

D. W. GIBSON  
 UNION PACIFIC RAILROAD COMPANY  
 APRIL 1957  
 Eastern District

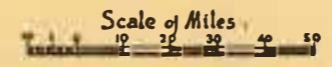


**WYOMING DIVISION**  
**TIME-TABLE**  
**No. 26**

**Effective Sunday,**  
**April 14, 1957**  
 at 12:01 A. M. Mountain Time

**Safety Always**  
**Makes a Suggestion**

**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 CORRECTED TO MAY . 1. 1953



**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

## FIRST CLASS

	11	27	9	17	107	7	5	103	101	105	111	Distance from Council Bluffs	Time-Table No. 26 April 14, 1957
	Mail and Express	Mail and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
							9.20					0.0	CO. BLUFFS
		10.30			5.30	10.05	9.55	3.10	2.55	1.10	12.45	2.0	OMAHA
													GRAND ISLAND
		1.30			7.31	1.05	12.40	5.10	4.55	3.15	2.55	146.9	C.T. NORTH PLATTE
		4.15			9.15	3.35	2.55	6.55	6.40	5.05	4.50	284.1	M.T. NORTH PLATTE
		3.30			8.20	2.45	2.05	6.00	5.45	4.10	3.55	365.3	JULESBURG
												407.5	SIDNEY
		5.45			9.57	4.57	4.12	7.44	7.28	5.53		562.5	KANSAS CITY
				8.40	8.30								DENVER
				8.05	8.35	7.00						509.5	CHEYENNE
				8.00	8.30	11.35	7.00	6.05	8.30	9.15	7.35	568.0	LARAMIE
				11.45	11.45	7.15	6.20	9.40	9.25	7.45		682.8	RAWLINS
		10.10	11.55	10.15	12.55	9.00	8.05	11.01	10.45	9.10		817.0	GREEN RIVER
		12.30	1.54	12.28	2.45	11.45	10.45	12.55	12.41	11.05		847.2	GRANGER
		5.00	3.35	4.20	2.50	4.55	2.30	1.15	3.15	3.00	1.25	992.6	OGDEN
		5.35		4.40	3.45	5.05	3.15	1.45	3.10	1.35			(992.6)
				8.30		8.15	7.00	5.50	6.45	8.30			

(0.35) (18.05) (23.50) (20.50) (15.45) (21.55) (20.55) (18.35) (16.35) (13.55) (8.45) ..... Thru Time From Omaha  
 51.8 45.0 51.2 56.2 62.8 45.3 47.3 59.7 59.7 60.7 83.8 ..... Average speed per hour

C. H. BURNETT  
General Manager

H. E. SHUMWAY  
Genl. Supt. Transportation

O. A. DURRANT  
General Superintendent

- C. J. COLOMBO, Superintendent ..... Cheyenne, Wyo.
- K. I. JONES, Asst. Superintendent ..... Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent ..... Cheyenne, Wyo.
- C. J. EXLINE, Asst. Superintendent Safety and Courtesy ..... Cheyenne, Wyo.
- C. T. ALFORD, Asst. Superintendent ..... Denver, Colo.
- R. W. HOPKINS, Terminal Superintendent ..... Denver, Colo.
- J. C. JOCHIM, Trainmaster ..... Denver, Colo.
- W. R. TUEL, Safety and Courtesy Representative ..... Denver, Colo.
- M. L. MASON, Terminal Superintendent ..... Laramie, Wyo.
- D. F. HUENEKE, Trainmaster ..... Laramie, Wyo.
- J. R. JOHNSON, Trainmaster ..... Rawlins, Wyo.
- W. E. HENKE, Asst. Superintendent ..... Green River, Wyo.
- H. G. HAGGLUND, Terminal Superintendent ..... Green River, Wyo.
- W. C. SATTERFIELD, Trainmaster ..... Ogden, Utah
- C. T. ARMSTRONG, Master Mechanic ..... Cheyenne, Wyo.
- R. F. WEISS, Master Mechanic ..... Kansas City, Mo.
- D. P. CLIFFORD, Road Foreman of Engines ..... Cheyenne, Wyo.
- R. S. AMES, Road Foreman of Engines ..... Laramie, Wyo.
- G. L. LIEBAU, Road Foreman of Engines ..... Laramie, Wyo.
- C. H. JOHNSON, Road Foreman of Engines ..... Rawlins, Wyo.
- C. G. ROTE, Road Foreman of Engines ..... Laramie, Wyo.
- E. J. LENHART, Road Foreman of Engines ..... Rawlins, Wyo.
- T. A. KELLEHER, Road Foreman of Engines ..... Ogden, Utah
- W. H. ALBERTS, Road Foreman of Engines ..... Evanston, Wyo.
- J. W. GODFREY, Division Engineer ..... Cheyenne, Wyo.
- C. MARRS, 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. F. BARRETT, Asst. Chief Train Dispatcher ..... Denver, Colo.

### SECOND SUBDIVISION AND THIRD SUBDIVISION LARAMIE TO RAWLINS, AND BRANCHES AND BORIE SUBDIVISION

- J. M. KELLEY, Chief Train Dispatcher ..... Cheyenne, Wyo.
- C. E. WHITE, Asst. Chief Train Dispatcher ..... Cheyenne, Wyo.
- R. W. HAYES, 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

Main Line ..... 628.23  
 Branches ..... 372.40  
 Total ..... 1000.63

# CONDENSED TIME-TABLE

EASTWARD

## FIRST CLASS

	12	112	108	10	28	104	102	106	18	6	8	Distance from Council Bluffs	Time Table No. 26 April 14, 1957
	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
												0.0	CO. BLUFFS
													OMAHA
		12.30	11.35		6.45	2.30	2.50	3.05				6.10	OMAHA
													GRAND ISLAND
		10.26	9.26		3.50	12.20	12.40	12.55				2.50	GRAND ISLAND
		8.39	7.33		12.45	10.28	10.48	11.03				12.25	C.T. NORTH PLATTE
		7.34	6.28		11.15	9.23	9.43	9.58				11.15	M.T. NORTH PLATTE
													JULESBURG
		8.27											JULESBURG
				4.47		9.10	7.42	8.02	8.17			9.17	SIDNEY
													SIDNEY
					7.05							10.30	KANSAS CITY
													KANSAS CITY
		3.30			6.40							9.15	DENVER
					6.05							8.45	DENVER
													CHEYENNE
			3.25		7.15	6.20	6.40	6.55				7.35	CHEYENNE
			3.15		6.00	6.10	6.30	6.45				7.15	CHEYENNE
				2.07	2.43	4.35	4.50	5.12	5.25	5.25	5.45	6.20	LARAMIE
													LARAMIE
				2.15	2.50	2.05	2.55	3.25	3.35	3.10	3.25	3.40	RAWLINS
													RAWLINS
				10.00	10.30	11.15	12.35	1.05	1.15	12.35	12.45	1.00	GREEN RIVER
		9.35		9.50	10.10		12.25	12.55	1.00	12.05	12.20	12.35	GREEN RIVER
													GRANGER
		9.00								12.27	11.30		GRANGER
													OGDEN
				6.40	6.50		9.10	9.40				8.30	OGDEN
													OGDEN

Thru Time From Omaha ..... (0.36) (8.00) (15.55) (23.15) (18.30) (10.20) (10.10) (13.38) (22.00) (19.55) (21.16)  
 Average speed per hour ..... 51.8 70.0 62.2 53.3 44.0 60.6 61.2 61.8 53.6 49.7 40.8

### CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD				
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To	
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rook Springs	Sleeping car passengers from West-of-Ogden	Denver or beyond.	
9	Rook Springs	Denver or beyond	Revenue passengers for West of Ogden.	18	Any station on First and Third Subdivision and Borie Subdivision		Granger or beyond.	
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	334	Any Station	Cheyenne or beyond.		
17	Rook Springs	} Denver or east.						
	Rook River							
	Medicine Bow							
	Wamsutter							

**WESTWARD FIRST SUBDIVISION**  
**SECOND CLASS FIRST CLASS**

Car Capacity of Seating, etc. See Rule 6 (A), page 23.	370		17	10	112	8	18	9	Distances from Denver
	Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
YIP	8.15PM	7 00PM	6.40PM	3.30PM	12.50PM	9.15AM	8.35AM	0.0	
								0.6	
ZP	8.55	7.04	6.44	3.34	12.54	9.19	8.39	1.7	
DWCOTYZP	A 9.01PM	7 05	A 6.45PM	3.35	A 12.55PM	A 9.20AM	8.40	2.2	
								4.9	
IP		7.09		3.39			8.44	5.0	
7								6.0	
96 P		7.13		3.42			8.48	6.1	
28								9.9	
87 P		7.16		3.44			8.51	11.8	
85 P		7.19		3.46			8.54	14.1	
23								16.0	
91 WYZP		7.24		3.51			8.59	19.1	
51 P								22.8	
94 P		7.31		3.57			9.06	25.8	
84 P		7.35		4.01			9.10	30.1	
98 P		7.40		4.05			9.15	34.8	
24								38.2	
43 P								37.8	
119 P		7.46		4.09			9.21	40.0	
24 P								42.4	
24								48.3	
103 WCTYPO		7.52		A 4.15PM			9.27	46.1	
60 P		7.55					9.30	48.3	
247 WZPY		8.03					9.38	51.7	
P								54.0	
81 P		8.08					9.43	56.8	
80 P		8.12					9.47	59.2	
I								59.8	
65 P		8.16					9.51	63.0	
23								64.9	
84 WYP		8.20					9.55	66.8	
52 P		8.26					10.01	71.9	
86 P		8.32					10.07	77.0	
51 P		8.37					10.12	81.9	
94 WCYP		A 8.44PM					A 10.19AM	86.0	

(0.46) (1.44) (0.05) (0.45) (0.05) (0.06) (1.44)  
2.9 49.6 26.4 61.4 26.4 26.4 49.6

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 72.  
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. 26**

April 14, 1967

**STATIONS**

DN-R DENVER YL UD
0.6
2RD STREET YL
1.1
DN-R 16TH ST. YL RA
0.5
PULLMAN YL
2.7
O. B. & Q. CROSSING
0.1
SAND CREEK JCT. YL
1.0
ADAMS
2.1
DUPONT
1.6
BOLLA
1.4
HAZELTINE
2.6
HENDERSON
1.9
NORTHWAY
16.0
DN BRIGHTON YL BI
8.7
POWARS
3.0
D LUPTON UP
4.3
IONE
4.7
D PLATTEVILLE PA
1.4
VASQUEZ
1.6
HOUSTON
2.2
D GILBERT GI
2.4
PECKHAM
0.8
HAMBERT
2.9
DN-R LA SALLE YL DY
2.1
EVANS
9.0
DN GREELEY YL HG
2.3
GREELEY JCT.
1.8
D LUERNE O
3.4
D KATON YL UR
0.1
G. W. CROSSING
3.7
D ADLT A
1.9
STAGE
1.9
D PIERCE BU
5.1
NUNN
5.1
DOVER
4.9
DECKE
4.1
DN CARR OR
(86.0)

BLOCK SIGNALS

Double Track

**FIRST SUBDIVISION EASTWARD**  
**FIRST CLASS SECOND CLASS**

Time-Table No. 26	April 14, 1967	Miles Post	FIRST CLASS				SECOND CLASS				Car Capacity of Seating, etc. See Rule 6 (A), page 23.
			9	7	111	18	10	17	369	334	
			Streamliner Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Mixed	Mixed	
DN-R DENVER YL UD	0.0	A 8.05AM	A 8.25AM	A 8.30AM	A 8.45AM	A 6.05PM	A 6.30PM	A 6.15PM	A 11.50PM	YIP	
0.6											
2RD STREET YL	0.6	7.49		8.23	8.30			5.55			
1.1											
DN-R 16TH ST. YL RA	1.7	7.46	8.17	8.22	8.28	5.41	6.09	5.50	11.32	ZP	
0.5											
PULLMAN YL	2.2	7.45AM	8.16AM	8.21	8.26	5.40	6.08PM	5.45PM	11.30	DWCOTYZP	
2.7											
O. B. & Q. CROSSING	4.9										
0.1											
SAND CREEK JCT. YL	5.0			8.17	8.22	5.35			11.23	IP	
1.0											
ADAMS	6.0									7	
2.1											
DUPONT	8.1			8.13	8.17	5.32			11.17	96 P	
1.6											
BOLLA	8.9									28	
1.4											
HAZELTINE	11.8			8.10	8.14	5.29			11.12	87 P	
2.6											
HENDERSON	14.1			8.07	8.11	5.26			11.08	85 P	
1.9											
NORTHWAY	16.0									23	
16.0											
DN BRIGHTON YL BI	19.1			8.02	8.06	5.21			11.01	91 WYZP	
8.7											
POWARS	22.8									51 P	
3.0											
D LUPTON UP	26.8			7.55	7.59	5.12			10.52	94 P	
4.3											
IONE	30.1			7.51	7.55	5.08			10.45	84 P	
4.7											
D PLATTEVILLE PA	34.6			7.46	7.51	5.04			10.39	98 P	
1.4											
VASQUEZ	36.9									24	
1.6											
HOUSTON	37.8									43 P	
2.2											
D GILBERT GI	40.0			7.41	7.46	4.59			10.30	119 P	
2.4											
PECKHAM	42.4									24 P	
0.8											
HAMBERT	48.3									24	
2.9											
DN-R LA SALLE YL DY	46.1			7.34AM	7.40	4.54			10.20	103 WCTYPO	
2.1											
EVANS	48.3				7.37	4.50			9.55	60 P	
9.0											
DN GREELEY YL HG	51.7			7.32	7.32	4.46			9.50	247 WZPY	
2.3											
GREELEY JCT.	54.0									P	
1.8											
D LUERNE O	56.8				7.25	4.40			9.37	81 P	
3.4											
D KATON YL UR	59.2				7.21	4.37			9.32	80 P	
0.1											
G. W. CROSSING	59.8									I	
3.7											
D ADLT A	63.0				7.17	4.33			9.25	65 P	
1.9											
STAGE	64.9									23	
1.9											
D PIERCE BU	66.8				7.13	4.30			9.18	84 WYP	
5.1											
NUNN	71.9				7.08	4.25			9.10	52 P	
5.1											
DOVER	77.0				7.03	4.20			9.00	86 P	
4.9											
DECKE	81.9				6.58	4.15			8.52	51 P	
4.1											
DN CARR OR	86.0				6.54AM	4.11PM			8.44PM	94 WCYP	
(86.0)											

Thru Time ..... (0.20) (0.09) (0.50) (1.51) (1.54) (0.22) (0.20) (3.00)  
Average speed per hour..... 6.1 14.7 49.4 46.5 45.3 6.0 4.4 27.7

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 72.  
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**

28.25  
56.8

Car Capacity of Bichon, etc. See Rule 6 (A), page 23.	FIRST CLASS										Discharge from Centralized Control	Time-Table No. 26	
	SECOND SUBDIVISION											April 14, 1957	
	334	107	17	7	5	9	103	101	27	105		STATIONS	
	Mixed	Streamliner Passenger	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	DN-RCHEYENNE N OY		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN TOWER A AY		
DFWOOD TYP&X	7.45PM	11.45PM	10.30P	7.15PM	6.20PM	1.00A	9.40AM	9.25AM	8.30AM	7.45AM	509.0	DN-RCHEYENNE N OY	
IP			10.37P			1.04					510.8	DN TOWER A AY	
138 XWP	8.10PM		9.01PM	10.52		10.36AM					519.0	SPEER	
133 WP			11.02								529.8	EMKAY	
137 P			11.15	11.15							534.8	LYNOH	
142 CWF			11.15	11.25							542.7	HARRIMAN	
131 P			11.25	11.35							549.5	PERKINS	
109 XP						1.17					519.1	BORIE	
88 XWP						1.32					528.6	GRANITE	
123 WP						1.45			9.15		536.6	BUFORD	
YP									9.22	9.21	540.4	SHERMAN	
WXP			11.35	11.45	1.57				9.27		554.8	DALE	
132 P			11.40	11.50	2.01				9.45		547.9	HERMOSA	
126 WP			12.01	12.10	2.11						556.8	RED BUTTES	
104 WP											504.0	COLORES	
284 P											508.0	FORKLE	
DFWOOD TYP&X	12.58AM	10.11PM	8.50PM	7.55PM	11.50AM	11.00AM	10.45AM	10.00AM	9.09AM	800.0	DN-B LARAMIE YLK-KI		
566.8											(56.8)		
540.4 (0.25) 18.5	(1.13) 46.7	(1.10) 48.1	(1.35) 35.7	(1.85) 35.7	(1.14) 45.8	(1.20) 42.4	(1.20) 37.7	(1.30) 40.4	Thru Time Average speed per hour				
25.6									For conditional stops to discharge or pick up revenue passengers.—See Page 3.				

WESTWARD 40 BORIE SUBDIVISION 39

Car Capacity of Bichon, etc. See Rule 6 (A), page 23.	FIRST CLASS		Discharge from Deaver	Time-Table No. 26	
	BORIE SUBDIVISION			April 14, 1957	
	17	9		STATIONS	
	Passenger	Streamliner Passenger	DN CARR OR		
	Daily	Daily	WARREN		
94 WCTP	8.44PM	10.19AM	GLEASON		
97 P	8.50	10.25	SPEER		
82 P	8.56	10.31	BORIE		
138 XWP	9.01PM	10.36AM			
P					
			(17.8)		
	(0.17) 42.4	(0.17) 42.4	Thru Time Average speed per hour		
For conditional stops to discharge or pick up revenue passengers.—See Page 3.					

**SECOND SUBDIVISION EASTWARD**

Car Capacity of Bichon, etc. See Rule 6 (A), page 23.	FIRST CLASS										Discharge from Centralized Control	Time-Table No. 26	
	SECOND SUBDIVISION											April 14, 1957	
	18	6	8	108	10	28	104	102	106	STATIONS			
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	DN-B CHEYENNE YL H			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	DN TOWER A AY			
DFWOOD TYP&X				3.15PM		6.00PM	6.10PM	6.30PM	6.45PM	509.5	DN-B CHEYENNE YL H		
IP										510.8	DN TOWER A AY		
138 XWP										519.0	SPEER		
133 WP										529.8	EMKAY		
137 P										534.8	LYNOH		
142 CWF										542.7	HARRIMAN		
131 P										549.5	PERKINS		
109 XP										519.1	BORIE		
88 XWP										528.6	GRANITE		
123 WP										536.6	BUFORD		
YP										540.4	SHERMAN		
WXP										554.8	DALE		
132 P										547.9	HERMOSA		
126 WP										556.8	RED BUTTES		
104 WP										504.0	COLORES		
284 P										508.0	FORKLE		
DFWOOD TYP&X	12.58AM	10.11PM	8.50PM	7.55PM	11.50AM	11.00AM	10.45AM	10.00AM	9.09AM	800.0	DN-B LARAMIE YLK-KI		
566.8											(56.8)		
540.4 (0.25) 18.5	(1.13) 46.7	(1.10) 48.1	(1.35) 35.7	(1.85) 35.7	(1.14) 45.8	(1.20) 42.4	(1.20) 37.7	(1.30) 40.4	Thru Time Average speed per hour				
25.6									For conditional stops to discharge or pick up revenue passengers.—See Page 3.				

BORIE SUBDIVISION EASTWARD

Car Capacity of Bichon, etc. See Rule 6 (A), page 23.	FIRST CLASS		SECOND CLASS		Discharge from Deaver	Time-Table No. 26	
	BORIE SUBDIVISION		April 14, 1957			STATIONS	
	18	10	334				
	Passenger	Streamliner Passenger	Mixed		DN CARR OR		
	Daily	Daily	Daily		WARREN		
94 WCTP	6.54AM	4.11PM	8.44PM		GLEASON		
97 P	6.49	4.06	8.22		SPEER		
82 P	6.45	4.02	8.16		BORIE		
138 XWP	6.40AM	3.56PM	8.10PM				
P							
					(17.8)		
	(0.14) 61.4	(0.16) 48.0	(0.34) 21.2	Thru Time Average speed per hour			
For conditional stops to discharge or pick up revenue passengers.—See Page 3.							

**WESTWARD THIRD SUBDIVISION**

**FIRST CLASS**

Car Capacity of Seating, etc. See Rule 6(A), Page 22.	FIRST CLASS									Distance from Council Bluffs
	17	7	5	9	103	101	27	106	107	
	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	
DFWCOITYPZ X	10.16PM	9.00PM	8.05PM	11.55AM	11.01AM	10.46AM	10.10AM	9.10AM	12.59AM	666.0
CS 88 P	10.25	9.10	8.15	12.04PM	11.10	10.55	10.20	9.19	1.06	574.1
WB 40 XP	10.33	9.14	8.19	12.07	11.14	10.59	10.29	9.23	1.09	577.7
WB 84 CS 88 P	10.40	9.22	8.27	12.13	11.20	11.05	10.35	9.29	1.15	585.3
ES 50 XP	10.45	9.27	8.32	12.19	11.24	11.09	10.40	9.33	1.19	590.6
CS 101 P	10.49	9.32	8.36	12.23	11.28	11.13	10.44	9.37	1.22	593.9
CS 78 P	10.53	9.39	8.43	12.28	11.32	11.17	10.47	9.41	1.26	598.9
CS 128 WC YPX	10.59	9.46	8.50	12.34	11.38	11.23	10.55	9.47	1.30	603.8
WB 68 ES 107 XP	11.03	9.51	8.55	12.37	11.42	11.27	10.59	9.51	1.34	609.0
CS 70 P	11.11	9.59	9.03	12.44	11.49	11.34	11.08	9.58	1.41	616.8
CS 128 YP	11.16	10.05	9.09	12.50	11.55AM	11.40	11.12	10.04	1.46	622.9
CS 76 P	11.25	10.14	9.19	12.58	12.03PM	11.48	11.22	10.12	1.55	632.8
CS 76 P	11.31	10.22	9.27	1.04	12.09	11.54	11.28	10.18	2.01	638.7
WB 118 WB ES 150 YPX	11.36	10.30	9.35	1.08	12.14	11.59AM	11.34	10.23	2.06	643.1
WB 83 ES 77 P	11.42	10.38	9.43	1.14	12.20	12.05PM	11.40	10.29	2.11	648.4
CS 67 P	11.47	10.43	9.48	1.18	12.24	12.09	11.45	10.33	2.14	651.8
CS 177 P	11.53	10.50	9.55	1.22	12.29	12.14	11.51	10.38	2.19	657.0
CS 66 P	11.59PM	10.55	10.00	1.27	12.34	12.19	11.56AM	10.43	2.23	661.9
CS 79 P	12.04AM	11.04	10.09	1.32	12.39	12.24	12.02PM	10.48	2.28	667.6
CS 110 P	12.13	11.16	10.20	1.40	12.46	12.31	12.11	10.55	2.35	676.8
DF WOITYXP	12.23	11.35	10.35	1.49	12.55	12.40	12.30	11.05	2.45	682.6
CS 108 P	12.37	11.54	10.54	2.03	1.05	12.50	12.39	11.14	2.53	690.2
CS 108 P	12.42	11.59PM	10.59	2.07	1.10	12.55	12.46	11.19	2.58	695.4
WB 125 WB ES 101 XP	12.46	12.03AM	11.03	2.10	1.14	12.59	12.50	11.23	3.01	700.7
CS 76 P	12.51	12.07	11.07	2.16	1.18	1.03	12.55	11.27	3.05	705.8
WB 57 CS 77 YP	12.58	12.14	11.14	2.24	1.24	1.09	1.03	11.33	3.11	712.0
CS 77 P	1.02	12.18	11.18	2.28	1.27	1.12	1.07	11.36	3.14	710.0
WB 134 WB ES 100 YXP	1.09	12.27	11.26	2.35	1.34	1.19	1.34	11.43	3.21	724.2
WB 116 XP	1.13	12.32	11.30	2.39	1.38	1.23	1.40	11.47	3.25	729.1
CS 67 P	1.16	12.35	11.33	2.42	1.41	1.26	1.44	11.50	3.28	732.7
WB 60 XP	1.24	12.44	11.40	2.50	1.48	1.33	1.53	11.57AM	3.35	740.0
WB 89 P	1.27	12.47	11.43	2.53	1.51	1.36	1.57	12.01PM	3.38	743.4
WB 119 WB ES 100 P	1.30	12.50	11.46	2.56	1.54	1.39	2.01	12.04	3.41	746.7
WB 67 P	1.34	12.54	11.50	3.01	1.58	1.43	2.06	12.08	3.45	751.7
WB 136 WB ES 148 YXP	1.39	12.59	11.55PM	3.05	2.03	1.48	2.12	12.12	3.50	756.7
CS 118 P	1.47	1.09	12.04AM	3.13	2.11	1.56	2.22	12.20	3.57	765.9
WB 66 XP	1.53	1.15	12.10	3.18	2.16	2.01	2.28	12.25	4.01	771.2
WB 111 CS 126 WP	1.59	1.25	12.17	3.24	2.22	2.07	2.34	12.31	4.07	777.1
CS 74 P	2.05	1.32	12.24	3.30	2.28	2.13	2.42	12.37	4.13	784.1
CS 74 P	2.09	1.38	12.29	3.34	2.32	2.17	2.47	12.41	4.17	788.6
CS 130 P	2.14	1.44	12.35	3.39	2.37	2.22	2.54	12.46	4.23	795.7
WB 74 WB ES 97 YXP	2.24	1.59	12.47	3.48	2.44	2.29	3.04	12.55	4.31	802.1
CS 131 P	2.31	2.07	12.55	3.55	2.51	2.36	3.14	1.03	4.38	808.0
DFWOITYPZ	2.50AM	2.30AM	1.15AM	4.20PM	3.15PM	3.00PM	3.35PM	1.25PM	4.55AM	817.0

**Time-Table No. 26**

April 14, 1957

**STATIONS**

DN-B LARAMIE YL KI-K
HOWELL
WYOMING
D BOBLER FY
COOPER LAKE
LOOKOUT
HARPER
DN ROCK RIVER OK
WILCOX
RIDGE
D MEDICINE BOW MB
OOMO
RAMBEY
DN HANNA YL HN
FERROY
DANA
EDSON
WALCOTT
FORT STEELE
D SINGLAIR QV
DN-B RAWLINS YL RS
HADBELL
DALEY'S RANCH
RINKER
ORREOKKE
ORESTON
LATHAM
DN WAMBUITER WM
FREWEN
RED DESERT
TIPTON
ROBINSON
TABLE ROCK
MONKEL
DN BITTER CREEK YL BK
BLACK BUTTES
HALLVILLE
POINT OF ROCKS
THAYER JUNCTION
SALT WELLS
BAKTER
DN ROCK SPRINGS YL SO
KANDA
DN-B GREEN RIVER YLOR

Double Track

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

Through Time .....  
Average speed per hour.....

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72. Rules 251 to 254 inclusive apply on Third Subdivision. No. 101, No. 9 and No. 17 reduce speed to 5 MPH at Rock Springs to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers. — See Page 3.

**THIRD SUBDIVISION EASTWARD**

**FIRST CLASS**

Car Capacity of Seating, etc. See Rule 6(A), Page 22.	FIRST CLASS									Distance from Council Bluffs
	18	6	8	108	10	28	104	102	106	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
DFWCOITYPZ X	5.15AM	5.35AM	6.05AM	2.06PM	2.40PM	4.25PM	4.49PM	5.11PM	5.24PM	666.0
CS 88 P	5.04	5.25	5.46	1.54	2.29	4.11	4.38	5.01	5.13	574.1
WB 40 XP	5.01	5.22	5.42	1.51	2.26	4.07	4.35	4.58	5.10	577.7
WB 84 CS 88 P	4.54	5.14	5.34	1.44	2.19	3.59	4.28	4.52	5.04	585.3
ES 50 XP	4.49	5.09	5.29	1.40	2.15	3.54	4.24	4.49	4.59	590.6
CS 101 P	4.46	5.06	5.25	1.37	2.12	3.49	4.21	4.46	4.56	593.9
CS 78 P	4.41	5.01	5.19	1.32	2.07	3.43	4.16	4.41	4.51	598.9
CS 128 WC YPX	4.33	4.53	5.12	1.26	2.01	3.34	4.10	4.35	4.45	603.8
WB 68 ES 107 XP	4.28	4.48	5.07	1.22	1.58	3.29	4.06	4.32	4.42	609.0
CS 70 P	4.20	4.39	4.58	1.15	1.51	3.20	3.58	4.25	4.35	616.8
CS 128 YP	4.13	4.32	4.51	1.09	1.45	3.13	3.52	4.19	4.29	622.9
CS 76 P	4.04	4.21	4.40	1.01	1.36	3.03	3.44	4.11	4.21	632.8
CS 76 P	3.58	4.15	4.34	12.56	1.30	2.56	3.38	4.05	4.15	638.7
WB 118 WB ES 150 YPX	3.53	4.09	4.28	12.51	1.26	2.50	3.33	4.01	4.11	643.1
WB 83 ES 77 P	3.46	4.02	4.21	12.46	1.21	2.44	3.27	3.56	4.06	648.4
CS 67 P	3.43	3.58	4.17	12.43	1.18	2.40	3.24	3.53	4.03	651.8
CS 177 P	3.38	3.53	4.12	12.38	1.13	2.35	3.19	3.48	3.58	657.0
CS 66 P	3.33	3.47	4.06	12.34	1.09	2.29	3.15	3.44	3.54	661.9
CS 79 P	3.27	3.41	3.59	12.24	1.04	2.23	3.10	3.39	3.49	667.6
CS 110 P	3.19	3.33	3.50	12.22	1.04	2.23	3.10	3.32	3.42	676.8
DF WOITYXP	3.10	3.25	3.40	12.15	1.05	2.05	2.55	3.25	3.35	682.6
CS 108 P	3.00	3.15	3.30	12.14	1.05	2.04	2.54	3.24	3.34	688.2
CS 108 P	2.50	3.05	3.20	12.03PM	12.34	1.43	2.42	3.15	3.25	690.2
WB 125 WB ES 101 XP	2.43	2.57	3.12	11.57AM	12.28	1.35	2.36	3.09	3.19	695.4
CS 76 P	2.39	2.54	3.09	11.54	12.25	1.32	2.33	3.06	3.16	700.7
WB 57 CS 77 YP	2.35	2.50	3.05	11.49	12.20	1.27	2.28	3.02	3.12	705.8
CS 77 P	2.29	2.43	2.58	11.43	12.14	1.20	2.22	2.56	3.06	712.0
WB 134 WB ES 100 YXP	2.24	2.38	2.53	11.38	12.09	1.15	2.16	2.51	3.01	710.0
WB 116 XP	2.16	2.29	2.44	11.30	12.01PM	1.06	2.08	2.43	2.53	714.8
CS 67 P	2.11	2.24	2.39	11.26	11.57AM	1.01	2.04	2.39	2.49	719.1
WB 60 XP	2.07	2.21	2.36	11.23	11.54	1.01	2.04	2.36	2.46	729.7
WB 89 P	2.00	2.13	2.28	11.16	11.47	1.01	2.04	2.29	2.39	740.0
WB 119 WB ES 100 P	1.56	2.09	2.24	11.13	11.44	1.01	2.04	2.25	2.35	743.4
WB 67 P	1.53	2.06	2.21	11.10	11.41	1.01	2.04	2.21	2.31	746.7
WB 136 WB ES 148 YXP	1.49	2.01	2.16	11.05	11.36	1.01	2.04	2.15	2.25	751.7
CS 118 P	1.44	1.55	2.10	11.01	11.32	1.01	2.04	2.10	2.20	756.7
WB 66 XP	1.34	1.46	2.01	10.53	11.24	1.01	2.04	2.12	2.22	765.9
WB 111 CS 126 WP	1.29	1.41	1.56	10.48	11.19	1.01	2.04	2.15	2.25	771.2
CS 74 P	1.24	1.35	1.50	10.42	11.13	1.01	2.04	2.11	2.21	777.1
CS 74 P	1.17	1.27	1.42	10.34	11.05	1.01	2.04	2.11	2.21	784.1
CS 130 P	1.13	1.23	1.38	10.30	11.01	1.01	2.04	2.11	2.21	788.6

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Table with columns for station numbers (11, 9, 103, 101, 105, 107, 17, 7, 5) and times. Includes 'Car Capacity of Seating' and 'Distance from Coupled Station'.

Time-Table No. 26 April 14, 1957

STATIONS

Station list including DN-ROSEN RIVERTLOR, RIVIEW, PERRY, BRYAN, WESTVAOO, GRANGER YL ON, VERNE, OHUROH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGER, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YLNA, ALMY JCT., WYUTA, WAHSATCH YL WH, OURVO, CASTLE ROCK, EMORY, BASKIN, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OG.

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

Double Track

(0.35) 51.8 (3.50) 45.8 (3.20) 52.7 (3.20) 52.7 (0.30) 60.4 (3.10) 55.4 (0.35) 51.8 (3.45) 46.8 (4.05) 43.0 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 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. No. 17 will stop at Granger daily except Sundays and Holidays to permit exchange of mail. For conditional stops to discharge or pick up revenue passengers. — See Page 3.

Handwritten notes: 1029.6, 972.6, 37.0

Handwritten notes: 977.7, 31.0, 2116, 977.7, 30.3, 1008.0, 1008.7

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Table with columns for station numbers (12, 108, 10, 104, 102, 106, 18, 6, 8) and times. Includes 'Car Capacity of Seating' and 'Distance from Coupled Station'.

Time-Table No. 26 April 14, 1957

STATIONS

Station list including DN-ROSEN RIVERTLOR, RIVIEW, PERRY, BRYAN, WESTVAOO, GRANGER YL ON, VERNE, OHUROH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGER, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YLNA, ALMY JCT., WYUTA, WAHSATCH YL WH, OURVO, CASTLE ROCK, EMORY, BASKIN, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OG.

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

Single Track

Thru Time..... (0.35) 51.8 (3.10) 55.4 (3.20) 52.7 (3.15) 54.0 (3.15) 54.0 (0.33) 54.0 (0.35) 51.8 (3.50) 45.8 (3.50) 45.8 Average speed per hour.....

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 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. 26			SECOND CLASS		
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		212	Distance from Denver	April 14, 1957		Mile Post	211	Local Freight
		Local Freight						
		Daily Except Sunday		STATIONS				
IP			5.0	SAND CREEK JCT. YL	5.0			
16			8.3	WILBY 1.6	8.3			
31	P		9.8	QUIMBY 1.6	9.8			
36	P		18.8	EAST LAKE 4.0	18.8			
31	P		18.1	DARLOW 4.2	18.1			
65	IPWY		22.3	DN ST. VRAINS YL VB 4.1	22.3			
			23.3	U. P. CROSSING 7.8	23.3			
			24.8	GRADEN 1.8	24.8			
58	P		26.1	D FREDERICK YL FB 1.6	26.1			
	P		27.8	FIRESTONE 1.7	27.8			
10	P		30.2	HARNEY 2.4	30.2			
11	P		34.6	GOWANDA 4.4	34.6			
	P		38.8	WILD OAT 2.7	38.8			
11	WYP		43.8	DN DENT YL 4.8	43.8	▲ 9.43AM		
WOTYPO		▲ 5.05PM	60.6	DN-R LA SALLE YL DY 7.8	60.6	9.30AM		
				(45.6)		Daily Except Sunday		
		(0.80)	16.6	.....Thru Time.....	(0.13)	36.0	.....Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent No. 211 and No. 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			WESTWARD—Boulder Branch—EASTWARD					
SECOND CLASS			Time-Table No. 26			SECOND CLASS		
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	211	Mile Post	April 14, 1957		Mile Post	212	Local Freight	
	Local Freight							
	Daily Except Sunday		STATIONS					
11	WYP	9.43AM	0.0	DENT YL	▲ 4.35PM			
	P	9.48	1.7	MILLIKEN YL M	f 4.30			
			2.0	G. W. CROSSING 0.3				
	P	10.01	7.3	KOENIG 5.3	f 4.11			
			9.0	G. W. CROSSING 1.7				
	P	10.05	9.1	KELIM 2.1	f 4.07			
			12.5	BOYD LAKE 4.4	f 3.58			
			16.4	REDMOND 2.9	f 3.53			
15	P	10.27	19.6	HARMONY 3.1	f 3.47			
1M	WOTYPO	▲ 10.40AM	25.0	DN-R FORT COLLINS YL FO 6.5	3.35PM			
			26.8	O. & S. CROSSING 0.3				
			26.8	O. & S. CROSSING 0.1				
	P		27.9	POUDRE YL 2.6				
	P		30.0	BOSTTOMER YL 2.1				
	P		38.6	RIPPLE 3.5				
	Y		41.7	SUCKEYE YL 3.2				
				(41.7)		Daily Except Sunday		
		(0.67)	26.3	.....Thru Time.....	(1.00)	25.0	.....Average speed per hour.....	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. At Dent No. 211 and No. 212 need not go to depot. Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Greeley Branch—EASTWARD			Time-Table No. 26				
SECOND CLASS			April 14, 1957				
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Greeley	April 14, 1957		Mile Post	
		Local Freight					
		Daily Except Sunday		STATIONS			
247	WYF		0.0	DN GREELEY YL HO	0.0		
	YP		2.3	GREELEY JCT. YL 2.3	2.3		
34	YF		6.0	CLOVERLY 3.7	6.0		
			8.4	ALDEN 2.4	8.4		
37	P		10.4	DN GILL OX 3.0	10.4		
			13.8	MATTHEWS 3.4	13.8		
			14.6	BARNESVILLE 0.7	14.6		
40	YP		28.1	BRIDGE DALE 13.8	28.1		
				(28.1)			
				(11.1)			
		(6.55)	13.5	.....Thru Time.....	(6.35)	14.0	.....Average speed per hour.....

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

WESTWARD—Pleasant Valley Branch—EASTWARD			Time-Table No. 26				
SECOND CLASS			April 14, 1957				
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Greeley	April 14, 1957		Mile Post	
		Local Freight					
		Daily Except Sunday		STATIONS			
34	YF		0.0	CLOVERLY 8.1	0.0		
			3.1	LOWE 3.1	3.1		
	P		5.1	GALTON 10.1	5.1		
				(10.1)			
				(11.1)			
		(6.55)	13.5	.....Thru Time.....	(6.35)	14.0	.....Average speed per hour.....

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

WESTWARD—Encampment Branch—EASTWARD			Time-Table No. 26			
SECOND CLASS			April 14, 1957			
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Greeley	April 14, 1957		Mile Post
		Local Freight				
		Daily Except Sunday		STATIONS		
			0.0	R WALCOTT WA	0.0	
			6.8	MEADS 6.8	6.8	
3			12.8	OVERLAND 6.0	12.8	
7			20.6	FISH HATCHERY 8.8	20.6	
1			24.1	SARATOGA 3.5	24.1	
20	WY		27.8	DAHLSTROM 3.7	27.8	
1			29.7	DAVIS 1.9	29.7	
18			32.7	OOV CREEK 3.0	32.7	
15			39.8	CANYON 6.6	39.8	
14	WY		44.4	R ENCAMPMENT 5.1	44.4	
				(44.4)		
				(9.1)		
				(9.1)		
				(9.1)		

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

WESTWARD—Superior Branch—EASTWARD			Time-Table No. 26			
SECOND CLASS			April 14, 1957			
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Greeley	April 14, 1957		Mile Post
		Local Freight				
		Daily Except Sunday		STATIONS		
	XPY		0.0	THAYER JUNCTION YL 7.8	0.0	
WP			7.6	SUPERIOR 7.6	7.6	
			9.1	END OF TRACK 1.5	9.1	
				(9.1)		

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

WESTWARD—South Pass Branch—EASTWARD			Time-Table No. 26			
SECOND CLASS			April 14, 1957			
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Rock Springs	April 14, 1957		Mile Post
		Local Freight				
		Daily Except Sunday		STATIONS		
WYF	WY		0.0	DN-R ROCK SPRINGS YL	0.0	
ES06X2P			3.4	LIONKOL JUNCTION 3.4	3.4	
			5.5	RELIANCE JUNCTION 2.1	5.5	
			7.9	STANBURY JUNCTION 2.4	7.9	
			9.5	WINTON JUNCTION 1.6	9.5	
				(9.5)		

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

WESTWARD—Reliance Branch—EASTWARD			Time-Table No. 26			
SECOND CLASS			April 14, 1957			
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		211	Distance from Reliance Jct.	April 14, 1957		Mile Post
		Local Freight				
		Daily Except Sunday		STATIONS		
			0.0	RELIANCE JUNCTION 1.7	0.0	
			1.7	RELIANCE MINE 1.7	1.7	
			2.1	END OF TRACK 0.4	2.1	
				(2.1)		

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

**WESTWARD—Puritan Branch—EASTWARD**

**Time-Table No. 26**

April 14, 1957

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distances from Puritan Jct.	Mile Post
	0.0	0.0
	1.9	1.9
	3.1	3.1

**WESTWARD—Lionkol Branch—EASTWARD**

**Time-Table No. 26**

April 14, 1957

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distances from Lionkol Jct.	Mile Post
	0.0	0.0
	2.0	2.0
	3.5	3.5

**WESTWARD—Stansbury Branch—EASTWARD**

**Time-Table No. 26**

April 14, 1957

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distances from Stansbury Jct.	Mile Post
	0.0	0.0
	1.9	1.9
	2.1	2.1

**WESTWARD—Park City Branch—EASTWARD**

**Time-Table No. 26**

April 14, 1957

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distances from Park	Mile Post
WS 114 CS 120 ES 101 PTW	0.0	0.0
18 P	5.7	5.7
15 P	15.4	15.4
12 P	20.8	20.8
16 PW	24.5	24.5
8	26.0	26.0
47	27.2	27.2
PWY	38.4	38.4

**WESTWARD—Ontario Branch—EASTWARD**

**Time-Table No. 26**

April 14, 1957

**STATIONS**

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distances from Keetley Jct.	Mile Post
	0.0	0.0
	5.2	5.2
	7.0	7.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 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"	97.8	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 locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel 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 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.

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

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Inspection bus cars.		40	40	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
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
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 air-dump cars.			35
Diesel 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.	50	40	25 15	Trains handling scale test cars: On main line and Dent Branch. On other branch lines.			30 20
Gas turbine locomotives in road service.		50	50	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty. Trains with one Diesel unit handling ore between Echo and Ogden.			45 35
1600 class diesel locomotives in road service.	60	60	60	Coal trains originating at Rook Springs, Thayer Jct. and Hanna, for the first ten miles.			15
Diesel 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
3800 and 3900 class engines.		60	60	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
5000 class engines.		50	50	When using other cross-overs or turn-outs: Steam engines; Forward movement. Back-up movement. All other class engines.	15 10 15	15 10 15	15 10 15
MacArthur type engines with 63-in. drivers.		55	60	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 57-in. drivers.		35	35	All wye tracks.	6	6	6
Consolidation and Ten-Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 class engines on any coal mine lead or track.			10				
0-6-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				
When more than 50% of the tonnage is gravel.			40				



FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				<b>Warren</b> 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	<b>Gleason</b> 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40
Between Mile Posts— <b>Denver Yard</b> 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	<b>Cheyenne Side</b> 97.73 and 97.76	30	30	20
<b>LaSalle</b> 47.8 and 48.0	70	60	50	<b>Borie Side</b> 97.73 and 97.76	30	30	20
<b>Evans</b> 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Cheyenne to Dale, No. 3 track	60	60	50	Light Engines.			40
Dale to Cheyenne, No. 3 track	60	60	50	4000 class engines.		45	40
West Speer to Cheyenne, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	5
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Buford, No. 1 and 2 tracks	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Buford to Granite, No. 1 and 2 tracks	70	60	30	Westward solid express trains, between M. P. 549.7 and 557.0		30	
<b>ON NO. 3 TRACK</b> Between Mile Posts— <b>Perkins</b> 553.5 and 554.0	60	50	40	<b>ON NO. 1 TRACK</b> <b>Forelle</b> 549.8 and 562.2	60	50	40
<b>ON NO. 1 AND 2 TRACKS</b> Between Mile Posts— <b>Cheyenne</b> 515.0 and 515.7	60	50	40	<b>Laramie</b>			
518.8 and 519.1	60	50	40	<b>ON NO. 2 TRACK</b> <b>Hermosa</b> 563.6 and 550.0	70	60	40
<b>Borie</b> 522.1 and 522.3	60	50	40	550.0 and 549.3	50	40	30
523.3 and 523.6	60	50	40	<b>Laramie</b>			
524.5 and 525.6	60	50	40				
<b>Granite</b> 528.7 and 529.5	55	45	35				
530.0 and 530.2	50	40	30				
530.2 and 535.1	60	50	40				
535.6 and 537.5	50	40	30				
537.9 and 545.1	55	45	35				
<b>Hermosa Tunnel</b>	50	40	30				
547.0 and 548.1	55	45	35				
<b>Hermosa</b>							

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 locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		60	60	Sinclair, refining company tracks.			8
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long loads 1, 2 and 3			10				
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Laramie</b> 506.8 and 507.2				<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 807.8 and 807.5	55	50	40
603.9 and 604.6	60	50	40	807.1 and 806.6	70	60	50
<b>Wilcox</b> 609.5 and 611.6	70	60	50	<b>Rock Springs</b> 803.5 and 801.0	60	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	50	40
<b>Ridge</b> 617.2 and 617.6	70	60	50	798.4 and 797.3	55	45	35
621.8 and 622.4	75	65	50	<b>Baxter</b> 781.7 and 781.3	70	60	50
<b>Calvin</b> 627.1 and 628.7	60	45	35	780.2 and 780.0	60	50	40
629.4 and 629.9	60	50	40	778.9 and 777.8	60	50	40
630.0 and 637.8	70	60	50	<b>Point of Rocks</b> 776.5 and 775.8	65	55	45
<b>Ramsey</b> 639.3 and 640.2	60	50	40	775.0 and 774.3	70	65	50
642.5 and 643.7	50	40	25	773.2 and 773.0	60	60	40
<b>Hanna</b> 645.1 and 646.3	70	60	50	772.3 and 771.8	70	65	50
647.5 and 648.0	70	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	40
<b>Percy</b> 650.2 and 650.7	70	60	50	<b>Black Buttes</b> 765.6 and 765.2	60	60	40
<b>Dana</b> 652.2 and 652.5	60	50	40	762.3 and 762.0	70	60	50
653.1 and 656.4	70	60	50	761.0 and 760.5	70	60	50
				757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<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> 602.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Sinclair</b> 678.1 and 678.5	80	70	60	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	<b>Latham</b> 715.3 and 715.0	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
<b>Latham</b> 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	<b>Sinclair</b> 668.5 and 667.7	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Tipton</b> 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	<b>Edson</b> 656.4 and 653.1	70	60	50
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 652.5 and 652.2 650.7 and 650.2	60 70	50 60	40 50
<b>Bitter Creek</b> 757.0 and 757.3	60	40	25	<b>Peroy</b> 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Black Buttes</b> 768.8 and 769.3	60	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Barter</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	55	50	40	<b>Harper</b> 596.8 and 596.5	70	60	50
<b>Kanda</b> 809.6 and 813.9	55	45	35	<b>Lockout</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>							

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston Evanston and Ogden	90 79	80 75	50 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 1200 class diesel 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

<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>Wells</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 908.3	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.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Bryan</b> 831.2 and 831.5	65	55	45	<b>Altamont</b> Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	50
<b>Granger</b> 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	<b>Leroy</b> 890.2 and 889.3	60	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	50
<b>Carter</b> 878.2 and 878.5	70	60	50	<b>Antelope</b> 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
<b>Antelope</b> 881.4 and 881.7	70	60	60	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	60	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	<b>Hampton</b> 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	<b>Verne</b> 850.2 and 849.9	70	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	50	<b>Granger</b> 847.9 and 846.3	60	50	25
<b>Ragan</b> 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
<b>Altamont</b> 904.9 and 906.3	60	50	40	<b>Westvaco</b> 834.1 and 833.6	70	60	50
906.3 and 908.6	60	40	30	831.5 and 831.2	65	55	45
<b>Knight</b> 909.3 and 910.4	79	70	50	<b>Bryan</b> 828.4 and 827.9	70	60	50
<b>Millie</b> 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	60	<b>Peru</b> 823.6 and 823.4	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.	Frnt.		Str.	Psgr.	Frnt.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Evanston</b> 920.6 and 921.2	70	60	50	<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	65	50	45	966.1 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>Devils 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	65	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	60	40	35
<b>Strawberry</b> 978.7 and 980.7	40	35	30	<b>Emory</b> 941.6 and 940.9	55	45	40
980.7 and 981.0	35	35	30	939.1 and 929.2	55	45	35
981.0 and 983.7	40	35	30	<b>Curvo</b> 928.8 and 927.6	50	40	25
<b>Uintah</b> 985.5 and 985.8	70	60	50	<b>Wahsatch</b> 927.6 and 927.4	30	25	25
986.7 and 987.0	65	60	50	927.4 and 926.5	60	50	25
987.9 and 989.0 <b>Ogden</b>	65	55	45	926.2 and 925.9	65	55	40
				<b>Wyuta</b> 921.2 and 920.6	70	60	50
				919.1 and 915.9 <b>Evanston</b>	60	50	25

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wyo and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Branch	Miles Per Hour	Fr.	Branch	Miles Per Hour	Fr.
<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 10
Between St. Vrain and Parkdale Jct. with 5000 class engines.		15	<b>Pleasant Valley Branch</b>		15
Between Parkdale Jct. and Erle		15	<b>Puritan Branch</b>		15
Valmont Spur, M. P. 1, over C. & S. crossing		10	<b>Lionkol Branch</b>		10
<b>Dent Branch:</b> Maximum speed.	60	45	<b>Superior Branch, on yard tracks at Thayer Jct.</b>		15
800 class engines.	45	40	<b>Branches not otherwise shown.</b>		15
3900 and 5000 class and Mallet type engines.	40	40	<b>Stansbury Spur</b>		5
Freight engines not otherwise shown.	50		<b>Spurs not otherwise shown.</b>		10
Trains handling outfit cars.		20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance and Stansbury Branches.		4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
Between Mile Posts— <b>Quimby</b> 10.0 and 10.6	50	40	<b>Park City Branch</b> Maximum Speed		25
11.6 and 12.0	50	40	Trains handling outfit cars.		20
<b>East Lake</b> 14.3 and 14.6	50	40	Between Mile Posts— 0.0 and 4.3		15
<b>St. Vrain</b> 21.5 and 21.9	40	25	5.1 and 5.2		15
<b>Frederick</b> 25.6 and 25.8	40	25	13.2 and 13.5		15
<b>Gowanda</b> 37.9 and 38.0	50	40	14.8 and 21.0		15
<b>Wild Cat</b> 40.4 and 40.5	50	40	24.0 and 24.1		15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.		30	25.1 and 25.2		15
Between Fort Collins and Buckeye.		25	26.3 and 28.4		15
Trains handling outfit cars.		20	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Dent, over west wye switch.		10	<b>Ontario Branch</b>		15
Fort Collins, within city limits.		15	<b>Cranmer spur, between Keetley and end of track.</b>		10
Fort Collins, over east cross-over switch.		5			
<b>Greeley Branch</b>		15			
<b>Coalmont Branch</b> Maximum speed.		20			
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—cooling station  
 D—diesel oil station  
 F—turbine fuel station  
 I—interlocking  
 O—fuel oil station  
 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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
J. W. Wells	Surgeon	Brighton, Colo.	R. C. Stratton	Surgeon	Green River, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	D. C. Barker	Physician	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	Leo W. Benson	Surgeon	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
C. L. Lincoln, Jr.	Surgeon	Denver, Colo.	Dan Oniki	Surgeon	Park City, Utah
W. L. Bennett	Physician	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	R. D. Paul	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	J. P. Muir	Senior Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	J. G. Wanner	Oculist and Aurist	Rock Springs, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga 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	Rawlins	Telegraph Office
Denver	Conductors' Room, Freight Station	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	Switchmen's Locker Room
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
Fort Collins	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Riverdale	"R. D." Telegraph Office
Cheyenne	Yard Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Engine Dispatcher's Office	Ogden	YD—21st St. Telegraph Office
Laramie	Yard Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Depot Telegraph Office	Ogden	Enginemen's Wash Room
Laramie	Engine Dispatcher's Office		