.50PM	COPTWXYZ
12.15	821.1	RIVIEW				WB 61 PX
12.11	824.9	PERU				CB 82 P
12.06AM	830.2	BRYAN				CB 120 P
11.59PM	837.8	WESTVAOO				CS 118 P
11.50	847.2	DN GRANGER YL GN		6.20AM	7.30PM	WS 99 IPWXY ES 120 PCS
11.43	854.0	VERNE				CS 125 P
11.39	858.7	OHUROH BUTTES				CS 103 P
11.32	865.9	HAMPTON				CB 103 P
11.28	869.7	ELKHURST				CS 95 P
11.20	875.4	DN CARTER YL Q				CR 135 CPWX
11.12	880.9	ANTELOPE				CB 103 P
11.07	886.6	BRIDGER				CS 131 P
11.03	890.5	LEROY				WS 77 CS 88 PW
10.58	894.8	RAGAN				WS 71 WB 71 PX
10.55	897.6	SPRING VALLEY				CS 125 P
10.51	901.8	ASPEN				ES 44 X
10.45	903.6	DN ALTAMONT AP				ES 132 PX
10.37	908.7	KNIGHT				ES 64 PX
10.32	912.7	MILLIS				CB 118 P
10.25	917.2	DN-R EVANSTON YL NA				CPTWXYZ
10.20	918.4	ALMY JCT.				
10.14	921.7	WYUTA				CS 124 P
10.08	927.6	DN WAHSATOH YL WH				CS 98 PWXY
9.57	932.6	CURVO				
9.51	936.7	OASTLE ROCK				WS 118 ES 101 PW
9.41	943.3	EMORY				CS 125 PWX
	947.9	BASKIN				
9.25	952.7	DN ECHO YL HO		A 9.05AM		WS 120 CB 120 ES 101 CPTWX
9.20	956.5	HENEFER		f 8.55		CS 118 PX
9.15	960.6	D 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				
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	COPTWYZ
Daily		(175.6)	Daily	Daily	Daily Ex Sun.	Daily

(3.55)	..... 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. 17				SECOND CLASS			
212				May 24, 1953				211			
Mixed				Miled				Miled			
Daily Except Sunday				STATIONS:				STATIONS:			
IP			6.0	DN	SAND CREEK JCT YL SK	5.0					
15			8.2		WELBY	8.2					
31	F		9.8		QUIMBY	9.8					
30	P		13.8		EAST LAKE	13.8					
31	P		18.1		DARLOW	18.1					
65	IPWY		22.2	DN	ST. VRAINS YL V	22.2					
			22.2		U. P. CROSSING	22.2					
42			24.3		GRADEN	24.3					
53	YP		26.1	D	FREDERICK YL FR	26.1					
	P		27.8		FIRESTONE	27.8					
19	P		30.2		HARNEY	30.2					
31	P		34.6		GOWANDA	34.6					
	P		38.3		WILD OAT	38.3					
21	WYP		42.8		DENT YL	42.8	A 9.43AM				
	WCTYP		50.0	DN-R	LA SALLE YL SA	50.0	9.30AM				
							Daily Except Sunday				

(0.30) Thru Time (0.13)
 15.6 Average speed per hour 30.0

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.

WESTWARD—Fort Collins Branch—EASTWARD				WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS				SECOND CLASS			
211				212			
Mixed				Mixed			
Daily Except Sunday				STATIONS			
21	WYP	9.43AM	0.0		DENT YL	A 4.35PM	
	P	9.48	1.7		MILLIKEN YL M	f 4.30	
			2.0		G. W. CROSSING		
	P	10.01	7.8		KOENIG	f 4.11	
			9.0		G. W. CROSSING		
	P	10.05	9.1		KELIM	f 4.07	
		10.15	18.5		BOYD LAKE	f 3.58	
		10.21	16.4		REDMOND	f 3.53	
42	P	10.27	19.5		HARMONY	f 3.47	
136	WCTYZP	A 10.40AM	25.0	DN-R	FORT COLLINS YL FO	3.35PM	
			26.2		O. & S. CROSSING		
			25.3		O. & S. CROSSING		
	P		27.9		POUDRE YL		
	P		30.0		BOETTHER YL		
	P		38.5		RIPPLE		
	Y		41.7		BUCKEYE YL		
							Daily Except Sunday

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 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. 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			
211			
Miled			
Daily Except Sunday			
247	WYZP	0.0	DN
	YP	2.8	
34	YP	6.0	
		8.4	
37	P	10.4	D
		18.8	
29	YP	28.1	

WESTWARD—Pleasant Valley Branch—EASTWARD

Time-Table No. 17			
May 24, 1953			
STATIONS			
34	YP	0.0	
		3.1	
	P	5.1	D

WESTWARD—Coalmont Branch—EASTWARD

SECOND CLASS				SECOND CLASS			
221				222			
Mixed				Mixed			
Monday Wednesday Friday				STATIONS			
	PYZ	9.30AM	0.0		LARAMIE	N	0.0 A 2.30PM
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	Y	11.07	29.7		CENTENNIAL	G	29.7 s 12.45
42	Y	11.22	34.5		DEERWOOD		34.5 f 12.30
	PW	11.32AM	35.6		SPRING CREEK		35.6 f 12.23PM
10	PW	12.02PM	40.4		ALBANY	MI	40.4 f 11.53AM
24	W	12.44	47.8		LAKE	B	47.3 11.11
76	YCWP	1.30	54.6		FOX PARK	MS	54.6 s 10.26
25	P	2.26	63.9		WYOCOLO	H	63.9 f 9.29
39	PYW	3.07	70.8		CAMP	HL	70.8 f 8.47
18	P	3.27	78.8		KINGS CANON	LH	78.8 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	A 5.50PM	111.1		COALMONT		111.1 6.00AM

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 18.1

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			
SECOND CLASS			
201			
Miled			
Daily Except Sunday			
		12.01PM	0.0
6		12.28	6.8
7		12.54	12.3
1		1.27	20.6
20	WY	1.56	24.1
1		2.15	27.8
1		2.23	29.7
13		2.36	32.7
16		3.07	39.3
43	WY	A 3.32PM	44.4

WESTWARD—Superior Branch—EASTWARD

Time-Table No. 17			
May 24, 1953			
STATIONS			
	XPY	0.0	
WP		7.6	D
		9.1	

WESTWARD—South Pass Branch—EASTWARD

Time-Table No. 17			
May 24, 1953			
STATIONS			
		0.0	DN-R
		8.4	
		9.5	
		7.9	
		9.5	

WESTWARD—Reliance Branch—EASTWARD

Time-Table No. 17			
May 24, 1953			
STATIONS			
		0.0	
		1.7	
		2.1	

WESTWARD—Winton Branch—EASTWARD

Time-Table No. 17			
May 24, 1953			
STATIONS			
		0.0	
		2.4	
		5.0	
		5.2	

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Puritan Jct.	Time-Table No. 17		Mile Post
		May 24, 1953		
STATIONS				
	0.0	PARKDALE JCT. YL	0.0	
	1.9	PURITAN	1.9	
	8.1	END OF TRACK (3.1)	8.1	

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 17		Mile Post
		May 24, 1953		
STATIONS				
	0.0	LIONKOL JUNCTION	0.0	
	2.0	LIONKOL	2.0	
	3.5	END OF TRACK (2.5)	3.5	

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 17		Mile Post
		May 24, 1953		
STATIONS				
	0.0	STANSBURY JUNCTION	0.0	
	1.9	STANSBURY MINE	1.9	
	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 Hay	Time-Table No. 17		Mile Post
		May 24, 1953		
STATIONS				
	0.0	HAY	0.0	
	1.6	DINES	1.6	
	1.9	END OF TRACK (1.9)	1.9	

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 226 Local Freight	Distance from Echo	Time-Table No. 17		Mile Post	SECOND CLASS 225 Local Freight
			May 24, 1953			
STATIONS						
WB120CS120 ES101CPTW	9.15AM	0.0	DN-B	ECHO YL HO	0.0	2.10PM
18	P 9.45	5.7	D	COALVILLE YL VE	5.7	1.45
16	P 10.20	13.4		WANSHIP	13.4	1.10
12	P 11.50	20.8		ATKINSON	20.8	12.40
16	PW 11.07	24.5		KEETLEY JCT. YL	24.5	12.20
		26.0		BEGGS SPUR	26.0	
47		27.2		BROADWATER SPUR	27.2	
PWY	11.30AM	28.4	D-R	PARK CITY YL KD	28.4	12.01PM
(28.4)						
(2.15)		Thru Time			(2.09)	
12.0		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. 17		Mile Post
		May 24, 1953		
STATIONS				
	0.0	KEETLEY JCT. YL	0.0	
	5.2	KEETLEY YL	5.2	
	7.0	CRANMER YL	7.0	
7.0				

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		

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 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 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		Trains designated as lumber trains			25
Within yard limits protected by block signals where not otherwise restricted.	60	50	25	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 not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	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
Other branch lines.		30	15	Trains handling air-dump cars.			35
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 scale test cars: On main line. On branch lines except Dent branch.			30 20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric yard switch locomotives in road service.		35	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
Diesel-electric locomotives running light, dynamic brake not in operation.			35	When using No. 14 turn-outs.	25	20	20
7000 and 7800 class engines.		75	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement.		10	10
3800 and 3900 class engines.		60	50	All other classes engines; Forward movement. Back-up movement.	15	15	15
5000 and 9000 class engines.		50	50	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
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
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				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45	Speer 93.3 and 97.4	60	50	30
Freight engines not otherwise shown.		50		93.3 and 97.4 mixed trains.			40
Light engines.		45	45	97.4 and 97.7	50	40	25
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Cheyenne Side 97.7 and 97.9	30	30	25
Denver, within city limits over street crossings.	35	35	25	97.9 and 98.6	50	40	25
Between Mile Posts—				101.4 and 101.5	70	60	45
Denver Yard				Cheyenne and M. P. 103.9		70	
0.4 and 0.7 westward track.	30	30	25	Borie Side 97.7 and 99.4	50	40	25
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION

Cheyenne to Dale, No. 3 track	70	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Laramie, No. 1 track	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, No. 2 track	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, No. 2 track	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, No. 2 track	70	60	30	Granite 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				
ON No. 3 TRACK Between Mile Posts—				ON No. 2 TRACK Between Mile Posts—			
Perkins 553.5 and 554.0	60	50	40	Forelle 562.2 and 549.8	60	50	40
ON No. 1 TRACK Between Mile Posts—				Hermosa 548.1 and 547.0	55	45	35
Cheyenne 510.4 and 511.8	50	40	25	Hermosa Tunnel	50	40	25
515.6 and 515.7	60	50	40	545.1 and 537.9	50	45	35
518.8 and 519.1	60	50	40	537.5 and 535.6	50	40	25
Borie 522.1 and 522.3	60	50	40	Buford 535.1 and 530.2	60	50	30
523.3 and 523.6	60	50	40	530.2 and 530.0	50	40	30
Otto 524.5 and 525.6	60	50	40	529.5 and 528.7	50	40	25
Granite 528.7 and 529.5	50	40	35	Granite 525.6 and 524.5	60	50	30
530.0 and 535.1	55	45	35	Otto 523.6 and 523.4	65	55	30
535.6 and 537.5	70	40	25	522.3 and 522.1	60	50	30
537.9 and 540.9	45	40	35	Borie 519.1 and 518.8	60	50	30
541.1 and 545.1	55	45	35	515.7 and 515.6	60	55	30
Hermosa Tunnel	50	40	25	511.8 and 510.4	50	40	25
547.0 and 548.1	55	45	35	Cheyenne			
Hermosa 549.3 and 549.6	50	40	30				
549.7 and 550.0	40	30	25				
550.0 and 563.6	70	60	40				
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
Laramie							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	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		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Laramie 566.8 and 567.2				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 776.5 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	Hallville 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.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Fort Steele 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
Sinclair 678.1 and 678.5	80	70	50	Latham 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
Rawlins 683.2 and 684.2	50	40	25	Creston 709.0 and 708.6	70	60	50
Ferris 686.8 and 687.8	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Daleys Ranch 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	Knobs 692.4 and 690.3	60	50	40
Riner 703.0 and 704.2	70	60	50	Hadsell 687.8 and 686.8	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Ferris 684.2 and 683.2	50	40	25
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 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	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							
FOURTH SUBDIVISION							
Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	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.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				
Between Green River and Evanston							
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Green River 817.0 and 818.5	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Evanston 920.6 and 921.2	70	60	50	Ogden 989.0 and 987.9	65	55	45
Wyuta 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	Uintah 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	Gateway 983.5 and 981.0	40	35	30
Castle Rock 937.0 and 939.4	50	40	35	981.0 and 980.7	35	35	30
941.1 and 941.9	55	45	40	980.7 and 978.7	40	35	30
Emory 942.9 and 945.5	50	40	35	Strawberry 977.3 and 977.0	60	50	45
946.9 and 951.1	50	40	35	976.1 and 974.1	55	45	35
952.1 and 952.5	35	30	25	Peterson 972.6 and 972.4	75	65	50
Echo 953.3 and 954.1	60	50	25	Morgan 967.8 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
Henefer 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	Devils Slide 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	Henefer 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
Stoddard 972.4 and 972.6	75	65	50	Echo 952.5 and 952.1	35	30	25
974.1 and 976.1	50	45	35	951.1 and 946.9	50	40	35
977.0 and 977.3	60	50	45	945.5 and 942.9	50	40	35
Strawberry 987.7 and 980.7	40	35	30	Emory 941.6 and 940.9	55	45	40
980.7 and 981.0	35	35	30	939.1 and 929.2	55	45	35
981.0 and 983.7	40	35	30	Curvo 928.8 and 927.6	50	40	25
Uintah 985.5 and 985.8	70	60	50	Wahsatch 927.6 and 927.4	30	25	25
986.7 and 987.0	65	60	50	927.4 and 926.5	60	50	25
987.9 and 989.0 Ogden	65	55	45	926.2 and 925.9	65	55	40
				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9 Evanston	60	50	25

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
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
			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

Boulder Branch Maximum Speed	25		Encampment Branch Maximum speed.	15
Trains handling outfit cars.	20		Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10 10
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.	15		Pleasant Valley Branch	15
Between Parkdale Jct. and Erie	15		Puritan Branch	15
Valmont Spur, M. P. 1, over C. & S. crossing	10		Lionkol Branch	10
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	40	Branches not otherwise shown.	15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur	5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.	10
Trains handling outfit cars.	20		5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20		
Between Mile Posts— Quimby 10.0 and 10.6 11.6 and 12.0	50	40 40	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.	6
East Lake 14.3 and 14.6	50	40		
St. Vrain 21.5 and 21.9	40	25	Park City Branch Maximum Speed	25
Frederick 25.6 and 25.8	40	25	Trains handling outfit cars.	20
Gowanda 37.9 and 38.0	50	40	Between Mile Posts— 0.0 and 4.3	15
Wild Cat 40.4 and 40.5	50	40	5.1 and 5.2	15
Fort Collins Branch 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		Park City, allyard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Greeley Branch	15		Ontario Branch	15
Coalmont Branch Maximum speed.	20		Cranmer spur, between Keetley and end of track.	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.	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
R. M. Maul	Surgeon	Denver, Colo.	H. B. Harmon	Surgeon	Ogden, Utah
P. R. Farrington	Surgeon	Boulder, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
J. W. Wells	Surgeon	Brighton, Colo.	W. P. Daines	Surgeon	Ogden, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	H. V. De Mars	Oculist & Aurist	Ogden, Utah
F. A. Humphrey	Surgeon	Fort Collins, Colo.	R. W. Pugnaire	Oculist & Aurist	Ogden, Utah
J. W. Allely	Surgeon	Greeley, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. L. Wilkinson	Surgeon	LaSalle, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
E. R. Pearson	Surgeon	Lupton, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
C. M. Morgan	Surgeon	Walden, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	V. L. Overholt	Surgeon	Superior, Wyo.
L. A. Watts	Surgeon	Cheyenne, Wyo.	Louis J. Tauger	District Surgeon	Salt Lake City, Utah
G. W. Koford	Surgeon	Cheyenne, Wyo.	R. J. Parker	Surgeon	Coalville, Utah
P. J. Preston	Orthopedist	Cheyenne, Wyo.	H. T. High	Surgeon	Devils Slide, Utah
E. W. Newman	Oculist	Cheyenne, Wyo.	J. H. Waters	Surgeon	Evanston, Wyo.
G. W. Marbry	Oculist	Cheyenne, Wyo.	J. B. Bennett	Surgeon	Evanston, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	Dan Oniki	Surgeon	Park City, Utah
Blair Liddell	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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