

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

11	85	107	17	37	23	5	9	103	101	105	27	111	Distance from Council Bluffs	Time-Table No. 20 April 25, 1954
Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger		STATIONS
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
						9.20							0.0	CO. BLUFFS
	9.30	5.10			10.00	9.55		3.15	2.55	1.40	1.30	12.50	2.8	OMAHA
	12.55	7.08			1.05	12.40		5.15	4.55	3.40	4.10	2.55	146.9	GRAND ISLAND
	3.50 3.25	3.10 7.56			3.50 3.00	2.55 2.05		7.00 6.05	6.40 5.45	5.25 4.30	6.15 5.25	4.50 3.55	284.1	C.T. M.T. NORTH PLATTE
		4.40										5.10	365.3	JULESBURG
	6.00	9.37			5.20	4.12		7.48	7.28	6.13	7.48		407.5	SIDNEY
			8.30				8.30							KANSAS CITY
	8.50	7.00 7.30	5.30				7.55 8.25					8.30	562.5	DENVER
	8.30 8.50	11.17 11.27			7.35 7.45	6.05 6.20		9.25 9.35	9.10 9.20	7.55 8.05	10.00 10.10		509.5	CHEYENNE
	10.25	12.45	10.50	9.05	9.40	8.05	11.45	10.55	10.40	9.25	11.50		566.0	LARAMIE
	1.04	2.31	12.58	11.30	12.18	10.40	1.44	12.40	12.30	11.15	1.55		682.8	RAWLINS
	3.45 4.50	4.36 4.45	3.20 3.50	2.05 2.20	3.00 3.40	1.20 1.55	4.05 4.40	2.50 3.00	2.40 2.50	1.25 1.35	4.25 4.45		817.0	GREEN RIVER
	5.25		4.25							2.05			847.2	GRANGER
		8.00		6.10	7.30	5.50	8.35	6.15	6.05		8.45		992.6	OGDEN

(20.55) (5.40) (15.50) (20.55) (12.40) (22.30) (20.55) (24.05) (16.00) (16.10) (13.25) (20.15) (8.40) Thru Time From Omaha
40.4 49.1 62.5 44.5 45.5 44.0 47.3 50.5 61.9 61.2 62.9 48.9 69.3 Average speed per hour

E. HICKS
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

- C. J. COLOMBO, Superintendent**..... Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent..... Cheyenne, Wyo.
O. A. DURRANT, Asst. Superintendent..... Green River, Wyo.
H. G. HAGGLUND, Terminal Superintendent..... Green River, Wyo.
C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
R. W. HOPKINS, Terminal Superintendent..... Denver, Colo.
K. I. JONES, Trainmaster..... Cheyenne, Wyo.
W. G. JOHNSON, Trainmaster..... Laramie, Wyo.
W. H. ANDERSON, Asst. Trainmaster..... Laramie, Wyo.
J. L. PHILLIPS, Terminal Superintendent..... Laramie, Wyo.
W. E. ROSS, Trainmaster..... Rawlins, Wyo.
D. E. MOORE, Safety Representative..... Green River, Wyo.
W. C. SATTERFIELD, Trainmaster..... Ogden, Utah
J. C. JOCHIM, Trainmaster..... Denver, Colo.
C. E. MYERS, Master Mechanic..... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic..... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines..... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines..... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines..... Rawlins, Wyo.
E. J. LENHART, Road Foreman of Engines..... Rawlins, Wyo.
T. A. KELLEHER, Road Foreman of Engines..... Ogden, Utah
H. C. LUSTY, Road Foreman of Engines..... Evanston, Wyo.
J. W. GODFREY, Division Engineer..... Cheyenne, Wyo.
G. M. PICKERING, General Roadmaster..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher**..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, 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.
J. M. MARONEY, 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	372.31
Total	1000.54

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 20 April 25, 1954	Mile Post	112	12	108	10	28	104	102	106	38	18	24	6	86	STATIONS
		Stream-liner Passenger	Passenger	Stream-liner Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
	0.0													6.50	CO. BLUFFS
	2.8	12.30	7.00	11.35		3.15	2.35	2.50	3.00				7.50	6.05	OMAHA
	146.9	10.24	3.50	9.26		12.15	12.26	12.40	12.50				4.45	3.25	GRAND ISLAND
	284.1	8.37 7.32	12.45 11.00	7.33 6.28		10.03 8.53	10.33 9.28	10.48 9.43	10.58 9.53				1.40 12.30	12.55 11.45	C.T. M.T. NORTH PLATTE
	365.3	6.27												9.55	JULESBURG
	407.5		8.55	4.47		7.02	7.50	8.02	8.12				10.20	9.45	SIDNEY
					7.15							10.30			KANSAS CITY
	562.5	3.30			6.50 6.20					8.00		9.00 8.10		6.00	DENVER
	509.5		7.00 5.40	3.25 3.15		5.20 5.05	6.30 6.20	6.40 6.30	6.50 6.40				8.30 8.15	7.55 7.35	CHEYENNE
	566.0		4.20	2.05	2.58	3.43	5.10	5.20	5.30	4.15	4.25	6.35	6.05		LARAMIE
	682.8		2.00	12.15	1.05	1.30	3.20	3.30	3.40	1.55	2.05	3.20	3.35		RAWLINS
	817.0		11.10 9.40	10.00 9.50	10.45 10.20	10.55 10.45	1.05 12.55	1.15 1.05	1.25 1.15	11.10 10.55	11.25 11.05	12.15 11.40	12.45 12.25		GREEN RIVER
	847.2		9.05						12.42		10.30				GRANGER
	992.6			6.40	6.50	7.00	9.45	9.55		7.10		7.15	8.30		OGDEN

Thru Time From Omaha..... (8.00) (20.55) (15.55) (23.25) (19.15) (15.50) (15.55) (13.18) (12.50) (23.00) (23.35) (20.35) (5.15)
Average speed per hour..... 69.5 39.9 62.2 50.5 51.4 62.5 62.2 63.5 44.9 46.6 42.0 45.1 53.0

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	Rock Springs	Sleeping car passengers from West of Ogden or Pocatello	Denver or beyond.
9	Rock Springs	Denver or beyond	Sleeping car passengers for West of Ogden, Pocatello or beyond.	18	Any station on First and Third Subdivision	Granger or beyond.	
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	24	Any station on Third Subdivision	Ogden or beyond.	
17	Rock Springs	Denver or beyond	Pocatello or beyond.	24	Any station on Fourth Subdivision	Ogden or beyond	Green River or beyond.
37	Rock River	Denver or east.	Green River or beyond.	28	Rock Springs	West of Ogden.	Omaha or beyond.
37	Medicine Bow				38	Any station on First Subdivision	Ogden or beyond.
37	Sinclair			86	Any station on First Subdivision		East of Julesburg.
37	Wamsutter			106	Rock Springs	Pocatello or beyond.	Cheyenne or beyond.
37	Rock Springs			334	Any Station	Cheyenne or beyond.	
23	Any station on Third and Fourth Subdivision	East of Cheyenne	Ogden or beyond.				
27	Rock Springs	Omaha and Denver or beyond	West of Ogden.				
85	Brighton	From East of La Salle					
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.				

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.											370	250	Distance from Denver
											Mixed	Time Freight	
											Daily	Daily	
											7.00PM		0.0
													0.6
											7.25	6.10PM	1.7
											A 7.35PM	6.13	2.2
													4.9
												6.20	5.0
													6.0
												6.26	8.1
													9.9
												6.31	11.3
												6.36	14.1
													16.0
												6.43	19.1
													22.8
												6.52	25.8
												6.58	30.1
												7.04	34.8
													36.2
													37.8
												7.11	40.0
													42.4
													43.2
												A 7.20PM	46.1
													48.2
													51.7
													54.0
													55.8
													59.2
													59.8
													63.0
													64.9
													66.8
													71.9
													77.0
													81.9
													86.0
													90.4
													94.4
													98.0
													103.3

Time-Table No. 20

April 25, 1954

STATIONS

DN-R DENVER YL UD	0.6
23RD STREET YL	1.1
DN-R 36TH ST. YL RA	0.5
PULLMAN YL	2.7
O. B. & Q. CROSSING	0.1
DNSANDCREEKJCT.YL&K	1.0
ADAMS	2.1
DUPONT	1.8
ROLLA	1.4
HAZELTINE	2.8
HENDERSON	1.9
NORTHWAY	3.1
DN BRIGHTON YL BI	3.7
POWARS	3.0
D LUPTON UP	4.3
IONE	4.7
D PLATTEVILLE PA	1.4
VASQUEZ	1.6
HOUSTON	2.2
D GILCREST GI	2.4
PECKHAM	0.8
HAMBERT	2.9
DN-R LA SALLE YL SA	2.1
EVANS	3.5
DN GREELEY YL HG	2.3
GREELEY JCT.	1.8
D LUCERNE O	3.4
D EATON YL UR	0.1
G. W. CROSSING	3.7
D AULT A	1.9
STAGE	1.9
D PIEROE BU	5.1
D NUNN NU	4.9
DOVER	4.1
DEOKER	4.4
DN OARR OR	4.4
WARREN	4.0
GLEASON	3.6
DN SPEER SP	5.3
BORIE	(103.3)

BLOCK SIGNALS

C.T.C.

(0.35) (1.10) Thru Time
3.8 38.1 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.
On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89. Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.											Distance from Denver		
	17	10	86	37	112	8	18	57	9				
	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger				
													0.0
													0.6
													1.7
													2.2
													4.9
													5.0
													6.0
													8.1
													9.9
													11.3
													14.1
													16.0
													19.1
													22.8
													25.8
													30.1
													34.8
													36.2
													37.8
													40.0
													42.4
													43.2
													46.1
													48.2
													51.7
													54.0
													55.8
													59.2
													59.8
													63.0
													64.9
													66.8
													71.9
													77.0
													81.9
													86.0
													90.4
													94.4
													98.0
													103.8

Time-Table No. 20

April 25, 1954

STATIONS

DN-R DENVER YL UD	0.6
23RD STREET YL	1.1
DN-R 36TH ST. YL	0.5
PULLMAN YL RA	2.7
O. B. & Q. CROSSING	0.1
DNSANDCREEKJCT.YL&K	1.0
ADAMS	2.1
DUPONT	1.8
ROLLA	1.4
HAZELTINE	2.8
HENDERSON	1.9
NORTHWAY	3.1
DN BRIGHTON YL BI	3.7
POWARS	3.0
D LUPTON UP	4.3
IONE	4.7
D PLATTEVILLE PA	1.4
VASQUEZ	1.6
HOUSTON	2.2
D GILCREST GI	2.4
PECKHAM	0.8
HAMBERT	2.9
DN-R LA SALLE YL SA	2.1
EVANS	3.5
DN GREELEY YL HG	2.3
GREELEY JCT.	1.8
D LUCERNE O	3.4
D EATON YL UR	0.1
G. W. CROSSING	3.7
D AULT A	1.9
STAGE	1.9
D PIEROE BU	5.1
D NUNN NU	4.9
DOVER	4.1
DEOKER	4.4
DN OARR OR	4.4
WARREN	4.0
GLEASON	3.6
DN SPEER SP	5.3
BORIE	(103.3)

BLOCK SIGNALS

C.T.C.

(1.52) (0.05) (0.52) (2.02) (0.45) (0.05) (0.05) (2.20) (1.55) Thru Time
53.2 26.4 53.2 48.8 61.4 26.4 26.4 42.6 51.8 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.
On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89. Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 20

April 25, 1954

FIRST CLASS

Mile Post	38	9	18	7	111	85	52	10	17
	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger

STATIONS

DN-R DENVER YL UD	0.0	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 8.50AM	A 5.20PM	A 6.20PM	A 7.00PM	
23RD STREET YL	0.6	7.35	7.39	7.45		8.22					
DN-R 36TH ST. YL	1.7	7.31	7.36	7.41	8.17	8.20	8.42	5.13	5.55	6.41	
PULLMAN YL RA	2.2	7.29	7.35AM	7.40	8.16AM	8.19	8.41	5.09	5.54	6.40PM	
O. B. & Q. CROSSING	4.9										
DN SANDCREEK JCT. YLSK	5.0	7.22		7.35		8.15	8.32	5.05	5.51		
ADAMS	6.0										
DUPONT	8.1	7.18		7.30		8.10	8.26	5.00	5.47	37	
ROLLA	9.9										
HAZELTINE	11.8	7.14		7.26		8.07	8.23	f 4.56	5.45		
HENDERSON	14.1	7.11		7.22		8.05	8.20	f 4.53	5.42		
NORTHWAY	16.0										
DN BRIGHTON YL BI	19.1	7.06		7.16		7.59	8.14	s 4.47	5.37		
POWARS	22.8										
D LUPTON UP	25.8	6.58		7.08		7.52	8.07	s 4.38	5.30		
IONE	30.1	6.52		7.03		7.48	8.02	f 4.33	5.26		
D PLATTEVILLE PA	34.8	6.47		6.57		7.45	7.57	f 4.28	5.21		
VASQUEZ	36.2										
HOUSTON	37.8										
D GLOREST GI	40.0	6.41		6.51		7.41	7.52	f 4.22	5.16		
PEOKHAM	42.4										
HAMBERT	43.2										
DN-R LA SALLE YL SA	46.1	6.34		6.44		7.34AM	7.45AM	s 4.15 ¹¹²	5.10		
EVANS	48.2	6.31		6.41				f 4.06	5.07		
DN GREELEY YL HG	51.7	s 6.26		s 6.36				s 4.01	s 5.03		
GREELEY JCT.	54.0										
D LUERNE O	55.8	6.19		6.29				f 3.53	4.57		
D EATON YL UR	59.2	6.15		6.25				s 3.49	4.54		
G. W. CROSSING	59.3										
D AULT A	63.0	6.11		6.21				s 3.44	4.50		
STAGE	64.9										
D PIEROE BU	66.8	6.07		6.17				f 3.39	4.47		
D NUNN NU	71.9	6.02		6.12				f 3.33	4.42		
DOVER	77.0	5.57		6.07				f 3.27	4.37		
DEOKER	81.9	5.52		6.02				3.22	4.32		
DN OARR OR	86.0	5.48		5.58				s 3.17	4.28		
WARREN	90.4	5.43		5.53				3.12	4.23		
GLEASON	94.4	5.39		5.49				3.07	4.19		
DN SPEER SP	98.0	5.34AM		5.44AM				f 3.00PM	4.13PM		
BORIE	108.3										

(103.3)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....	(2.26)	(0.20)	(2.26)	(0.09)	(0.56)	(1.05)	(2.20)	(2.07)	(0.20)	
Average speed per hour.....	40.3	6.1	40.3	14.7	49.4	42.6	42.5	46.3	6.1	

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.
 On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89. Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 20

April 25, 1954

SECOND CLASS

Mile Post	369	334									Car Capacity of Seating (A), See Rule S Page 31.
	Mixed	Mixed									

STATIONS

DN-R DENVER YL UD	0.0	A 6.30PM	A 11.50PM								YIP
23RD STREET YL	0.6	6.01									
DN-R 36TH ST. YL RA	1.7	5.55	11.33								ZP
PULLMAN YL	2.2	5.50PM	11.28								WCOTYZP
O. B. & Q. CROSSING	4.9										
DN SANDCREEK JCT. YLSK	5.0		11.17								IP
ADAMS	6.0										7
DUPONT	8.1		11.11								95 P
ROLLA	9.9										23
HAZELTINE	11.8		11.06								87 P
HENDERSON	14.1		11.01								52 P
NORTHWAY	16.0										22
DN BRIGHTON YL BI	19.1		f 10.53								91 WYZP
POWARS	22.8										31 P
D LUPTON UP	25.8		f 10.43								94 P
IONE	30.1		10.36								53 P
D PLATTEVILLE PA	34.8		10.30								95 P
VASQUEZ	36.2										24
HOUSTON	37.8										42 P
D GLOREST GI	40.0		10.22								119 P
PEOKHAM	42.4										24 P
HAMBERT	43.2										24
DN-R LA SALLE YL SA	46.1		s 10.10								192 WCTYP
EVANS	48.2		9.55								60 P
DN GREELEY YL HG	51.7		s 9.50								247 WYZP
GREELEY JCT.	54.0										YP
D LUERNE O	55.8		9.36								81 P
D EATON YL UR	59.2		s 9.30								80 P
G. W. CROSSING	59.3										I
D AULT A	63.0		s 9.22								65 P
STAGE	64.9										22
D PIEROE BU	66.8		9.15								64 WYP
D NUNN NU	71.9		9.07								52 P
DOVER	77.0		8.57 ¹⁷								96 P
DEOKER	81.9		8.42								51 P
DN OARR OR	86.0		s 8.35								94 WCYP
WARREN	90.4		8.22								97 P
GLEASON	94.4		f 8.16								52 P
DN SPEER SP	98.0		f 8.10PM								138 XWP
BORIE	103.3										P

(103.3)	Daily	Daily								
Thru Time.....	(0.40)	(3.40)								
Average speed per hour.....	3.3	27.1								

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 On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89. 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 THIRD SUBDIVISION

Car Capacity of Sidings etc. See Rule 6(A), Page 31.	Distance from Council Bluffs										Time-Table No. 20 April 25, 1954	FIRST CLASS 47 Passenger Daily
	STATIONS											
	DN-R LARAMIE YL KI-K											
WCOTYPZ X											566.0	10.50PM
CS 88 P											574.1	10.59
WS 40 XP											577.7	11.02
WS 34 P											585.3	11.09
CS 88											590.6	11.15
ES 59 XP											593.9	11.19
CS 101 P											598.9	11.23
CS 78 P											598.9	11.23
CS 128 WC YPX											605.3	11.29
WS 58 XP											609.0	11.32
ES 107											616.8	11.39
CS 70 P											622.9	11.45
CS 128 YP											632.6	11.54PM
CS 76 P											638.7	12.01AM
CS 76 P											643.1	12.07
WS 118 WCZ ES 150 YPX											648.4	12.13
WS 52 ES 77 P											651.8	12.17
CS 67 P											657.0	12.22
CS 127 P											661.9	12.28
CS 65 P											667.6	12.34
CS 79 P											676.3	12.43
CS 119 P											682.8	12.53
WCOTYZXP											682.8	12.58
CS 168 P											690.2	1.07
CS 168 P											696.4	1.15
WS 125 XW ES 108 P											700.7	1.19
CS 76 P											705.3	1.24
WS 57 CS 77 YP											712.0	1.32
CS 77 P											716.0	1.36
WS 124 W ES 106 YXP											724.2	1.44
WS 116 XP											729.1	1.49
CS 67 P											732.7	1.52
WS 60 XP ES 37											740.0	1.59
WS 99 P											743.4	2.03
WS 119 ES 100 P											746.7	2.06
WS 56 ES 67 P											751.7	2.10
WS 166 WC ES 148 YXP											756.7	2.15
CS 118 P											765.9	2.23
WS 65 XP											771.2	2.28
WS 111 CS 126 WP XYP											777.1	2.33
CS 74 P											784.1	2.40
CS 120 P											788.6	2.44
WS 74 WCY ES 97 TZXP											795.7	2.50
CS 131 P											802.1	2.58
WCOTYPZ											809.0	3.06
											817.0	A 3.20AM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time..... (4.30)
 Average speed per hour..... 55.8

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

WESTWARD THIRD SUBDIVISION

23	37	5	27	FIRST CLASS						107	Distance from Council Bluffs	Time-Table No. 20 April 25, 1954	STATIONS			
				23	37	5	27	9	103					101	11	105
				Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger					Streamliner Passenger	Passenger	Streamliner Passenger
9.40PM	9.05PM	8.05PM	11.50AM	11.45AM	10.55AM	10.40AM	10.25AM	9.25AM	12.45AM	566.0	DN-R LARAMIE YL KI-K					
9.50	9.15	8.15	11.59AM	11.54	11.02	10.49	10.35	9.34	12.53	574.1	HOWELL					
9.55	9.19	8.19	12.03PM	11.57AM	11.06	10.52	10.38	9.37	12.56	577.7	WYOMING					
f 10.03	9.26	8.27	12.09	12.03PM	11.12	10.58	10.45	9.43	1.02	585.3	D BOSLER FY					
10.09	9.32	8.32	12.14	12.09	11.16	11.01	10.50	9.46	1.05	590.6	COOPER LAKE					
10.13	9.36	8.36	12.18	12.13	11.19	11.05	10.54	9.50	1.09	593.9	LOOKOUT					
10.20	9.42	8.43	12.23	12.18	11.23	11.09	10.59	9.54	1.13	598.9	HARPER					
f 10.28	9.49	8.50	12.29	12.24	11.28	11.15	11.15	10.00	1.19	605.3	DN ROOK RIVER OK					
10.33	9.54	8.55	12.33	12.27	11.31	11.18	11.32	10.03	1.22	609.0	WILCOX					
10.41	10.02	9.03	12.41	12.34	11.37	11.25	11.40	10.10	1.29	616.8	RIDGE					
f 10.49	10.08	9.09	12.47	12.40	11.43	11.31	11.46	10.16	1.35	622.9	D MEDICINE BOW MB					
11.00	10.18	9.19	12.57	12.48	11.50	11.38	11.56AM	10.23	1.42	632.6	COMO					
11.07	10.25	9.27	1.03	12.54	11.56AM	11.44	12.03PM	10.29	1.48	638.7	RAMSEY					
f 11.13	f 10.32	9.34	1.07	12.58	12.01PM	11.48	12.09	10.33	1.52	643.1	DN HANNA YL HN					
11.20	10.38	9.42	1.13	1.04	12.07	11.54	12.15	10.39	1.57	648.4	PERCY					
11.25	10.41	9.46	1.17	1.08	12.10	11.58AM	12.19	10.43	2.00	651.8	DANA					
11.31	10.47	9.52	1.22	1.12	12.14	12.02PM	12.24	10.47	2.04	657.0	EDSON					
f 11.37	10.53	9.57	1.27	1.17	12.19	12.07	12.29	10.52	2.07	661.9	D WALCOTT WA					
11.43	10.59	10.05	1.33	1.22	12.24	12.12	12.33	10.57	2.14	667.6	FORT STEELE					
f 11.53PM	11.07	10.15	1.42	1.30	12.32	12.20	12.42	11.05	2.22	676.3	D SINOLAIR GV					
12.08AM	11.20	10.30	1.50	1.39	12.39	12.29	12.53	11.14	2.30	682.8	DN-R RAWLINS YL RS					
12.18	11.30	10.40	1.55	1.44	12.40	12.30	1.04	11.15	2.31	682.8	HADSELL					
12.28	11.40	10.51	2.04	1.53	12.47	12.37	1.14	11.22	2.38	690.2	DALEY'S RANOH					
12.36	11.48	10.59	2.11	2.00	12.53	12.43	1.22	11.28	2.44	696.4	RINER					
12.40	11.52	11.03	2.15	2.03	12.56	12.46	1.25	11.31	2.47	700.7	CHEROKEE					
12.45	11.57PM	11.08	2.20	2.09	1.01	12.50	1.29	11.35	2.51	705.3	CRESTON					
12.53	12.05AM	11.17	2.28	2.17	1.07	12.57	1.37	11.42	2.57	712.0	LATHAM					
12.57	12.09	11.21	2.32	2.20	1.10	1.01	1.42	11.45	3.00	716.0	DN WAMSPUTTER WM					
f 1.08	12.18	11.29	2.40	2.27	1.17	1.07	1.50	11.52	3.07	724.2	FREWEN					
1.13	12.23	11.34	2.44	2.31	1.21	1.11	1.55	11.56	3.11	729.1	RED DESERT					
1.17	12.27	11.38	2.48	2.34	1.24	1.14	1.59	11.59AM	3.14	732.7	TIPTON					
f 1.26	12.36	11.47	2.56	2.42	1.31	1.21	2.07	12.06PM	3.21	740.0	ROBINSON					
1.30	12.40	11.51	2.59	2.45	1.34	1.24	2.10	12.09	3.24	743.4	TABLE ROCK					
1.34	12.43	11.55	3.02	2.48	1.38	1.27	2.13	12.12	3.27	746.7	MONELL					
1.39	12.47	11.59PM	3.06	2.52	1.41	1.31	2.19	12.16	3.31	751.7	DN BITTER CREEK YL BK					
f 1.45	12.53	12.05AM	3.11	2.56	1.45	1.35	2.24	12.20	3.35	756.7	BLACK BUTTES					
1.55	1.02	12.15	3.20	3.04	1.53	1.43	2.33	12.28	3.42	765.9	HALLVILLE					
2.01	1.07	12.21	3.25	3.08	1.57	1.47	2.38	12.32	3.46	771.2	POINT OF ROCKS					
f 2.08	1.13	12.27	3.31	3.14	2.02	1.52	2.44	12.37	3.51	777.1	THAYER JUNCTION					
2.15	1.20	12.35	3.37	3.21	2.08	1.58	2.51	12.43	3.57	784.1	SALT WELLS					
2.20	1.25	12.40	3.41	3.25	2.12	2.02	2.56	12.47	4.01	788.6	BAXTER					
2.27	1.32	12.47	3.48	3.32	2.18	2.08	3.03	12.53	4.07	795.7	DN ROCK SPRINGS YL SG					
s 2.37	1.42	s 12.57	3.56	3.38	2.26	2.16	s 3.13	1.01	4.15	802.1	KANDA					
2.45	1.50	1.04	4.03	3.45	2.34	2.24	3.22	1.09	4.23	809.0	DN-R GREEN RIVER YLGR					
A 3.00AM	A 2.05AM	A 1.20AM	A 4.25PM	A 4.05PM	A 2.50PM	A 2.40PM	A 3.45PM	A 1.25PM	A 4.36AM	817.0	(251.0)					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.20) (5.00) (5.15) (4.35) (4.20) (3.55) (4.00) (5.20) (4.00) (3.51) Thru Time
 47.1 50.2 47.8 54.8 57.9 64.1 62.8 47.1 62.8 65.2 Average speed per hour

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

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

263	225	259	257
Time Freight	Local Freight	Time Freight	Time Freight
Daily	Daily Ex. Sun.	Daily	Daily

Distance from Council Bluffs

Time-Table No. 20

April 25, 1954

FIRST CLASS

41
Passenger
Daily

STATIONS

COPTWXZY			4.00PM		12.30PM	1.10AM	817.0
WS 56 PX							821.1
CS 79 P							824.9
CS 120 P							830.2
CS 113 P							837.8
WS 94 IPWXY ES 120 RCS			A 5.30PM			A 2.30AM	847.2
CS 120 P							854.0
CS 99 P							858.7
CS 99 P							865.9
CS 90 P							869.7
CS 130 CPW							875.4
CS 98 P							880.9
CS 126 P							885.6
WS 78 CS 72 PW							890.5
WS 66 PX							894.8
CS 122 P							897.6
ES 47 X							901.8
ES 117 PX							903.6
ES 64 PX							908.7
CS 113 P							912.7
PTWXYZC							917.2
							918.4
CS 120 P							921.7
CS 85 PWY							927.6
							932.6
WS 113-59 ES 96 PW							936.7
CS 120 PX							943.3
							947.9
WS 114 CS 120 ES 101 CPTW				2.45PM			952.7
CS 113 P				f 2.55			956.5
CS 113 P				s 3.05			960.6
CS 115 PW				s 3.20			968.0
							970.6
WS 113 CS 113 P				f 3.35			975.5
							977.7
							980.1
WS 47 ES 57 P				f 3.55			985.1
							989.9
COPTWYZ				A 4.10PM	A 8.00PM		992.6

DN-R GREEN RIVER YL GR							4.50PM
4.1							4.57
RIVERVIEW							5.02
3.8							5.07
PERU							5.14
5.3							5.25PM
BRYAN							
7.6							
WESTVAO							
9.4							
DN GRANGER YL GN							
6.8							
VERNE							
4.7							
OHUROH BUTTES							
7.2							
HAMPTON							
3.8							
ELKHURST							
5.7							
DN CARTER YL Q							
5.5							
ANTELOPE							
4.7							
BRIDGER							
4.9							
LEROY							
4.3							
RAGAN							
2.8							
SPRING VALLEY							
4.2							
ASPEN							
1.8							
DN ALTAMONT AP							
5.1							
KNIGHT							
4.0							
MILLIS							
4.5							
DN-R EVANSTON YL NA							
1.2							
ALMY JCT.							
3.3							
WYUTA							
5.9							
DN WAHSATCH YL WH							
5.0							
CURVO							
4.1							
CASTLE ROOK							
6.6							
EMORY							
4.6							
BASKIN							
4.8							
DN ECHO YL HO							
3.8							
HENEFER							
4.1							
D DEVIL'S SLIDE ON							
7.4							
DN MORGAN WB							
2.6							
STODDARD							
4.9							
PETERSON							
2.2							
STRAWBERRY							
2.4							
GATEWAY							
5.0							
UINTAH							
4.8							
RIVERDALE YL							
2.7							
DN-R OGDEN YL OG							

(175.6)

(1.30)	(1.25)	(7.30)	(1.20)	..... Thru Time.....	(0.35)
20.1	28.2	23.4	22.6	..... Average speed per hour.....	51.8

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

21	9	103	101	105	107	17	23	37	5
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Distance from Council Bluffs

Time-Table No. 20

April 25, 1954

STATIONS

4.45PM	4.40PM	3.00PM	2.50PM	1.35PM	4.45AM	3.50AM	3.40AM	2.20AM	1.55AM	817.0
4.52	4.47	3.05	2.55	1.40	4.50	3.57	3.47	2.27	2.02	821.1
4.57	4.52	3.09	2.59	1.44	4.54	4.02	3.52	2.32	2.07	824.9
5.02	4.57	3.14	3.04	1.49	4.59	4.07	3.57	2.37	2.12	830.2
5.09	5.04	3.20	3.10	1.55	5.05	4.14	4.04	2.44	2.19	837.8
5.20	5.15	3.29	3.19	A 2.05PM	5.14	A f 4.25AM	f 4.15	2.55	2.30	847.2
5.27	5.22	3.35	3.25		5.20		4.22	3.02	2.37	854.0
5.32	5.27	3.39	3.29		5.24		4.27	3.07	2.42	858.7
5.40	5.34	3.45	3.35		5.30		4.34	3.14	2.49	865.9
5.46	5.39	3.49	3.39		5.34		4.38	3.19	2.54	869.7
5.53	5.45	3.54	3.44		5.39		f 4.44	3.25	3.00	875.4
5.59	5.50	3.59	3.49		5.44		4.50	3.30	3.05	880.9
6.04	5.55	4.03	3.53		5.48		4.55	3.35	3.10	885.6
6.10	6.01	4.09	3.59		5.54		5.01	3.41	3.16	890.5
6.15	6.06	4.13	4.03		5.58		f 5.08	3.46	3.21	894.8
6.19	6.10	4.16	4.06		6.01		5.12	3.50	3.25	897.6
6.24	6.15	4.20	4.10		6.05		f 5.18	3.55	3.30	901.8
6.30	6.21	4.24	4.14		6.09		f 5.24	4.01	3.36	903.6
6.37	6.27	4.29	4.19		6.14		5.30	4.07	3.42	908.7
6.42	6.32	4.33	4.23		6.18		5.35	4.12	3.47	912.7
6.50	6.40						5.45	4.20	3.55	917.2
6.55	6.45	s 4.40	s 4.30		s 6.25		5.50	4.25	4.00	918.4
7.03	6.53	4.46	4.36		6.31		5.56	4.32	4.07	921.7
7.09	6.59	4.52	4.42		6.37		f 6.02	4.40	4.15	927.6
7.18	7.08	4.59	4.49		6.44		6.09	4.47	4.22	932.6
7.26	7.16	5.06	4.56		6.51		6.17	4.55	4.30	936.7
7.35	7.25	5.14	5.04		6.59		6.25	5.04	4.39	943.3
										947.9
7.48	7.38	5.26	5.16		7.11		f 6.37	5.17	4.52	952.7
7.53	7.43	5.30	5.20		7.15		6.42	5.22	4.57	956.5
7.58	7.48	5.34	5.24		7.19		6.47	5.27	5.02	960.6
8.07	7.57	5.43	5.33		7.28		f 6.56	5.36	5.11	968.0
										970.6
8.15	8.05	5.51	5.41		7.36		7.04	5.44	5.19	975.5
										977.7
8.21	8.11	5.56	5.46		7.41		7.10	5.50	5.25	980.1
8.29	8.19	6.03	5.53		7.48		7.17	5.57	5.32	985.1
										989.9
A 8.45PM	A 8.35PM	A 6.15PM	A 6.05PM		A 8.00AM		A 7.30AM	A 6.10AM	A 5.50AM	992.6

(175.6)

(4.00)	(3.55)	(3.15)	(3.15)	(0.30)	(3.15)	(0.35)	(3.50)	(3.50)	(3.55) Thru Time.....
43.9	44.8	54.1	54.1	60.4	54.1	51.8	45.8	45.8	44.8 Average speed per hour.....

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

FOURTH SUBDIVISION EASTWARD

Time-Table No. 20

April 25, 1954

FIRST CLASS

Mile Post	12 Passenger	108 Streamliner Passenger	10 Passenger	28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	18 Passenger	44 Passenger
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STATIONS

DN-R GREEN RIVERTLGR	817.0	A 9.40AM	A 9.50AM	A 10.20AM	A 10.45AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.33	9.40	10.13	10.35	12.45	12.55	1.07	10.46	10.57	11.27
PERU	824.9	9.28	9.36	10.09	10.31	12.41	12.51	1.03	10.42	10.53	11.23
BRYAN	830.2	9.22	9.31	10.04	10.26	12.36	12.46	12.58	10.37	10.47	11.16
WESTVAO	837.8	9.15	9.25	9.57	10.19	12.30	12.40	12.51	10.30	10.40	11.08
DN GRANGER YL GN	847.2	f 9.05AM	9.17	9.48	10.10	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
VERNE	854.0		9.11	9.41	10.03	12.16	12.26		10.14		10.49
OHUROH BUTTES	858.7		9.07	9.37	9.58	12.12	12.22		10.09		10.43
HAMPTON	865.9		9.02	9.31	9.51	12.07	12.17		10.02		10.35
ELKHURST	869.7		8.59	9.28	9.47	12.04PM	12.14		9.58		10.31
DN CARTER YL Q	875.4		8.54	9.22	9.41	11.59AM	12.09		9.51		f 10.23
ANTELOPE	880.9		8.49	9.17	9.35	11.54	12.04PM		9.45		10.14
BRIDGER	885.6		8.44	9.13	9.30	11.49	11.59AM		9.40		10.09
LEROY	890.5		8.39	9.09	9.26	11.44	11.54		9.35		10.05
RAGAN	894.8		8.35	9.05	9.22	11.40	11.50		9.30		9.59
SPRING VALLEY	897.6		8.33	9.02	9.19	11.38	11.48		9.26		9.55
ASPEN	901.8		8.29	8.58	9.16	11.34	11.44		9.22		f 9.49
DN ALTAMONT AP	903.6		8.24	8.52	9.10	11.29	11.39		9.17		f 9.43
KNIGHT	908.7		8.19	8.45	9.03	11.24	11.34		9.10		9.34
MILLIS	912.7		8.15	8.40	8.57	11.20	11.30		9.04		9.27
DN-R EVANSTON YL NA	917.2		s 8.09	8.34	8.50	s 11.14	s 11.24		8.57		9.20
ALMY JCT.	918.4			8.30	8.45				8.52		9.15
WYUTA	921.7		8.01	8.23	8.37	11.06	11.16		8.45		9.06
DN WAHSATCH YL WH	927.6		7.56	8.17	8.31	11.01	11.11		8.39		f 8.59
CURVO	932.6		7.49	8.08	8.22	10.54	11.04		8.30		8.47
CASTLE ROCK	936.7		7.44	8.02	8.16	10.49	10.59		8.24		8.40
EMORY	943.8		7.36	7.52	8.06	10.41	10.51		8.14		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.23	7.38	7.51	10.28	10.38		8.00		f 8.11
HENEFER	956.5		7.19	7.33	7.46	10.24	10.34		7.55		8.04
D DEVIL'S SLIDE ON	960.6		7.15	7.28	7.41	10.20	10.30		7.50		7.59
DN MORGAN WB	968.0		7.08	7.20	7.32	10.13	10.23		7.41		f 7.50
STODDARD	970.6										
PETERSON	975.5		7.02	7.13	7.25	10.07	10.17		7.34		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		6.57	7.07	7.19	10.02	10.12		7.28		7.34
UINTAH	985.1		6.50	7.01	7.12	9.55	10.05		7.22		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.40AM	6.50AM	7.00AM	9.45AM	9.55AM		7.10PM		7.15PM

(175.6)

Thru Time.....	(0.35)	(3.10)	(3.30)	(3.45)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour.....	51.8	55.5	50.2	46.8	55.5	55.5	54.9	46.8	51.8	39.8

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 20

April 25, 1954

SECOND CLASS

Mile Post	254 Time Freight	264 Time Freight	226 Local Freight	262 Time Freight
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STATIONS

A 12.25AM	817.0	DN-R GREEN RIVERTLGR	A 8.00AM	8.05AM	A 9.50PM	COPTWXZY
12.15	821.1	RIVIEW				WS 56 PX
12.11	824.9	PERU				CS 79 P
12.06AM	830.2	BRYAN				CS 120 P
11.59PM	837.8	WESTVAO				CS 113 P
11.50	847.2	DN GRANGER YL GN		6.20AM	7.30PM	WS 94 IPWXY ES 120 RCS
11.43	854.0	VERNE				CS 120 P
11.39	858.7	OHUROH BUTTES				CS 99 P
11.32	865.9	HAMPTON				CS 99 P
11.28	869.7	ELKHURST				CS 90 P
s 11.20	875.4	DN CARTER YL Q				CS 130 CPW
11.12	880.9	ANTELOPE				CS 98 P
11.07	885.6	BRIDGER				CS 126 P
11.03	890.5	LEROY				WS 78 CS 72 PW
10.58	894.8	RAGAN				WS 66 PX
10.55	897.6	SPRING VALLEY				CS 122 P
10.51	901.8	ASPEN				ES 47 X
10.45	903.6	DN ALTAMONT AP				ES 117 PX
10.37	908.7	KNIGHT				ES 64 PX
10.32	912.7	MILLIS				CS 113 P
10.25	917.2	DN-R EVANSTON YL NA				PTWXYZC
10.20	918.4	ALMY JCT.				
10.14	921.7	WYUTA				CS 120 P
10.08	927.6	DN WAHSATCH YL WH				CS 85 PWY
9.57	932.6	CURVO				P
9.51	936.7	CASTLE ROCK				WS 113-50 ES 96 PW
9.41	943.8	EMORY				CS 120 PX
	947.9	BASKIN				
9.25	952.7	DN ECHO YL HO		A 9.05AM		WS 114 CS120 ES 101 CPTW
9.20	956.5	HENEFER		f 8.55		CS 113 P
9.15	960.6	D DEVIL'S SLIDE ON		s 8.45		CS 113 P
9.06	968.0	DN MORGAN WB		s 8.30		CS 115 PW
	970.6	STODDARD				
8.58	975.5	PETERSON		f 8.10		WS 113 CS 113 P
	977.7	STRAWBERRY				P
8.50	980.1	GATEWAY		8.00		PW
8.43	985.1	UINTAH		f 7.50		WS 47 ES 57 P
	989.9	RIVERDALE YL				X
8.30PM	992.6	DN-R OGDEN YL OG	1.00AM		7.35AM	COPTWYZ

(175.6)

(3.55)	44.8	..... Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
		.....Average speed per hour.....	25.1	17.2	27.3	12.9

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 20				SECOND CLASS					
212				April 25, 1954				211					
Mixed				STATIONS				Mixed					
Daily Except Sunday				BLOCK SIGNALS				Daily Except Sunday					
IP			5.0	DN	SAND CREEK JCT YL SK	5.0							
15			8.2		WELBY	8.2							
31	P		9.8		QUIMBY	9.8							
36	P		13.8		EAST LAKE	13.8							
31	P		18.1		DARLOW	18.1							
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2							
			22.2		U. P. CROSSING	22.2							
42			24.3		GRADEN	24.3							
53	YP		26.1	D	FREDERICK YL FR	26.1							
	P		27.8		FIRESTONE	27.8							
19	P		30.2		HARNEY	30.2							
31	P		34.6		GOWANDA	34.6							
	P		38.3		WILD OAT	38.3							
21	WYP		4.35PM		DENT YL	42.8	A	9.43AM					
	WCTYP		5.05PM	DN-R	LA SALLE YL SA	50.6		9.30AM					
					(45.6)			Daily Except Sunday					
		(0.30)	15.6		..... 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 S-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					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
211		April 25, 1954		212	
Mixed		STATIONS		Mixed	
Daily Except Sunday				Daily Except Sunday	
21	WYP	9.43AM	0.0	DENT YL	A 4.35PM
	P	f 9.48	1.7	MILLIKEN YL M	f 4.30
			2.0	G. W. CROSSING	
	P	f 10.01	7.3	KOENIG	f 4.11
			9.0	G. W. CROSSING	
	P	f 10.05	9.1	KELIM	f 4.07
			13.5	BOYD LAKE	f 3.58
			16.4	REDMOND	f 3.53
42	P	f 10.27	19.5	HARMONY	f 3.47
136	WCTYZP	A 10.40AM	25.0	D-R FORT COLLINS YL FO	3.35PM
			25.2	O. & S. CROSSING	
			25.3	O. & S. CROSSING	
	P		27.9	POUDRE YL	
	P		30.0	BOETTCHER YL	
	P		38.5	RIPPLE	
	Y		41.7	BUCKEYE YL	
				(41.7)	Daily Except Sunday
		(0.57)	26.3	..... Thru Time.....	(1.00)
				..... Average speed per hour.....	25.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 and No. 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Boulder Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
211		April 25, 1954		212	
Mixed		STATIONS		Mixed	
Daily Except Sunday				Daily Except Sunday	
55	WYZP	0.0	DN-R BRIGHTON YL BI		
	P	4.2	YOXALL		
			DIOK		
21		7.1	DN ST VRAINS YL VS		
	IWYP	8.1	U. P. CROSSING		
		8.1	NATIONAL		
		10.1	STATE COAL MINE JCT YL		
	P	10.9	PARKDALE JCT YL		
	P	11.4	ERIE		
	P	15.1	O. B. & Q. CROSSING		
		16.4	TABOR		
		17.8	LEYNER		
		19.6	LIGGETT		
	P	24.0	VALMONT YL		
		26.0	O. & S. CROSSING		
	WYP	26.1	ARA YL		
	P	27.6	DN-R BOULDER YL BR		
			(27.6)		
		(8.20)	12.3	..... Thru Time.....	(8.30)
				..... Average speed per hour.....	13.1

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 and No. 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Greeley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
201		April 25, 1954		202	
Mixed		STATIONS		Mixed	
Wed., Fri.				Wed., Fri.	
247	WYZP	0.0	DN GREELEY YL HG	0.0	
	YP	2.8	GREELEY JCT. YL	2.3	
34	YP	6.0	CLOVERLY	6.0	
		8.4	ALDEN	8.4	
37	P	10.4	D GILL GI	10.4	
		13.8	MATTHEWS	13.8	
		14.5	BARNESVILLE	14.5	
29	YP	28.1	BRIGSDALE	28.1	
			(28.1)		
		(8.20)	12.3	..... Thru Time.....	(8.30)
				..... Average speed per hour.....	13.1

WESTWARD—Pleasant Valley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
221		April 25, 1954		222	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday				Monday Wednesday Friday	
24	YP	0.0	CLOVERLY	0.0	
		8.1	LOWE	8.1	
	P	5.1	D GALETON GN	5.1	
			(5.1)		
		(8.20)	12.3	..... Thru Time.....	(8.30)
				..... Average speed per hour.....	13.1

WESTWARD—Coalmont Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
221		April 25, 1954		222	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday				Monday Wednesday Friday	
	PYZ	9.30AM	0.0	LARAMIE N	0.0
22	PZ	f 10.15	14.5	MILLER V	f 3.30
21	P	f 10.30	17.8	MILBROOK S	f 3.15
17	PW	f 10.42	21.8	HATTON F	f 3.03
20	P	s 11.07	29.7	OENTENNIAL G	s 2.30
42	Y	f 11.22	34.5	DEERWOOD	f 2.15
	PW	f 11.32AM	35.6	SPRING CREEK	f 2.08
19	PW	f 12.02PM	40.4	ALBANY MI	f 1.38
24	W	12.44	47.3	LAKE B	12.56
76	YCWP	s 1.30	54.6	FOX PARK MS	s 12.11PM
25	P	f 2.26	63.9	WYOOLO H	f 11.14AM
39	PYW	f 3.07	70.8	CAMP HL	f 10.32
18	P	f 3.27	73.8	KINGS CANON LH	f 10.12
76	PYW	f 4.03	79.8	NORTHGATE X	f 9.36
6		f 4.15	83.5	COWDREY	f 9.24
27		f 4.30	88.2	BROWNLEE	f 9.09
82	P	s 4.40	92.2	WALDEN U	s 9.01
32		f 5.02	100.7	LALAND	f 8.20
17		f 5.29	107.6	HEBRON	f 8.01
90	PYCW	A 5.50PM	111.1	COALMONT	7.45AM
				(111.1)	Tuesday Thursday Saturday
		(8.20)	12.3	..... Thru Time.....	(8.30)
				..... Average speed per hour.....	13.1

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

WESTWARD—Encampment Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
201		April 25, 1954		202	
Mixed		STATIONS		Mixed	
Wed., Fri.				Wed., Fri.	
		12.01PM	0.0	R WALCOTT WA	0.0
6		f 12.28	6.8	MEADS	f 10.49
7		f 12.54	12.3	OVERLAND	f 10.26
1		f 1.27	20.6	FISH HATCHERY	f 9.53
26	WY	s 1.56	24.1	SARATOGA	s 9.37
1		f 2.15	27.8	DAHLSTROM	f 9.17
1		f 2.23	29.7	DAVIS	f 9.07
13		f 2.36	32.7	COO CREEK	f 8.54
15		f 3.07	39.3	CANYON	f 8.22
43	WY A	3.32PM	44.4	R ENCAMPMENT	44.4
				(44.4)	Mon., Wed., Fri.
		(3.31)	12.6	..... Thru Time.....	(3.16)
				..... Average speed per hour.....	13.6

WESTWARD—Superior Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
201		April 25, 1954		202	
Mixed		STATIONS		Mixed	
Wed., Fri.				Wed., Fri.	
	XPY	0.0	THAYER JUNCTION YL	0.0	
WP		7.6	D SUPERIOR SU	7.6	
		9.1	END OF TRACK	9.1	
			(9.1)		

WESTWARD—South Pass Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
221		April 25, 1954		222	
Mixed		STATIONS		Mixed	
Monday Wednesday Friday				Monday Wednesday Friday	
W84	WCY	0.0	DN-R ROCK SPRINGS YL SG	0.0	
96	TZP	3.4	LIONKOL JUNCTION	3.4	
		5.5	RELIANCE JUNCTION	5.5	
		7.9	STANSBURY JUNCTION	7.9	
		9.5	WINTON JUNCTION	9.5	
			(9.5)		

WESTWARD—Reliance Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
201		April 25, 1954		202	
Mixed		STATIONS		Mixed	
Wed., Fri.				Wed., Fri.	
		0.0	RELiance JUNCTION	0.0	
		1.7	RELiance MINE	1.7	
		2.1	END OF TRACK	2.1	
			(3.1)		

WESTWARD—Winton Branch—EASTWARD					
SECOND CLASS		Time-Table No. 20		SECOND CLASS	
201		April 25, 1954		202	
Mixed		STATIONS		Mixed	
Wed., Fri.				Wed., Fri.	
		0.0	WINTON JUNCTION	0.0	
		2.4	HAY	2.4	
		5.0	WINTON YL	5.0	
		5.2	END OF TRACK	5.2	
			(5.2)		

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

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 20 April 25, 1954		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	YL	0.0
	1.9	PURITAN		1.9
	3.1	END OF TRACK		3.1
		(3.1)		

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 20 April 25, 1954		Mile Post
		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 31.	Distance from Stansbury Jct.	Time-Table No. 20 April 25, 1954		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1
		(2.1)		

WESTWARD—Dines Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Hay	Time-Table No. 20 April 25, 1954		Mile Post
		STATIONS		
	0.0	HAY		0.0
	1.6	DINES		1.6
	1.9	END OF TRACK		1.9
		(1.9)		

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

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 226 Local Freight	Distance from Echo	Time-Table No. 20 April 25, 1954		Mile Post	SECOND CLASS 226 Local Freight	
			STATIONS				
WS120CS120 ES101CPTW	9.15AM	0.0	DN-R	ECHO	YL HO	0.0	A 2.10PM
18	9.45	5.7	D	COALVILLE	YL VE	5.7	1.45
16	10.20	13.4		WANSHIP		13.4	1.10
12	10.50	20.3		ATKINSON		20.3	12.40
16	11.07	24.5		KEETLEY JCT.	YL	24.5	12.20
3		26.0		BEGGS SPUR		26.0	
47		27.2		BROADWATER SPUR		27.2	
PWY	A 1130AM	28.4	D-B	PARK CITY	YL KD	28.4	12.01PM
				(28.4)			Daily Except Sunday
	(2.15)			Thru Time		(2.09)	
	12.6			Average speed per hour		13.0	

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 20 April 25, 1954		Mile Post
		STATIONS		
	0.0	KEETLEY JCT.	YL	0.0
	5.2	KEETLEY YL		5.2
	7.0	CRANMER YL		7.0
		7.0		

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

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

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

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

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40	When more than 50% of the tonnage is gravel.			40
When caboose is handled in train consisting of passenger train equipment.		50		Trains 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
Within yard limits protected by block signals where not otherwise restricted.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	25	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Other branch lines.		30	15	Trains handling air-dump cars.			35
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling scale test cars: On main line. * On branch lines except Dent branch.			30 20
1500 class Diesel-electric locomotives in road service.	50	50	50	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric yard switch locomotives in road service.		35	35	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
Diesel-electric locomotives running light, dynamic brake not in operation.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
7000 and 7800 class engines.		75	50	When using No. 14 turn-outs.	25	20	20
3800 and 3900 class engines.		60	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 15 10
5000 and 9000 class engines.		50	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch	20	20	20
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	LaSalle 47.8 and 48.0	70	60	50
4000 class engines.		45	45	Evans 49.4 and 49.7	70	60	50
Freight engines not otherwise shown.		50		Pierce 71.19 and 72.25	50	50	50
Light engines.		45	45	Warren 91.8 and 92.2	70	60	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40
Denver, within city limits over street crossings.	35	35	25	Cheyenne Side 97.73 and 97.76	30	30	20
Between Mile Posts— Denver Yard				Borie Side 97.73 and 97.76	30	30	20
0.4 and 0.7 westward track.	30	30	25				
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				

SECOND SUBDIVISION

Cheyenne to West Speer, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 3 track	60	60	50	When more than 50% of the tonnage is gravel.			30
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	Cheyenne passenger sheds.	10	10	10
Dale to Laramie, No. 2 track	70	60	40	Tower A, through cross-overs.	10	10	10
Laramie to Dale, No. 1 track	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Dale to Cheyenne, No. 1 and 2 tracks	70	60	40	Westward solid express trains, between M. P. 549.7 and 557.0		30	
Light engines.			40				
4000 class engines.		45	40				

ON NO. 3 TRACK				ON NO. 1 TRACK			
Between Mile Posts— Perkins 553.5 and 554.0				Forelle 549.8 and 562.2			
60	50	40		60	50	40	
ON NO. 1 AND 2 TRACKS				ON NO. 2 TRACK			
Between Mile Posts— Cheyenne 515.6 and 515.7				Hermosa 563.6 and 550.0			
60	50	40		70	60	40	
518.8 and 519.1	60	50	40	550.0 and 549.3	50	40	30
Borie 522.1 and 522.3	60	50	40	Laramie			
523.3 and 523.6	60	50	40				
524.5 and 525.6	60	50	40				
Granite 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				
Hermosa Tunnel	50	40	30				
547.0 and 548.1	55	45	35				
Hermosa							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Laramie 566.8 and 567.2				Between Mile Posts— Green River 817.0 and 816.3			
566.8 and 567.2				817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	55	50	40
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	50	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Fort Steele 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
Sinclair 678.1 and 678.5	80	70	50	Latham 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
Riner 703.0 and 704.2	70	60	50	Creston 709.0 and 708.6	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 652.2	60	50	40
742.7 and 743.1	70	60	50	Dana 650.7 and 650.2	70	60	50
Monell 752.9 and 753.3	70	60	50	Percy 648.0 and 647.5	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	646.3 and 645.1	70	60	50
760.5 and 761.0	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.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	55	50	40	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							

FOURTH SUBDIVISION

Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				

Between Green River and Evanston

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Green River 817.0 and 818.5	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	79	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0	50	40	25
				Green River			

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

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

BRANCHES

Branch	Maximum Speed	Location	Maximum speed.
Boulder Branch	25	Encampment Branch	15
Trains handling outfit cars.	20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.	15	Pleasant Valley Branch	15
Between Parkdale Jct. and Erie	15	Puritan Branch	15
Valmont Spur, M. P. 1, over C. & S. crossing	10	Lionkol Branch	10
Dent Branch: Maximum speed.	60	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	Branches not otherwise shown.	15
3900, 5000 and 9000 class and Mallet type engines.	40	Stansbury Spur	5
Freight engines not otherwise shown.	50	Spurs not otherwise shown.	10
Trains handling outfit cars.	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	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
Between Mile Posts— Quimby 10.0 and 10.6 11.6 and 12.0	50	Park City Branch Maximum Speed	25
East Lake 14.3 and 14.6	50	Trains handling outfit cars.	20
St. Vrains 21.5 and 21.9	40	Between Mile Posts— 0.0 and 4.3	15
Frederick 25.6 and 25.8	40	5.1 and 5.2	15
Gowanda 37.9 and 38.0	50	13.2 and 13.5	15
Wild Cat 40.4 and 40.5	50	14.8 and 21.0	15
Fort Collins Branch Between Dent and Fort Collins.	30	24.0 and 24.1	15
Between Fort Collins and Buckeye.	25	25.1 and 25.2	15
Trains handling outfit cars.	20	26.3 and 28.4	15
Dent, over west wye switch.	10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Fort Collins, within city limits.	15	Ontario Branch	15
Fort Collins, over east cross-over switch.	5	Cranmer spur, between Keetley and end of track.	10
Greeley Branch	15		
Coalmont Branch 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—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
Spencer Wright	Medical Director	Salt Lake City, Utah	Blair Liddell	Surgeon	Evanston, Wyo.
Wm. M. Grieg	District Surgeon	Denver, Colo.	J. H. Waters	Surgeon	Evanston, Wyo.
J. S. Benwell	Surgeon	Denver, Colo.	J. B. Bennett	Surgeon	Evanston, Wyo.
T. E. Beyer	Aurist	Denver, Colo.	R. H. Jesson	Surgeon	Hanna, Wyo.
J. R. Blair	Aurist	Denver, Colo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
A. T. Haley	Surgeon	Denver, Colo.	O. S. Pavy	Surgeon	Laramie, Wyo.
I. E. Hix	Oculist	Denver, Colo.	E. C. Pelton	Surgeon	Laramie, Wyo.
I. E. Hix, Jr.	Oculist	Denver, Colo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
H. W. Stuver	Surgeon	Denver, Colo.	R. F. Howe	Surgeon	Ogden, Utah
W. L. Bennett	Surgeon	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	Paul Southwick	Surgeon	Ogden, Utah
P. R. Farrington	Surgeon	Boulder, Colo.	G. H. Keyes	Surgeon	Ogden, Utah
J. W. Wells	Surgeon	Brighton, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
F. A. Humphrey	Surgeon	Fort Collins, Colo.	W. P. Daines	Surgeon	Ogden, Utah
C. P. Bishop	Surgeon	Frederick, Colo.	F. W. Seager	Surgeon	Ogden, Utah
P. W. Woodward	Surgeon	Fort Morgan, Colo.	H. F. De Mars	Oculist & Aurist	Ogden, Utah
J. W. Allely	Surgeon	Greeley, Colo.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah
W. L. Wilkinson	Surgeon	LaSalle, Colo.	J. A. Dixon	Surgeon	Ogden, Utah
E. R. Pearson	Surgeon	Lupton, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
J. H. Scheidt	Surgeon	Platteville, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
C. M. Morgan	Surgeon	Walden, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
O. R. Hayes	Surgeon	Cheyenne, Wyo.	Louis J. Taufer	District Surgeon	Salt Lake City, Utah
G. W. Koford	Surgeon	Cheyenne, Wyo.	R. J. Parker	Surgeon	Coalville, Utah
P. J. Preston	Orthopedist	Cheyenne, Wyo.	H. T. High	Surgeon	Devils Slide, Utah
E. W. Newman	Oculist	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. W. Marbry	Aurist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
R. B. Stamp	Oculist	Cheyenne, Wyo.	Dan Oniki	Surgeon	Park City, Utah
R. I. Williams	Aurist	Cheyenne, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.			

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Hanna	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Telegraph Office
29th Street	Yard Office	Rawlins	Yard Office
38th 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
Eaton	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Yard Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Yard Office	Ogden	Enginemen's Wash Room
Laramie	Depot Telegraph Office	Ogden	RD—28th St. Telegraph Office
Laramie	Engine Dispatcher's Office	Fort Collins	Telegraph Office