



UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION

TIME-TABLE

No. 4

Effective Sunday,

January 16, 1949

at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS														Distance from Council Bluffs	Time-Table No. 4 January 16, 1949	
3	1	15	37	17	5	23	27	11	9	101	103	105	111		STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
					8.50									0.0	CO. BLUFFS	
					9.25	8.30	5.45			3.25	3.10	2.50	12.40	2.8	OMAHA	
					12.20	11.25	8.25			5.25	5.10	4.50	2.45	146.9	GRAND ISLAND	
					2.50	2.00	10.40			7.10	7.00	6.37	4.37	284.1	NORTH PLATTE	
					2.00	1.10	9.50			6.11	6.01	5.40	3.40	365.3	JULESBURG	
													4.50	407.5	SIDNEY	
					4.25	3.50	12.10			7.55	7.45	7.25			KANSAS CITY	
															DENVER	
															CHEYENNE	
															BORIE	
															LARAMIE	
															RAWLINS	
															GREEN RIVER	
															GRANGER	
															OGDEN	

(23.15) (20.15) (12.55) (32.05) (10.45) (22.00) (22.45) (20.18) (0.35) (13.40) (16.10) (16.15) (13.30) (8.20) Thru Time From Omaha
 42.6 48.9 43.3 37.9 40.1 45.0 43.5 48.8 51.8 54.6 61.3 60.9 62.5 67.2 Average speed per hour

H. E. SHUMWAY
General Manager

A. D. HANSON
Genl. Supt. Transportation

E. HICKS
General Superintendent

- E. H. BAILEY, Superintendent Cheyenne, Wyo.
- E. GOWDY, Asst. Superintendent Cheyenne, Wyo.
- C. J. COLOMBO, Asst. Superintendent Laramie, Wyo.
- F. E. TERWILLEGER, Asst. Superintendent Green River, Wyo.
- C. T. ALFORD, Asst. Superintendent Denver, Colo.
- C. E. BRETERNITZ, Terminal Superintendent Denver, Colo.
- E. F. BOYLE, Trainmaster Cheyenne, Wyo.
- G. E. O'HARA, Trainmaster Laramie, Wyo.
- C. B. LISHER, Trainmaster Rawlins, Wyo.
- J. C. JOCHIM, Trainmaster Denver, Colo.
- J. J. DALY, Master Mechanic Cheyenne, Wyo.
- H. T. SNYDER, Master Mechanic Denver, Colo.
- R. F. WEISS, Master Mechanic Green River, Wyo.
- D. P. CLIFFORD, Road Foreman of Engines Cheyenne, Wyo.
- E. J. MOORE, Road Foreman of Engines Laramie, Wyo.
- G. L. LIEBAU, Road Foreman of Engines Laramie, Wyo.
- M. N. ANDERSON, Road Foreman of Engines Rawlins, Wyo.
- N. W. McCURDY, Road Foreman of Engines Denver, Colo.
- P. C. LOOMIS, Road Foreman of Engines North Platte, Neb.
- R. M. WARNER, Road Foreman of Engines Cheyenne, Wyo.
- T. L. PIDCOCK, Division Engineer Cheyenne, Wyo.
- J. E. SWANSON, 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.
 - K. G. PRICE, Asst. Chief Train Dispatcher Denver, Colo.

- SECOND SUBDIVISION AND THIRD SUBDIVISION, LARAMIE TO RAWLINS, AND BRANCHES
- J. M. KELLEY, Chief Train Dispatcher Cheyenne, Wyo.
 - C. E. WHITE, Asst. Chief Train Dispatcher Cheyenne, Wyo.
 - R. W. HAYES, Asst. Chief Train Dispatcher Cheyenne, Wyo.

- THIRD SUBDIVISION, RAWLINS TO GREEN RIVER, AND BRANCHES
- W. S. WHITTAKER, Chief Train Dispatcher Green River, Wyo.
 - F. G. CLARK, Asst. Chief Train Dispatcher Green River, Wyo.
 - B. FOSTER, Asst. Chief Train Dispatcher Green River, Wyo.

Mileage
 Main Line 465.77
 Branches 138.88
 Total 604.65

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 4 January 16, 1949		Mile Post	FIRST CLASS													
STATIONS			12	112	28	4	10	2	104	102	106	38	18	6	24	16
		Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	
CO. BLUFFS	0.0														6.30	
OMAHA	2.8		1.35	3.10	6.30		3.50	2.40	2.50	3.05				5.40	7.50	6.50
GRAND ISLAND	146.9		11.35	12.20	3.20		1.15	12.30	12.40	12.50				3.00	4.40	3.40
NORTH PLATTE	284.1		9.50	10.05	12.20		11.00	10.40	10.48	10.58				12.25	1.35	12.40
JULESBURG	365.3		8.47	8.55	11.05		9.30	9.37	9.45	9.55				11.15	12.25	11.30
SIDNEY	407.5		7.42													9.50
KANSAS CITY	407.5						7.45									
DENVER	562.5						7.45	7.55	8.00	8.10				9.10	10.15	
CHEYENNE	509.5															
BORIE	519.0															
LARAMIE	566.0															
RAWLINS	682.8															
GREEN RIVER	817.0															
GRANGER	847.2															
OGDEN	992.6															

Thru Time To Omaha (0.40) (7.35) (19.25) (22.40) (13.05) (19.35) (16.00) (15.55) (13.23) (27.15) (9.32) (21.05) (23.05) (12.45)
 Average speed per hour 45.3 73.8 51.0 43.7 57.0 50.5 62.8 62.2 63.1 44.6 45.2 46.9 42.9 43.9

ON THE SECOND AND THIRD SUBDIVISIONS:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99. When instructed by train dispatcher to clear a train or trains, the following will govern:
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first class trains must be cleared not less than ten minutes by second-class and extra trains.

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	
1	Rock Springs	Salt Lake City or beyond.	2	Rock Springs	Salt Lake City or beyond.	
9	La Salle	Holding coach or sleeping car reservation.	16	Brighton	East of La Salle.	
17	Rock River	Denver or east.	Lupton			
17	Medicine Bow		18	Any station on Third Subdivision	Granger or beyond.	
17	Sinclair		24	Any station on Third Subdivision	Ogden or beyond.	
17	Wamsutter	17	Any station on Third Subdivision	North of Granger.		
23	Any station on Third Subdivision	East of Cheyenne	28	Rock Springs	West of Ogden	Omaha or beyond.
27	Rock Springs	Omaha and Denver or beyond	106	Rock Springs	Pocatello or beyond	Cheyenne or beyond.
105	Rock Springs	Cheyenne or beyond	334	Any Station	Cheyenne or beyond.	

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS						Distance from Denver
	96	377	248	370	250	92	
	C.R.I.&P. Freight	Time Freight	Time Freight	Mixed	Time Freight	C.R.I.&P. Freight	
	Daily	Daily	Daily	Daily	Daily	Daily	
YIP	10.30PM			6.50PM		3.50AM	0.0
ZP	10.35	10.30PM	10.00PM	7.03 ⁵⁷	6.30PM	3.55	0.6
WCOTYZP	A10.40PM	10.36	10.02	A 7.30PM	6.33	A 4.00AM	1.7
IP		10.39	10.09		6.40		2.2
95 P		10.45	10.15		6.46		4.9
57 P		10.50	10.20		6.51		5.0
52 P		10.55	10.24		6.56		8.1
91 WYZP		11.05	10.34		7.15 ¹⁰		11.3
94 P		11.15	10.43		7.26		14.1
53 P		11.21	10.49		7.32		19.1
95 P		11.28	10.55		7.38		25.8
119 P		11.37	11.04		7.45		30.1
192 WCTYP		11.55PM	A11.15PM		A 7.55PM		34.8
60 P		12.01AM					40.0
247 WYZP		12.08					46.1
YP							48.2
81 P		12.15					51.7
80 P		12.22					54.0
I							55.8
65 P		12.28					59.2
64 WYP		12.35					59.3
52 P		12.42					63.0
96 P		12.50					66.8
51 P		12.58					71.9
94 WCYP		1.10					77.0
97 P		1.18					81.9
52 P		1.25					86.0
95 WYP		1.31					90.4
72 IP							94.4
P		1.36					97.8
IP		1.41					103.1
WCOTYZP		A 2.00AM					101.5

(0.10) 13.2 (3.30) 29.9 (1.15) 35.5 (0.40) 3.3 (1.25) 31.3 (0.10) 13.2

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 16, 18, 38, 52, 10, 9, 17, 37 and 57, and not less than fifteen minutes by second class and extra trains.

Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.

For stations not shown on schedule pages—See page 23.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Distance from Denver	10	57	37	17	16	112	26	8	38	9	
	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	8.00PM	7.00PM	5.30PM	5.10PM	5.05PM	5.00PM	1.05PM	1.00PM	8.50AM	7.45AM	0.0
	8.04	7.03 ³⁷⁰	5.33	5.14	5.09	5.02	1.09	1.04	8.54	7.48	0.6
	A8.05PM	7.04	5.34	5.15	5.10	5.03	A1.10PM	A1.05PM	A8.55AM	7.49	1.7
		7.08	5.37	5.19	5.14	5.06				7.53	2.2
		7.15	5.41	5.22	5.17	5.09				7.57	4.9
	f 7.22 ¹⁰	5.44	5.25	5.20	5.12					8.00	5.0
	f 7.26	5.47	5.28	5.23	5.14					8.03	8.1
	s 7.33	5.52	5.34	5.29	5.18					8.09	11.3
	f 7.40	5.58	5.41	5.36	5.23					8.15	14.1
	f 7.46	6.02	5.45	5.40	5.26					8.19	19.1
	f 7.52	6.06	5.49	5.44	5.30					8.23	25.8
	f 7.59	6.10	5.54	5.49	5.34					8.28	30.1
	s 8.10	s 6.17	s 6.01	A 5.55PM	A 5.40PM					8.34	34.8
	f 8.15	6.20	6.04							8.37	40.0
	s 8.37	s 6.27	s 6.10							8.45	46.1
											48.2
	f 8.43 ³³⁴	6.34 ¹⁰	6.15							8.51	51.7
	f 8.48	6.40	6.20							8.55	54.0
											55.8
	f 8.54	6.44	6.28 ¹⁰							9.00 ⁵²	59.2
	f 9.00	6.48	6.34							9.04	59.3
	f 9.06	6.53	6.39							9.09	63.0
	f 9.12	6.59	6.44							9.14	66.8
	9.17	7.04	6.49							9.19	71.9
	f 9.23	7.12	6.53							9.24	77.0
	9.30	7.20	6.58							9.29	81.9
	f 9.37	7.26 ³³⁴	7.03							9.34	86.0
	f 9.43	7.31	7.08							9.39	90.4
			A7.40PM	A7.20PM							94.4
	9.48									9.44	97.8
	9.54									9.49	103.1
	A10.05PM									A10.00AM	101.5
											104.7
											106.0

(0.05) 26.4 (3.05) 34.4 (2.10) 47.6 (2.10) 47.6 (0.50) 53.3 (0.40) 69.2 (0.05) 26.4 (0.05) 26.4 (0.05) 26.4 (2.15) 47.1

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

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Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.

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

For stations not shown on schedule pages—See page 23.

FIRST SUBDIVISION EASTWARD

Time-Table No. 4
January 16, 1949

FIRST CLASS

Mile Post	9	38	18	15	111	7	52	37	25	10
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger

STATIONS	Mile Post	9	38	18	15	111	7	52	37	25	10
DN-R DENVER YL UD	0.0	A 7.25AM	A 7.45AM	A 8.10AM	A7.55AM	A8.00AM	A8.25AM	A10.45AM	A3.30PM	A5.30PM	A7.45PM
23RD STREET YL	0.6	7.21	7.32	7.51 ¹¹¹ 7.45 ¹⁵	7.45 ¹⁸	7.51 ¹⁸					
DN-R 36TH ST. YL RA	1.7	7.19	7.25	7.37	7.42	7.48	8.17	10.34	3.04	5.22	7.35
PULLMAN YL	2.2	7.18AM	7.23	7.36	7.40	7.47	8.16AM	10.33	3.03PM	5.20PM	7.34
C. B. & Q. CROSSING	4.9										
DN SAND CREEK JCT. YL SK	5.0		7.16	7.32	7.36AM	7.42		10.29			7.29
DUPONT	8.1		7.11	7.28		7.37		10.24			7.25
HAZELTINE	11.3		7.07	7.24		7.34		f10.20			7.22 ⁵⁷
HENDERSON	14.1		7.04	7.21		7.31		f10.17			7.20
DN BRIGHTON YL BI	19.1		6.58	7.16		7.26		s10.11			7.15 ²⁵⁰
D LUPTON UP	25.8		6.51	7.08		7.20		s 9.59			7.09
IONE	30.1		6.46	7.04		7.16		f 9.52			7.05
D PLATTEVILLE PA	34.8		6.41	7.00		7.12		f 9.45			7.01
D GLOREST GI	40.0		6.35	6.55		7.08		f 9.38			6.56
DN-R LA SALLE YL SA	46.1		6.29	6.47		7.00AM		s 9.30			6.49
EVANS	48.2		6.25	6.44				f 9.25			6.45
DN GREELEY YL HG	51.7		s 6.20	s 6.39				s 9.20			s6.41
GREELEY JCT.	54.0										
D LUERNE O	55.8		6.12	6.32				f 9.11			6.34 ³⁷
DN EATON YL UR	59.2		6.08	6.28				s 9.06			6.31
G. W. CROSSING	59.3										
D AULT A	63.0		6.04	6.24				s 9.00 ⁹			6.28 ¹⁷
D PIEROE RI	66.8		6.00	6.20				f 8.54			6.24
D NUNN NU	71.9		5.55	6.16				f 8.49			6.20
DOVER	77.0		5.50	6.12				f 8.43			6.16
DECKER	81.9		5.45	6.08				8.37			6.12
DN CARR OR	86.0		5.40	6.04				s 8.31			6.08
WARREN	90.4		5.34	5.59				8.24			6.02
GLEASON	93.4		5.30	5.55				8.19			5.58
D SPEER YL S	97.8		5.26	5.51				f 8.14			5.54
DN BORIE YL BO	103.1		5.20AM	5.45AM							
CORLETT JCT.	101.5							8.08			5.47
DN TOWER A YL AY	104.7							8.03			5.43
DN-R CHEYENNE YL N-OY	106.0							8.00AM			5.40PM

BLOCK SIGNALS

Thru Time.....	(0.07)	(2.25)	(2.25)	(0.19)	(1.00)	(0.09)	(2.45)	(0.27)	(0.10)	(2.05)
Average speed per hour.....	18.9	42.7	42.7	15.8	46.1	14.7	38.6	4.9	13.2	50.9

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 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 23.

FIRST SUBDIVISION EASTWARD

Time-Table No. 4
January 16, 1949

SECOND CLASS

Mile Post	455	97	91	369	477	334
	Time Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed

STATIONS	Mile Post	455	97	91	369	477	334		
DN-R DENVER YL UD	0.0								
23RD STREET YL	0.6								YIP
DN-R 36TH ST. YL RA	1.7	A 3.00AM	5.40	11.10 ³⁶⁹	11.10 ⁹¹				ZP
PULLMAN YL	2.2	2.30	5.30AM	11.00AM	11.05AM	5.16	11.25		WCOTYZP
C. B. & Q. CROSSING	4.9								
DN SAND CREEK JCT. YL SK	5.0	2.11				5.10PM	11.20PM		IP
DUPONT	8.1	2.05							95 P
HAZELTINE	11.3	1.59							57 P
HENDERSON	14.1	1.55							52 P
DN BRIGHTON YL BI	19.1	1.45							91 WYZP
D LUPTON UP	25.8	1.32							94 P
IONE	30.1	1.25							53 P
D PLATTEVILLE PA	34.8	1.18							95 P
D GLOREST GI	40.0	1.10							119 P
DN-R LA SALLE YL SA	46.1	12.55AM							192 WCTYP
EVANS	48.2						A 9.20PM		60 P
DN GREELEY YL HG	51.7						9.12		247 WYZP
GREELEY JCT.	54.0						s 9.05		YP
D LUERNE O	55.8						8.43 ⁵⁷		81 P
DN EATON YL UR	59.2						s 8.32		80 P
G. W. CROSSING	59.3								I
D AULT A	63.0						s 8.25		65 P
D PIEROE RI	66.8						8.18		64 WYP
D NUNN NU	71.9						8.10		52 P
DOVER	77.0						8.02		96 P
DECKER	81.9						7.54		51 P
DN CARR OR	86.0						s 7.47		94 WCYP
WARREN	90.4						7.33		97 P
GLEASON	93.4						f 7.26 ³⁷		52 P
D SPEER YL S	97.8						f 7.19		95 } WYP 45 }
DN BORIE YL BO	103.1								72 IP
CORLETT JCT.	101.5						7.10		P
DN TOWER A YL AY	104.7						7.05		IP
DN-R CHEYENNE YL N-OY	106.0						7.00PM		WCOTYZP

BLOCK SIGNALS

Thru Time.....	(2.05)	(1.00)	(0.59)	(0.40)	(0.25)	(4.50)
Average speed per hour.....	21.3	2.2	2.2	3.3	7.8	21.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 16, 18, 38, 52, 10, 9, 17, 37, and 57, and not less than fifteen minutes by second class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 23.

WESTWARD SECOND SUBDIVISION

SECOND CLASS				Distance from Council Bluffs	Time-Table No. 4					
	261	259	255		January 16, 1949					
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Time Freight	Time Freight	Time Freight		STATIONS					
WOOTY PZ X	9.20PM	1.30PM	6.30AM	509.5	DN-R CHEYENNE YL OY N					
IP				510.8	1.3 DN TOWER A YL AY					
P				514.0	3.2 CORLETT JUNCTION					
WS 98 XP				514.9	0.9 CORLETT YL					
WS 110 ES 110 XIP				519.0	4.1 DN BORIE BO					
WS 93 ES 110 XWP				524.0	5.0 OTTO					
WS 137 ES 76 XWP				528.6	4.6 DN GRANITE CANON YLOA					
WS 105 ES 90 WYP X				536.5	7.9 BUFORD YL					
CS 95 XYP				540.4	3.9 DN SHERMAN S					
ES 63 WXP				543.0	2.6 DALE CREEK					
CS 82 XP				548.4	5.4 DN HERMOSA HM					
WS 133 WP				557.0	8.6 RED BUTTES					
					9.3					
ES 79 P					2.0 HEARD					
ES 110 WP					2.5 COLORES					
ES 70 P					3.7 SATANKA					
ES 69 P					4.1 FORELLE					
WOOTY PZ X	A 12.30AM	A 5.00PM	A 9.55AM	566.8	4.0 DN-R LARAMIE YL K-KI					

BLOCK SIGNALS

Double Track

These Stations are not on Westward Track

(3.10) 17.9 (3.30) 16.2 (3.25) 16.6 Thru Time
Average speed per hour

Westward trains must keep to the left between Mile Post 549.7 and Cross-over East End Laramie Yard. On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver..... "U. D." Telegraph Office	Laramie..... Yard Office
Denver..... Dispatcher's Office	Laramie..... Depot Telegraph Office
Denver 23rd Street..... Register Room	Laramie..... Engine Dispatcher's Office
Denver..... Conductors' Room, Freight Station	Laramie..... Switchmen's Locker Room
29th Street..... Yard Office	Laramie..... Passenger Enginemen Washroom
36th Street..... Telegraph Office	Hanna..... Telegraph Office
36th Street..... Register Room	Rawlins..... Telegraph Office
Pullman..... Yard Office	Rawlins..... Yard Office
Pullman (Roundhouse)..... Engine Dispatcher's Office	Rawlins..... Engine Dispatcher's Office
Brighton..... Telegraph Office	Rock Springs..... Telegraph Office
La Salle..... Telegraph Office	Rock Springs..... Roundhouse Foreman's Office
Greeley..... Telegraph Office	Green River..... Dispatcher's Office
Eaton..... Telegraph Office	Green River..... Telegraph Office
Cheyenne..... Dispatcher's Office	Green River..... Engine Dispatcher's Office
Cheyenne..... Telegraph Office	Green River..... Switchmen's Locker Room
Cheyenne..... Yard Office	Fort Collins..... Telegraph Office
Cheyenne..... Engine Dispatcher's Office	

WESTWARD SECOND SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 4	
37	17	5	23	27	3	101	103	105	1		January 16, 1949	
Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		6.50PM	6.25PM	2.30PM	10.25AM	9.50AM	9.40AM	9.20AM	6.10AM	509.5	DN-R CHEYENNE YL OY N	
		6.53	6.28	2.33	10.28	9.53	9.43	9.23	6.13	510.8	1.3 DN TOWER A YL AY	
										514.0	3.2 CORLETT JUNCTION	
		7.00	6.34	2.39	10.34	9.57	9.47	9.27	6.19	514.9	0.9 CORLETT YL	
7.40PM	7.20PM	7.06	6.41	2.45	10.41	10.04	9.54	9.34	6.2	519.0	4.1 DN BORIE BO	
7.50	7.30	7.14	6.49	2.52	10.49	10.12	10.02	9.42	6.32	524.0	5.0 OTTO	
7.58	7.38	7.22	6.57	3.00	10.57	10.20	10.10	9.50	6.40	528.6	4.6 DN GRANITE CANON YLOA	
8.13	7.53	7.35	7.10	3.12	11.10	10.32	10.22	10.02	6.52	536.5	7.9 BUFORD YL	
8.20	8.00	7.42	7.17	3.19	11.17	10.37	10.27	10.07	6.59	540.4	3.9 DN SHERMAN S	
8.23	8.03	7.45	7.20	3.22	11.20	10.40	10.30	10.10	7.02	543.0	2.6 DALE CREEK	
8.31	8.11	7.52	7.27	3.29	11.27	10.47	10.37	10.17	7.09	548.4	5.4 DN HERMOSA HM	
8.44	8.24	8.05	7.36	3.38	11.36	10.56	10.46	10.26	7.18	557.0	8.6 RED BUTTES	
											2.0 HEARD	
											2.5 COLORES	
											3.7 SATANKA	
											4.1 FORELLE	
A 9.00PM	A 8.40PM	A 8.20PM	A 7.50PM	A 3.52PM	A 11.50AM	A 11.09AM	A 10.59AM	A 10.39AM	A 7.32AM	566.8	4.0 DN-R LARAMIE YL K-KI	

BLOCK SIGNALS

Double Track

These Stations are not on Westward Track

(1.20) 35.5 (1.20) 35.5 (1.30) 37.9 (1.25) 40.1 (1.22) 41.6 (1.25) 40.1 (1.19) 43.1 (1.19) 43.1 (1.19) 43.1 (1.22) 41.6 Thru Time
Average speed per hour

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

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		

SECOND SUBDIVISION EASTWARD

Time-Table No. 4

January 16, 1949

FIRST CLASS

	38	18	6	24	28	4	2	104	102	106
	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger

STATIONS

Mile Post

DN-R CHEYENNE YL N	509.5			A 6.50AM	A 8.05AM	A 5.05PM	A 5.15PM	A 5.45PM	A 6.20PM	A 6.30PM	A 6.40PM
DN TOWER A YL AY	510.8			6.42	7.58	4.59	5.09	5.39	6.16	6.26	6.36
CORLETT JUNCTION	514.0										
CORLETT YL	514.9			6.36	7.52	4.53	5.03	5.33	6.11	6.21	6.31
DN BORIE BO	519.0	A 5.20AM	A 5.45AM	6.31	7.47	4.48	4.58	5.28	6.07	6.17	6.27
DN OTTO	524.0	5.12	5.37	6.24	7.40	4.43	4.53	5.23	6.02	6.12	6.22
DN GRANITE CANON YLOA	528.6	5.06	5.31	6.18	f 7.33	4.38	4.48	5.18	5.57	6.07	6.17
DN BUFORD YL	536.5	4.55	5.20	6.05	f 7.21	4.27	4.37	5.07	5.46	5.56	6.06
DN SHERMAN S	540.4	4.49	5.14	5.59	7.14	4.22	4.32	5.02	5.41	5.51	6.01
DALE CREEK	548.0	4.45	5.10	5.55	7.10	4.19	4.29	4.59	5.38	5.48	5.58
DN HERMOSA HM	548.4	4.38	5.03	5.48	f 7.02	4.12	4.22	4.52	5.31	5.41	5.51
RED BUTTES				This Station is not on Eastward Track							
HEARD	551.7	4.33	4.58	5.43	6.57	4.07	4.17	4.47	5.28	5.38	5.48
COLORES	554.2	4.30	4.55	5.40	6.53	4.04	4.14	4.44	5.25	5.35	5.45
SATANKA	557.8	4.25	4.50	5.35	6.47	3.59	4.09	4.39	5.21	5.31	5.41
FORELLE	562.0	4.19	4.44	5.29	6.40	3.53	4.03	4.33	5.16	5.26	5.36
DN-R LARAMIE YL K-KI	566.8	4.10AM	4.35AM	5.20AM	6.30AM	3.45PM	3.55PM	4.25PM	5.10PM	5.20PM	5.30PM
(56.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(1.10)	(1.10)	(1.30)	(1.35)	(1.20)	(1.20)	(1.20)	(1.20)	(1.10)	(1.10)	(1.10)
Average speed per hour.....	40.5	40.5	37.9	35.9	42.6	42.6	42.6	42.6	48.7	48.7	48.7

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 4

January 16, 1949

SECOND CLASS

	256	258	254	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	Time Freight	Time Freight	Time Freight	

STATIONS

Mile Post

DN-R CHEYENNE YL N	509.5	A12.30PM	A10.35PM	A11.30PM	WCOTY PZ	X
DN TOWER A YL AY	510.8					IP
CORLETT JUNCTION	514.0					P
CORLETT YL	514.9				WS 93	XP
DN BORIE BO	519.0				WS110 ES110	XIP
DN OTTO	524.0				WS 93 ES 110	XWP
DN GRANITE CANON YLOA	528.6				WS 137 ES 76	XWP
DN BUFORD YL	536.5				WS 105 ES 90	WYP X
DN SHERMAN S	540.4				CS 95	XYP
DALE CREEK	548.0				ES 63	WXP
DN HERMOSA HM	548.4				CS 82	XP
RED BUTTES					WS 123	WP
HEARD	551.7				ES 70	P
COLORES	554.2				ES 110	WP
SATANKA	557.8				ES 70	P
FORELLE	562.0				ES 60	P
DN-R LARAMIE YL K-KI	566.8	8.30AM	6.30PM	8.30PM	WCOTY PZ	X
(56.8)		Daily	Daily	Daily		

BLOCK SIGNALS

Double Track

This Station is not on Eastward Track

Thru Time.....	(4.00)	(4.05)	(3.00)
Average speed per hour.....	14.2	13.9	18.9

Eastward trains must keep to the left between Cross-over East End Laramie Yard and Mile Post 549.7.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

Time-Table No. 4

January 16, 1949

STATIONS

Table with columns for Car Capacity of Sidings, etc. (PZ, WS, ES, CS, WC, YXP, WCTYZXP), Time Freight (259, 255, 261), and Distance from Council Bluffs (566.0 to 817.0).

Table with columns for Block Signals and Automatic Cab Signals (DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, COMO, RAMSEY, HANNA YL HN, PERCY, DANA, EDSON, WALCOTT WA, FORT STEELE, SINOLAIR GV, RAWLINS YL RS, FERRIS, HADSELL, KNOBS, DALEY'S RANOH, RINER, CHEROKEE, ORESTON, LATEAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROOK, MONELL, BITTER OREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS RO, THAYER JUNCTION YL, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YLGR (251.0)).

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Time-Table No. 4

January 16, 1949

STATIONS

Table with columns for Passenger (37, 17, 5, 23, 27, 3, 101, 103, 105, 1), Streamliner Passenger, Distance from Council Bluffs (566.0 to 817.0), and Time (9.10PM to 2.35AM).

Table with columns for Block Signals and Automatic Cab Signals (DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, COMO, RAMSEY, HANNA YL HN, PERCY, DANA, EDSON, WALCOTT WA, FORT STEELE, SINOLAIR GV, RAWLINS YL RS, FERRIS, HADSELL, KNOBS, DALEY'S RANOH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROOK, MONELL, BITTER OREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS RO, THAYER JUNCTION YL, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YLGR (251.0)).

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

THIRD SUBDIVISION EASTWARD

Time-Table No. 4 January 16, 1949	Mile Post	FIRST CLASS									
		24	28	4	2	104	102	106	38	18	6
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express
STATIONS											
DN-R LARAMIE YL KI-K	566.0	A 6.20AM	A 3.35PM	A 3.45PM	A 4.15PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.02AM	A 4.25AM	A 5.10AM
HOWELL	574.1	6.07	3.25	3.35	4.05	4.59	5.09	5.20	3.52	4.14	4.57
WYOMING	577.7	6.04	3.22	3.32	4.02	4.56	5.06	5.17	3.49	4.11	4.54
D BOSLER FY	585.3	f 5.55	3.14	3.24	3.54	4.48	4.58	5.10	3.41	4.03	4.46
COOPER LAKE	590.6	f 5.48	3.09	3.19	3.49	4.44	4.54	5.06	3.36	3.58	4.40
LOOKOUT	593.9	f 5.43	3.06	3.16	3.46	4.41	4.51	5.03	3.33	3.55	4.37
HARPER	598.9	f 5.36	3.01	3.11	3.41	4.36	4.46	4.58	3.28	3.50	4.31
DN ROCK RIVER OK	605.3	f 5.25	2.53	3.03	3.33	4.29	4.39	4.52	3.20	3.41	4.22
WILCOX	609.0	f 5.19	2.48	2.58	3.28	4.25	4.35	4.49	3.15	3.36	4.17
RIDGE	616.8	f 5.09	2.39	2.49	3.19	4.18	4.28	4.42	3.06	3.27	4.08
D MEDICINE BOW MB	622.9	f 4.59	2.32	2.42	3.12	4.12	4.22	4.36	2.59	3.20	4.00
COMO	632.6	f 4.47	2.21	2.31	3.01	4.03	4.13	4.27	2.48	3.09	3.49
RAMSEY	638.7	f 4.40	2.15	2.25	2.55	3.57	4.07	4.21	2.42	3.03	3.43
DN HANNA YL HN	643.1	s 4.30	2.09	2.19	2.49	3.52	4.02	4.16	2.36	2.57	3.37
PEROY	648.4	f 4.24	2.02	2.13	2.42	3.47	3.57	4.11	2.30	2.49	3.29
DANA	651.8	f 4.20	1.58	2.09	2.38	3.44	3.54	4.08	2.26	2.45	3.24
EDSON	657.0	f 4.14	1.53	2.04	2.33	3.39	3.49	4.03	2.21	2.40	3.18
D WALCOTT WA	661.9	f 4.07	1.47	1.59	2.27	3.34	3.44	3.59	2.16	2.34	3.12
FORT STEELE	667.6	f 3.58	1.41	1.53	2.21	3.28	3.38	3.54	2.10	2.28	3.06
D SINCLAIR GV	676.3	f 3.48	1.33	1.45	2.13	3.21	3.31	3.47	2.02	2.19	2.58
DN R RAWLINS YL RS	682.8	f 3.40 3.30	1.25 1.15	1.35 1.25	2.05 1.55	3.15 3.14	3.25 3.24	3.40 3.39	1.55 1.45	2.10 2.03	2.50 2.40
FERRIS	686.0	f 3.23	1.08	1.19	1.48	3.07	3.17	3.32	1.39	1.57	2.33
HADSELL	689.8	f 3.18	1.04	1.15	1.44	3.03	3.13	3.28	1.35	1.53	2.29
KNOBS	693.0	f 3.13	12.59	1.11	1.39	3.00	3.10	3.25	1.31	1.48	2.24
DALEY'S RANOH	697.0	f 3.09	12.55	1.07	1.35	2.57	3.07	3.22	1.27	1.44	2.20
RINER	700.7	f 3.04	12.52	1.04	1.32	2.54	3.04	3.19	1.24	1.41	2.17
CHEROKEE	705.3	f 2.58	12.47	1.00	1.27	2.49	2.59	3.14	1.20	1.37	2.12
ORESTON	712.0	f 2.50	12.40	12.53	1.20	2.43	2.53	3.08	1.13	1.30	2.05
LATHAM	716.0	f 2.45	12.35	12.48	1.15	2.38	2.48	3.03	1.08	1.25	2.00
DN WAMSUTTER WM	724.2	f 2.35	12.26	12.39	1.06	2.30	2.40	2.55	12.59	1.16	1.50
FREWEN	729.1	f 2.29	12.21	12.34	1.01	2.26	2.36	2.51	12.54	1.11	1.45
RED DESERT	732.7	f 2.25	12.18	12.31	12.58	2.23	2.33	2.48	12.51	1.08	1.42
TIPTON	740.0	f 2.16	12.10	12.23	12.50	2.16	2.26	2.41	12.43	1.00	1.33
ROBINSON	743.4	f 2.12	12.06	12.19	12.46	2.13	2.23	2.38	12.39	12.56	1.29
TABLE ROOK	746.7	f 2.08	12.03PM	12.16	12.43	2.10	2.20	2.35	12.36	12.53	1.25
MONELL	751.7	f 2.03	11.58AM	12.11	12.38	2.05	2.15	2.30	12.31	12.48	1.20
DN BITTER CREEK YL BK	756.7	f 1.56	11.52	12.05PM	12.32	2.01	2.11	2.26	12.25	12.42	1.14
BLACK BUTTES	765.9	f 1.47	11.43	11.56AM	12.23	1.53	2.03	2.18	12.16	12.33	1.05
HALLVILLE	771.2	f 1.42	11.38	11.51	12.18	1.48	1.58	2.13	12.11	12.28	12.59
D POINT OF ROCKS RO	777.1	f 1.34	11.32	11.45	12.12	1.42	1.52	2.07	12.05AM	12.22	12.52
THAYER JUNCTION YL	784.1	f 1.25	11.23	11.36	12.03PM	1.34	1.44	1.59	11.56PM	12.13	12.43
SALT WELLS	788.6	f 1.20	11.18	11.31	11.58AM	1.30	1.40	1.55	11.51	12.08	12.38
BAXTER	795.7	f 1.13	11.11	11.24	11.51	1.24	1.34	1.49	11.44	12.01AM	12.30
GUNN JUNCTION	796.5										
DN ROCK SPRINGS YL SG	802.1	s 1.00	10.59	s 11.14	11.39	1.17	1.27	1.42	s 11.35	s 11.48PM	s 12.15
KANDA	809.0	f 12.51	10.51	11.06	11.31	1.10	1.20	1.35	11.26	11.41	12.06AM
DN-R GREEN RIVER YLGR	817.0	f 12.40AM	10.40AM	10.55AM	11.20AM	1.00PM	1.10PM	1.25PM	11.15PM	11.30PM	11.55PM
(251.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (5.40) (4.55) (4.60) (4.55) (4.09) (4.09) (4.04) (4.47) (4.55) (5.15)
 Average speed per hour..... 44.3 51.1 51.9 51.1 60.5 60.5 61.7 52.4 51.1 47.8

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

THIRD SUBDIVISION EASTWARD

Time-Table No. 4 January 16, 1949	Mile Post	SECOND CLASS				Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		258	254	256		
		Time Freight	Time Freight	Time Freight		
STATIONS						
DN-R LARAMIE YL KI-K	566.0	A 4.30PM	A 7.15PM	A 7.15AM	WCOTY X	
HOWELL	574.1				CS 92 XP	
WYOMING	577.7				WS 53 XP	
D BOSLER FY	585.3				WS 47 XP CS 93	
COOPER LAKE	590.6				ES 64 XP	
LOOKOUT	593.9				CS 105 XP	
HARPER	598.9				CS 81 XP	
DN ROCK RIVER OK	605.3				CS 128 WC YPX	
WILCOX	609.0				WS 58 XP ES 120	
RIDGE	616.8				CS 73 XP	
D MEDICINE BOW MB	622.9				CS 128XWYP	
COMO	632.6				CS 81 XP	
RAMSEY	638.7				CS 80 XP	
DN HANNA YL HN	643.1				WS 118 WCZ ES 150 YPX	
PEROY	648.4				WS 50 XP ES 52	
DANA	651.8				CS 71 XP	
EDSON	657.0				CS 131 XP	
D WALCOTT WA	661.9				CS 68 XP	
FORT STEELE	667.6				CS 71 XWP	
D SINCLAIR GV	676.3				CS 123 XP	
DN-R RAWLINS YL RS	682.8	9.40AM 9.25	3.30 2.45PM	3.25 2.30AM	WCYXZXP	
FERRIS	686.0				WS 71 XP	
HADSELL	689.8				CS 117 XP	
KNOBS	693.0				ES 81 XP	
DALEY'S RANOH	697.0				WS 65 XP	
RINER	700.0				WS 70 XW ES 125 P	
CHEROKEE	705.3				CS 81 XP	
ORESTON	712.0				WS 62 X CS 81 YP	
LATHAM	716.0				CS 81 XP	
DN WAMSUTTER WM	724.2				WS 124 WC ES 106 YXP	
FREWEN	729.1				WS 121 XP	
RED DESERT	732.7				CS 71 XP	
TIPTON	740.0				WS 64 XP ES 67	
ROBINSON	743.4				WS 104 X YP	
TABLE ROOK	746.7				WS 125 ES 106 P	
MONELL	751.7				WS 60 ES 71 P	
DN BITTER CREEK YL BK	756.7				WS 152 WC ES 169 YXP	
BLACK BUTTES	765.9				CS 122 XP	
HALLVILLE	771.2				WS 70 XP	
D POINT OF ROCKS RO	777.1				WS 115 X CS 132 WXP	
THAYER JUNCTION YL	784.1				CS 90 XYP	
SALT WELLS	788.6				CS 79 XP	
BAXTER	795.7				CS 120 XP	
GUNN JUNCTION	796.5					
DN ROCK SPRINGS YL SG	802.1				WS 74 WCY ES 97 TZX	
KANDA	809.0				CS 135 XP	
DN-R GREEN RIVER YLGR	817.0	4.00AM	10.30AM	9.00PM	WCOTYZP	
(251.0)		Daily	Daily	Daily		

Thru Time..... (12.30) (8.45) (10.15)
 Average speed per hour..... 20.1 28.7 24.5

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

WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 4				FIRST CLASS					
212				January 16, 1949				15					
Mixed				STATIONS				Passenger					
Daily								211 477 334					
								Mixed Time Freight Mixed					
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0	A 7.36AM			A 5.10PM	A 11.20PM		
31	P		9.8		QUIMBY	9.8	7.27			4.58	11.11		
36	P		13.8		EAST LAKE	13.8	7.22			4.50	f 11.04		
31	P		18.1		DARLOW	18.1	7.16			4.43	10.57		
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2	f 7.10			4.35	f 10.48		
			22.2		U. P. CROSSING	22.2							
53	YP		26.1	D	FREDERICK YL FR	26.1	f 7.04			4.22	f 10.37		
			27.8		FIRESTONE	27.8	7.01			4.17	10.31		
19	P		30.2		HARNEY	30.2	6.57			4.11	10.25		
31	P		34.6		GOWANDA	34.6	6.51			4.03	10.17		
			38.3		WILD OAT	38.3	6.46			3.57	10.10		
21	WYP		42.8	N	DENT FD	42.8	6.40		A 9.43AM	3.50	10.01		
WCTYP			50.6	DN-R	LA SALLE YL SA	50.6	6.30AM		9.30AM	3.35PM	9.45PM		
					(45.6)		Daily		Daily	Daily	Daily		
			(0.15) 31.2	Thru Time.....		(1.06) 41.5		(0.13) 38.0	(1.35) 28.8	(1.35) 28.8		

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 23.

WESTWARD — FORT COLLINS BRANCH — EASTWARD			
SECOND CLASS		Time-Table No. 4	
211		January 16, 1949	
Mixed		STATIONS	
Daily			
21	WYP	9.43AM	0.0 N
			DENT YL FD A 4.20PM
	P	9.48	1.7
			MILLIKEN YL f 4.15
			G. W. CROSSING
	P	9.55	7.8
			KOENIG f 4.04
			G. W. CROSSING
	P	10.00	9.1
			KELIM f 4.00
			BOYD LAKE f 3.51
			REDMOND f 3.46
42	P	10.15	19.5
			HARMONY f 3.40
136	WCTYZP	A 10.30AM	25.0 D-R
			FORT COLLINS YL FO 3.30PM
			O. & S. CROSSING
			O. & S. CROSSING
	P		POUDRE YL f 4.00
	P		BOETTCHER YL f 3.51
	P		BUCKEYE YL f 3.46
	Y		BUCKEYE YL f 3.40
			(41.7) Daily

(0.47) 32.0Thru Time..... (0.60) 30.0Average speed per hour.....

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder. For stations not shown on schedule pages—See page 23.

WESTWARD — BOULDER BRANCH — EASTWARD			
SECOND CLASS		Time-Table No. 4	
375		January 16, 1949	
Local Freight		STATIONS	
Daily Except Sunday			
55	WYZP	8.30AM	0.0 DN-R
			BRIGHTON YL BI A 1.00PM
	P	8.42	4.2
			YOKALL f 12.40
	IWYP	9.00	8.1 DN
			ST. VRAINS YL VS f 12.30
			U. P. CROSSING
	P	9.10	10.9
			STATE COAL MINE JOT. YL f 12.20
	P	9.12	11.4
			PARKDALE JCT. YL f 12.15
	P	9.22	15.1
			ERIE s 12.10
			O. B. & Q. CROSSING
			TABOR f 12.05
			LEYNER f 12.01PM
			LIGGETT f 11.57AM
	P	9.54	24.0
			VALMONT YL f 11.45
			O. & S. CROSSING
	WYP	10.00	26.1
			ARA YL s 11.25
	P	A 10.15AM	27.6 DN-R
			BOULDER YL BR 11.15AM
			(27.6) Daily Ex. Sunday

(1.45) 15.8Thru Time..... (1.45) 15.8Average speed per hour.....

WESTWARD—Greeley Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
247	WYZP	0.0	DN
			GREELEY YL HG 0.0
	YP	2.3	
			GREELEY JCT. YL 2.3
34	YP	6.0	
			CLOVERLY 6.0
			ALDEN 8.4
37	P	10.4	D
			GILL GI 10.4
			MATTHEWS 13.8
			BARNESVILLE 14.5
29	YP	28.1	
			BRIGGS DALE 28.1
			(28.1)

WESTWARD—Superior Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
90	XPY	0.0	
			THAYER JUNCTION YL 0.0
WP		7.6	D
			SUPERIOR SU 7.6
			END OF TRACK 9.1
			(9.1)

WESTWARD—South Pass Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
WS74	WCY	0.0	DN-R
ES 96	TZP		ROCK SPRINGS YL SG 0.0
			LIONKOL JUNCTION 3.4
			RELIANC JUNCTION 5.5
			STANSBURY JUNCTION 7.9
			WINTON JUNCTION 9.5

WESTWARD—Reliance Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			RELIANC JUNCTION 0.0
		1.7	
			RELIANC MINE 1.7
		2.1	
			END OF TRACK 2.1

WESTWARD—Winton Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			WINTON JUNCTION 0.0
		2.4	
			HAY 2.4
		5.0	
			WINTON YL 5.0
		5.2	
			END OF TRACK 5.2

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

WESTWARD—Pleasant Valley Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
34	YP	0.0	
			CLOVERLY 0.0
			LOWE 3.1
	P	5.1	D
			GALETON GN 5.1
			(5.1)

WESTWARD—Puritan Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATION	
		0.0	
			PARKDALE JCT. YL 0.0
		1.9	
			PURITAN 1.9
		3.1	
			END OF TRACK 3.1

WESTWARD—Gunn Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			GUNN JUNCTION 0.0
		3.7	
			GUNN 3.7
		3.9	
			END OF TRACK 3.9
			(3.9)

WESTWARD—Lionkol Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			LIONKOL JUNCTION 0.0
		2.0	
			LIONKOL 2.0
		2.5	
			END OF TRACK 2.5
			(2.5)

WESTWARD—Stansbury Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			STANSBURY JUNCTION 0.0
		1.9	
			STANSBURY MINE 1.9
		2.1	
			END OF TRACK 2.1

WESTWARD—Dines Branch—EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Time-Table No. 4	
		January 16, 1949	
		STATIONS	
		0.0	
			HAY 0.0
		1.6	
			DINES 1.6
		1.9	
			END OF TRACK 1.9
			(1.9)

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

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

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

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

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

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

GENERAL

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Inspection bus cars.			40	40	Trains handling gravel loaded in steel hopper cars.				35
When caboose is handled in train consisting of passenger train equipment.			50		When more than 50% of the tonnage is gravel.				40
3800 and 3900 class engines.			60	50	3500 and 5000 class engines on any coal mine lead or track.				10
5000 and 9000 class engines.			50	50	Trains handling company roadway machines on their own wheels:				30
MacArthur type engines with 63-in. drivers.			55	50	On straight track.				25
MacArthur type engines with 57-in. drivers.			35	35	On curves.				
Consolidation and Ten-Wheeler type engines.			35	35	Within yard limits protected by block signals where not otherwise restricted.	60	50	50	25
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.			35	35	Within yard limits not protected by block signals and passing fueling stations.	50	50	40	25
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turn-outs:				
Diesel-electric locomotives in road or helper service—					9000 class engines;				10
Backing up shoving a train.					Forward movement				6
(Speed of train being helped will govern.)					Back-up movement				
Backing up pulling train.	40	40	40	40	All other classes engines;				15
Backing up light.				40	Forward movement	15	15	15	15
Diesel-electric switch engines in road service	35	35	35	35	Back-up movement	10	10	10	10
Steam engines running backward:					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	20	20	20
As helper engine on rear of train.	40	35	35	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Under other conditions.			20	20	All wye tracks.	6	6	6	6
Trains handling air-dump cars.				35					
Freight trains designated as lumber trains.				40					
Trains handling scale test cars:									
On main line				30					
On branch lines				20					
Trains handling loaded wooden Hart convertible cars.				25					

FIRST SUBDIVISION

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	90	75	75	50	Warren				
4000 class engines.			45	45	91.8 and 92.2	70	60	60	45
Freight engines not otherwise shown.			50		Speer				
Light engines.			45	45	93.3 and 97.4	60	50	50	30
Denver, within city limits over grade crossings.	35	35	35	25	93.3 and 97.4 mixed trains.				40
Between Mile Posts—					97.4 and 97.7	50	50	40	25
Denver Yard					Corlett Side				
0.4 and 0.7 westward track.	30	30	30	25	97.7 and 97.9	30	30	30	25
2.5 and 3.0 westward track.	30	30	30	25	97.9 and 98.6	50	50	40	25
3.0 and 2.5 eastward track.	30	30	30	25	101.4 and 101.5	70	60	60	45
0.7 and 0.4 eastward track.	30	30	30	25	Corlett Jct. and M. P. 103.9				70
LaSalle					Borie Side				
47.8 and 48.0	70	60	60	50	97.7 and 99.4	50	50	40	25
Evans									
49.4 and 49.7	70	60	60	50					

SECOND SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Frt.		Str.	De-Psgr.	Psgr.	Frt.
Maximum speed.	80	60	60	40	Cheyenne passenger sheds.	10	10	10	10
Light engines				40	Tower A, through cross-overs.	10	10	10	10
Sherman to Cheyenne, eastward.	70	60	60	40	Granite Canon on No. 1, 2 and 3 pit tracks.				6
4000 class engines. *			45	40	Buford yard tracks.				6
Freight engines not otherwise shown.			50		Westward solid express trains, between M.P. 549.7 and 557.0.		30	30	
When more than 50% of the tonnage is gravel.				35					
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Cheyenne					Forelle				
510.4 and 511.8	50	40	40	25	562.2 and 549.8	60	50	50	40
Corlett					Hermosa				
515.6 and 515.7	60	50	50	40	548.1 and 547.0	55	45	45	35
518.8 and 519.1	60	50	50	40	Hermosa Tunnel	50	40	40	25
Borie					545.1 and 537.9	55	45	45	35
522.1 and 522.3	60	50	50	40	537.5 and 535.6	50	40	40	25
523.3 and 523.6	60	50	50	40	Buford				
Otto					535.1 and 530.2	60	50	50	40
524.5 and 525.6	60	50	50	40	530.2 and 530.0	50	40	40	35
Granite Canon					529.5 and 528.7	50	40	40	25
528.7 and 529.5	50	40	40	25	Granite Canon				
530.0 and 535.1	55	45	45	35	525.6 and 524.5	60	50	50	40
535.6 and 537.5	50	40	40	25	Otto				
537.9 and 540.9	45	40	40	35	523.6 and 523.4	65	55	55	40
541.1 and 545.1	55	45	45	35	522.3 and 522.1	60	50	50	40
Hermosa Tunnel	50	40	40	25	Borie				
547.0 and 548.1	55	45	45	35	519.1 and 518.8	60	50	50	40
Hermosa					515.7 and 515.6	60	55	55	40
549.3 and 549.6	50	40	40	30	Corlett				
549.9 and 563.6	70	60	60	40	511.8 and 510.4	50	40	40	25
Red Buttes					Cheyenne				
565.2 and 565.3	30	25	25	20					
565.3 and 565.6	50	40	40	25					
Laramie									

THIRD SUBDIVISION

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Maximum speed.	90	75	75	50	Laramie, ice house tracks 1, 2 and 3.				6
4000 class engines.			50	50	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.				10
Freight engines not otherwise shown.			50		Sinclair, refining company tracks.				6
Light engines.				45	Rawlins, east standpipe.	15	15	15	15
Laramie, long leads 1, 2 and 3				10					
ON WESTWARD TRACK Between Mile Posts—					ON EASTWARD TRACK Between Mile Posts—				
Laramie 566.8 and 567.2	50	40	40	25	Green River 817.0 and 816.3	50	40	40	25
Bosler 587.7 and 588.4	70	60	60	50	816.3 and 816.1	35	30	30	25
Cooper Lake 593.3 and 593.7	70	60	60	50	816.1 and 814.1	40	40	40	25
Lookout 598.5 and 599.7	70	60	60	50	813.9 and 809.6	55	45	45	35
Harper 601.1 and 602.2	60	50	50	40	Kanda 807.8 and 807.5	65	55	55	45
602.7 and 603.1	75	55	55	50	807.1 and 806.6	70	60	60	50
603.9 and 604.6	60	50	50	40	Rock Springs 803.5 and 801.0	50	40	40	25
Wilcox 609.5 and 611.6	70	60	60	50	800.5 and 799.5	60	50	50	40
615.9 and 616.4	55	45	45	40	798.4 and 797.3	55	45	45	35
Ridge 617.2 and 617.6	70	60	60	50	Baxter 795.3 and 795.1	60	50	50	40
621.8 and 622.4	75	65	65	50	794.5 and 794.2	70	60	60	50
Calvin 627.1 and 628.7	50	45	45	35	791.7 and 791.4	70	60	60	50
629.4 and 629.9	60	50	50	40	Salt Wells 787.0 and 786.7	75	65	65	50
630.9 and 637.8	70	60	60	50	785.8 and 781.3	50	40	40	30
Ramsey 639.3 and 640.2	60	50	50	40	780.2 and 780.0	60	50	50	40
642.5 and 643.7	50	40	40	25	778.9 and 777.8	60	50	50	40
Hanna 645.1 and 646.3	70	60	60	50	Point of Rocks 776.6 and 775.8	65	55	55	45
647.5 and 648.0	70	60	60	50	775.0 and 774.3	70	65	65	50
Percy 650.2 and 650.7	70	60	60	50	773.2 and 773.0	60	50	50	40
Dana 652.2 and 652.5	60	50	50	50	772.3 and 771.8	70	65	65	50
653.1 and 656.4	70	60	60	50	Hallville 769.3 and 768.8	60	50	50	40
					Black Buttes 765.6 and 765.2	60	50	50	40
					762.3 and 762.0	70	60	60	50
					761.0 and 760.5	70	60	60	50
					757.3 and 757.0	50	40	40	25

THIRD SUBDIVISION (Continued)

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Black Buttes 768.8 and 769.3	60	50	50	40	Hanna 643.7 and 642.5	50	40	40	25
Hallville 771.8 and 772.3	70	65	65	50	640.2 and 639.3	60	50	50	40
773.0 and 773.2	60	50	50	40	Ramsey 637.8 and 630.9	70	60	60	50
774.3 and 775.0	70	65	65	50	629.9 and 629.4	60	50	50	40
775.8 and 776.6	65	55	55	45	628.7 and 627.1	50	45	45	35
Point of Rocks 777.8 and 778.9	60	50	50	40	Medicine Bow 622.4 and 621.8	75	65	65	50
780.0 and 780.2	60	50	50	40	617.6 and 617.2	60	50	50	40
781.3 and 785.8	50	40	40	30	Ridge 616.4 and 615.9	55	45	45	40
Thayer Junction Through switch between highway crossing and center siding			6	6	611.6 and 609.5	70	60	60	50
786.6 and 787.0	75	65	65	50	Rock River 604.6 and 603.9	60	50	50	40
Salt Wells 791.4 and 791.7	70	60	60	50	602.2 and 601.1	60	50	50	40
794.2 and 794.5	70	60	60	50	599.7 and 598.5	70	60	60	50
795.1 and 795.3	60	50	50	40	Harper 596.8 and 596.5	70	60	60	50
Baxter 797.3 and 798.4	55	45	45	35	Lookout 593.7 and 593.3	70	60	60	50
799.5 and 800.5	60	50	50	40	Cooper Lake 588.4 and 587.7	70	60	60	50
801.0 and 803.5	50	40	40	25	Howell 567.2 and 566.8	50	40	40	25
806.6 and 807.0	70	60	60	50	Laramie				
807.5 and 807.8	65	55	55	45					
Kanda 809.6 and 813.9	55	45	45	35					
814.1 and 816.1	40	40	40	25					
816.1 and 816.3	35	30	30	25					
816.3 and 817.0	50	40	40	25					
Green River									

BRANCHES

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
Boulder Branch Maximum Speed.		25	Dent Branch (continued) Between Mile Posts—		
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.		15	Quimby 10.0 and 10.6	50	40
Between Parkdale Jct. and Erie.		15	11.6 and 12.0	50	40
Valmont Spur, M.P. 1, over C. & S. crossing.		10	East Lake 14.3 and 14.6	50	40
Dent Branch: Maximum speed.	60	45	St. Vrain 21.5 and 21.9	40	25
800 class engines.	45	40	Frederick 25.6 and 25.8	40	25
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Gowanda 37.9 and 38.0	50	40
Freight engines not otherwise shown.	50		Wild Cat 40.4 and 40.5	50	40
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20			

BRANCHES (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Fr.			Fr.	
Fort Collins Branch Between Dent and Fort Collins.	30		Stansbury Spur		5
Between Fort Collins and Buckeye.	25		Spurs not otherwise shown		10
Dent, over west wye switch.	10		5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Fort Collins, with city limits	15		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
Greeley Branch	15				
Pleasant Valley Branch	15				
Puritan Branch	15				
Lionkol Branch	10				
Branches not otherwise shown.	15				

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A)	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A)	Switch Connection
First Subdivision				Dent Branch			
Adams	6.0	7	East	Welby	8.2	15	West
Rolla	9.9	23	Both	Graden	24.3	42	Both
Northway	16.0	22	Both	Boulder Branch			
Powars	22.8	31P	Both	Dick	7.1	21	Both
Vasquez	36.2	24	Both	National	10.0	0	Lead to Mine Trackage
Houston	37.8	42P	Both				
Peckham	42.4	24P	Both				
Hambert	43.3	24	East				
Stage	64.9	22	East				

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

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive

6(A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

The following letters placed in columns provided in time-table, indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over

Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Lynn T. Hall	Dist. Medical Officer	Omaha, Nebr.	Omaha District.	G. W. Koford	Surgeon	Cheyenne, Wyo...	(Cheyenne to Laramie and Cheyenne to Carr.
Wm. M. Grieg	Surgeon	Denver, Colo.	Denver District.	R. C. Gramlich	Surgeon	Cheyenne, Wyo...	
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	Cheyenne District.	R. I. Williams	Aurist	Cheyenne, Wyo...	Cheyenne.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	Verne Alder	Aurist	Cheyenne, Wyo...	Cheyenne.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.	F. E. Magrath	Surgeon	Cheyenne, Wyo...	Cheyenne.
John S. Benwell	Surgeon	Denver, Colo.	Denver.	B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
T. E. Beyer and J. R. Blair	Aurista.	Denver, Colo.	Denver.	E. C. Pelton	Surgeon	Laramie, Wyo.	Laramie to Hanna.
I. E. Hix	Oculist.	Denver, Colo.	Denver.	Emory W. De Kay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
J. W. Wells	Surgeon	Brighton Colo.	Denver to Lupton and Brighton to Erie.	O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	O. E. Plummer	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
J. W. Allely	Surgeon	Greeley, Colo.	Evans to Eaton.	P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	R. C. Stratton	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	A. T. Sudman	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
				Guy A. Ashlaugh	Surgeon	Frederick, Colo.	St. Vrain to Dent.
				F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Fort Collins.
				P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
				R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.