

# UNION PACIFIC RAILROAD COMPANY

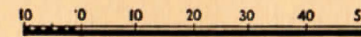
## Eastern District

### EASTERN DISTRICT

#### WYOMING DIVISION

CORRECTED TO JUNE 7, 1948

SCALE IN MILES



### WYOMING DIVISION

## TIME-TABLE

# No. 5

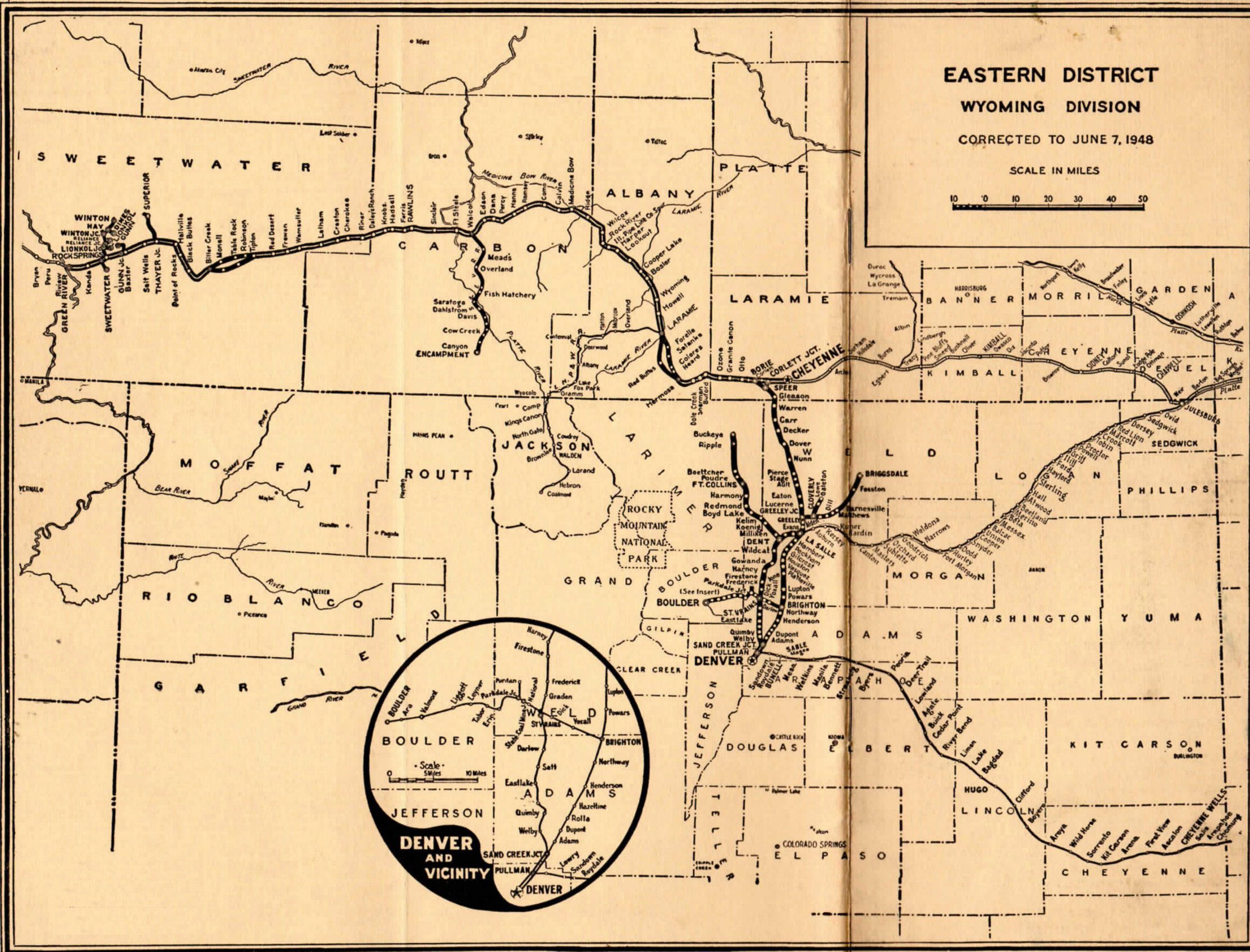
Effective Sunday,

**June 12, 1949**

at 12:01 A. M. Mountain Time

*Be Careful Today*

FOR EMPLOYEES ONLY



WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

		3	85	1	15	17	37	5	23	27	11	9	101	103	105	111	Distance from Council Bluffs	Time-Table No. 5 June 12, 1949
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger		STATIONS
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
								9.20									0.0	CO. BLUFFS
		11.00	10.00	9.25	8.00			9.55	8.30	5.45			3.25	3.10	2.50	12.40	2.8	OMAHA
		1.55	12.30	12.05	11.10			12.45	11.25	8.25			5.25	5.10	4.50	2.45	146.9	GRAND ISLAND
		4.25	2.45	2.20	1.50			3.05	2.00	10.40			7.10	6.55	6.37	4.37	284.1	NORTH PLATTE
		3.50	2.00	1.30	1.00			2.15	1.10	9.50			6.11	5.56	5.40	3.40		NORTH PLATTE
			3.25		2.45											4.50	365.3	JULESBURG
		6.50		3.50				4.35	3.50	12.10			7.55	7.40	7.25		407.5	SIDNEY
																		SIDNEY
																		KANSAS CITY
			7.30		7.55							9.20						KANSAS CITY
												7.25						DENVER
												7.45						DENVER
		9.55		6.00				6.35	6.15	2.20		10.00	9.40	9.25	9.10		509.5	CHEYENNE
		10.25		6.10				6.50	6.25	2.30			9.50	9.35	9.20			CHEYENNE
																		BORIE
																		BORIE
		11.59		7.40				8.30	8.00	4.00			11.10	10.55	10.40		566.0	LARAMIE
		2.20		9.55				11.10	10.50	6.15			1.00	12.45	12.25		682.8	RAWLINS
		5.00		12.40				2.05	1.50	9.00			3.10	2.55	2.40		817.0	GREEN RIVER
		5.25		12.50				2.25	2.10	9.10	5.40		3.20	3.05	2.50			GREEN RIVER
																		GRANGER
		9.15		4.40				6.20	6.15	1.03			6.35	6.20			992.6	OGDEN
																		OGDEN
																		(992.6)
		(23.15)	(10.30)	(20.15)	(12.55)	(10.30)	(32.05)	(21.25)	(22.45)	(20.18)	(0.35)	(13.40)	(16.10)	(16.10)	(13.30)	(8.20)		Thru Time From Omaha
		42.6	53.3	48.9	43.3	41.0	37.9	46.2	43.5	48.8	51.8	54.6	61.2	61.2	62.5	67.2		Average speed per hour

H. E. SHUMWAY  
General Manager

V. W. SMITH  
General Superintendent

A. D. HANSON  
Genl. Supt. Transportation

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

E. H. BAILEY, Superintendent ..... Cheyenne, Wyo.  
C. J. COLOMBO, Asst. Superintendent ..... Laramie, Wyo.  
F. E. TERWILLEGGER, 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.  
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.  
E. J. LENHART, Road Foreman of Engines ..... Rawlins, Wyo.  
R. M. WARNER, Road Foreman of Engines ..... Cheyenne, Wyo.  
T. L. PIDCOCK, Division Engineer ..... Cheyenne, Wyo.  
J. E. SWANSON, General Roadmaster ..... Cheyenne, Wyo.

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		12	112	28	10	4	2	104	102	106	38	18	6	24	86	16	Mile Post	Time-Table No. 5 June 12, 1949	
		Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Passenger		STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
																	0.0	CO. BLUFFS	
																		2.8	OMAHA
																		146.9	GRAND ISLAND
																		284.1	NORTH PLATTE
																		365.3	JULESBURG
																		407.5	SIDNEY
																			SIDNEY
																			KANSAS CITY
																			KANSAS CITY
																			DENVER
																			DENVER
																			CHEYENNE
																			CHEYENNE
																			BORIE
																			BORIE
																			LARAMIE
																			LARAMIE
																			RAWLINS
																			RAWLINS
																			GREEN RIVER
																			GREEN RIVER
																			GRANGER
																			GRANGER
																			OGDEN
																			OGDEN
																			(992.6)
		(0.40)	(7.35)	(19.25)	(19.20)	(13.05)	(22.40)	(16.00)	(15.55)	(13.23)	(27.15)	(9.32)	(21.05)	(23.05)	(10.20)	(12.40)		Thru Time To Omaha	
		45.3	73.8	51.0	51.2	57.0	43.7	62.8	62.2	63.1	44.6	45.2	46.9	42.9	54.2	44.2		Average speed per hour	

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.
17	Rock River Medicine Bow Sinclair Wamsutter	Denver or east.		16	Brighton Lupton		East of La Salle.
17	Any station on Third Subdivision		North of Granger.	18	Any station on Third Subdivision		Granger or beyond.
23	Any station on Third Subdivision	East of Cheyenne	Ogden or beyond.	24	Any station on Third Subdivision		Ogden or beyond.
27	Rock Springs	Omaha and Denver or beyond.	West of Ogden.	28	Rock Springs		West of Ogden..... Omaha or beyond.
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.	106	Rock Springs		Pocatello or beyond. Cheyenne or beyond.
				334	Any Station		Cheyenne or beyond.

**WESTWARD**

**FIRST SUBDIVISION**

**SECOND CLASS**

Car Capacity of Seating, etc. See Rule 6 (A), Page 19.	SECOND CLASS					Distance from Denver
	96	248	377	370	92	
	C.R.I.&P. Freight	Time Freight	Time Freight	Mixed	C.R.I.&P. Freight	
	Daily	Daily	Daily	Daily	Daily	
YIP		10.30PM		6.50PM	3.50AM	0.0
ZP		10.35	10.00PM	9.00PM	7.03 <sup>57</sup>	3.55
WCOTYZP		A10.40PM	10.02	9.06	A 7.30PM	A 4.00AM
IP			10.09	9.09		4.9
95 P			10.15	9.15		5.0
57 P			10.20	9.20		8.1
52 P			10.24	9.25		11.8
91 WYZP			10.34	9.35		14.1
94 P			10.43	9.45		19.1
53 P			10.49	9.51		25.8
95 P			10.55	9.58		30.1
119 P			11.04	10.07		34.8
102 WCTYP		A11.15PM	10.25			40.0
60 P			10.31			46.1
247 WYZP			10.38			48.2
YP						51.7
81 P			10.45			54.0
80 P			10.52			55.8
I						59.2
65 P			10.58			59.8
64 WYP			11.05			63.0
52 P			11.12			66.8
96 P			11.20			71.9
51 P			11.28			77.0
94 WCYP			11.40			81.9
97 P			11.48			86.0
52 P			11.55PM			90.4
95 45 WYP			12.01AM			94.4
72 IP						97.8
P			12.06			103.1
IP			12.11			101.5
WCOTYZP			A12.30AM			104.7
						106.0

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

**Time-Table No. 5**

June 12, 1949

**STATIONS**

DN-R DENVER YL UD	Double Track
23RD STREET YL	
DN-R 36TH ST. YL RA	
PULLMAN YL	
O. B. & Q. CROSSING	
DN SAND CREEK JCT. YL SK	
DUPONT	
HAZELTINE	
HENDERSON	
DN BRIGHTON YL BI	
D LUPTON UP	BLOCK SIGNALS
IONE	
D PLATTEVILLE PA	
D GILCREST GI	
DN-R LA SALLE YL SA	
EVANS	
DN GREELEY YL HG	
GREELEY JCT.	
D LUERNE O	
DN EATON YL UR	
G. W. CROSSING	
D AULT A	
D PIEROE RI	
D NUNN NU	
DOVER	
DEOKER	
DN OARR OR	
WARREN	
GLEASON	
D SPEER YL S	
DN BORIE YL BO	
CORLETT JCT.	
DN TOWER A YL AY	
DN-R CHEYENNE YL N-OY	

(106.0)

..... 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, 86, 9, 17, 37, 57 and 85, and not less than fifteen minutes by second class and extra trains.  
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
For stations not shown on schedule pages—See page 19.

**WESTWARD**

**FIRST SUBDIVISION**

**FIRST CLASS**

Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Mixed	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Distance from Denver											
												10	57	16	17	37	86	112	26	8	38	9
												Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
8.00PM	7.00PM	5.40PM	5.35PM	5.30PM	5.15PM	5.00PM	1.05PM	1.00PM	8.50AM	7.45AM	0.0											
8.04	7.03 <sup>370</sup>	5.44	5.38	5.33	5.20	5.02	1.09	1.04	8.54	7.48	0.6											
A8.05PM	7.04	5.45	5.39	5.34	5.21	5.03	A1.10PM	A1.05PM	A8.55AM	7.49	0.6											
	7.08	5.49	5.42	5.37	5.25	5.06				7.53	1.7											
	7.12	5.52	5.46	5.41	5.28	5.09				7.57	2.2											
	f 7.15	5.55	5.50	5.44	5.31	5.12				8.00	4.9											
	f 7.20 <sup>10</sup>	5.58	5.54	5.47	5.34	5.14				8.03	5.0											
	s 7.28	6.04	5.59	5.52	5.39	5.18				8.09	8.1											
	f 7.36	6.11	6.05	5.58	5.45	5.23				8.15	11.8											
	f 7.42	6.15	6.10	6.02	5.49	5.26				8.19	14.1											
	f 7.48	6.19	6.14	6.06	5.53	5.30				8.23	19.1											
	f 7.55	6.24	6.18	6.10	5.58	5.34				8.28	25.8											
	s 8.06	A 6.30PM	s6.25	s6.17	A6.05PM	A 5.40PM				s 8.34	30.1											
	f 8.11		6.28	6.20						8.37	34.8											
	s 8.30		s6.41 <sup>10</sup>	s6.27						s 8.45	40.0											
											46.1											
	f 8.36		6.51	6.34 <sup>10</sup>						8.51	48.2											
	f 8.42 <sup>334</sup>		6.55	6.40						8.55	51.7											
											54.0											
	f 8.48		6.59	6.44						9.00 <sup>52</sup>	55.8											
	f 8.54		7.03	6.48						9.04	59.2											
	f 8.59		7.08	6.53						9.09	59.8											
	f 9.06		7.13	6.59						9.14	63.0											
	9.12		7.18	7.04						9.19	66.8											
	f 9.18		7.24	7.12						9.24	71.9											
	9.25		7.30	7.20						9.29	77.0											
	f 9.32		7.36 <sup>334</sup>	7.26 <sup>334</sup>						9.34	81.9											
	f 9.38		7.41	7.31						9.39	86.0											
			A7.50PM	A7.40PM							90.4											
	9.46									9.44	94.4											
	9.50									9.49	97.8											
	A10.05PM									A10.00AM	103.1											
											101.5											
											104.7											
											106.0											

(106.0)

(0.05) 26.4 (3.05) 34.4 (0.50) 55.3 (2.15) 45.8 (2.10) 47.6 (0.50) 55.3 (0.40) 69.1 (0.05) 26.4 (0.05) 26.4 (0.05) 26.4 (2.15) 47.1

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, 86, 9, 17, 37, 57 and 85, and not less than fifteen minutes by second class and extra trains.  
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
For stations not shown on schedule pages—See page 19.

Time-Table No. 5 June 12, 1949		FIRST SUBDIVISION EASTWARD											
		FIRST CLASS											
		9	85	38	18	15	111	7	52	37	25	10	
STATIONS		Mile Post	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	C.R.I.&P. Mixed	Passenger
DN-R DENVER YL UD	0.0	A 7.25AM	A7.30AM	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 <sup>111</sup> 7.45 <sup>15</sup>	7.45 <sup>18</sup>	7.51 <sup>18</sup>						
DN-R 36TH ST. YL RA	1.7	7.19	7.21	7.25	7.37	7.42	7.48	8.17	10.34	3.04	5.22	7.35	
PULLMAN YL	2.2	7.18AM	7.20	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		7.08	7.16	7.32	7.36AM	7.42		10.29			7.29	
DUPONT	8.1		7.03	7.11	7.28		7.37		10.24			7.25	
HAZELTINE	11.3		6.59	7.07	7.24		7.34		f 10.20			7.22	
HENDERSON	14.1		6.56	7.04	7.21		7.31		f 10.17			7.20 <sup>57</sup>	
DN BRIGHTON YL BI	19.1		6.50	6.58	7.16		7.26		s 10.11			7.15	
D LUPTON UP	25.8		6.43	6.51	7.08		7.20		s 9.59			7.09	
IONE	30.1		6.38	6.46	7.04		7.16		f 9.52			7.05	
D PLATTEVILLE PA	34.8		6.33	6.41	7.00		7.12		f 9.45			7.01	
D GILOREST GI	40.0		6.28	6.35	6.55		7.08		f 9.38			6.56	
DN-R LA SALLE YL SA	46.1		6.20AM	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			s 6.41 <sup>17</sup>	
GREELEY JCT.	54.0												
D LUCERNE O	55.8			6.12	6.32				f 9.11			6.34 <sup>37</sup>	
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 <sup>9</sup>			6.28	
D PIERCE RI	66.8			6.00	6.20				f 8.52			6.24	
D NUNN NU	71.9			5.55	6.16				f 8.46			6.20	
DOVER	77.0			5.50	6.12				f 8.40			6.16	
DECKER	81.9			5.45	6.08				8.34			6.12	
DN OARR OR	86.0			5.40	6.04				s 8.29			6.08	
WARREN	90.4			5.34	5.59				8.23			6.02	
GLEASON	93.4			5.30	5.55				8.18			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	
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(0.07)	(1.10)	(2.25)	(2.25)	(0.19)	(1.00)	(0.09)	(2.45)	(0.27)	(0.10)	(2.05)
Average speed per hour.....	18.9	39.5	42.7	42.7	15.8	46.1	14.7	38.5	4.9	13.2	50.9

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Time-Table No. 5 June 12, 1949		FIRST SUBDIVISION EASTWARD											
		SECOND CLASS											
		455	97	91	369	334							
STATIONS		Mile Post	Time Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Mixed						Car Capacity of Staging, etc. See Rule 6 (A), Page 19.
DN-R DENVER YL UD	0.0			A 6.30AM	A11.59AM	A11.45AM	A11.50PM						YIP
23RD STREET YL	0.6				11.10 <sup>369</sup>	11.10 <sup>91</sup>							
DN-R 36TH ST. YL RA	1.7	A 3.00AM	5.40	11.05	11.08	11.28							ZP
PULLMAN YL	2.2	2.30	5.30AM	11.00AM	11.05AM	11.25							WCOTYZP
C. B. & Q. CROSSING	4.9												
DN SAND CREEK JCT. YL SK	5.0	2.11				11.20PM							IP
DUPONT	8.1	2.05											95 P
HAZELTINE	11.8	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 GILOREST GI	40.0	1.10											119 P
DN-R LA SALLE YL SA	46.1	12.55AM				A 9.20PM							192 WCTYP
EVANS	48.2					9.12							60 P
DN GREELEY YL HG	51.7					s 9.05							247 WYZP
GREELEY JCT.	54.0												YP
D LUCERNE O	55.8					8.48							81 P
DN EATON YL UR	59.2					s 8.42 <sup>57</sup>							80 P
G. W. CROSSING	59.3												I
D AULT A	63.0					s 8.25							65 P
D PIERCE 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 OARR OR	86.0					s 7.47							94 WCYP
WARREN	90.4					7.41							97 P
GLEASON	93.4					f 7.36 <sup>17</sup> 7.26 <sup>37</sup>							52 P
D SPEER YL S	97.8					f 7.19							95 WYP
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
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(2.05)	(1.00)	(0.50)	(0.40)	(4.50)
Average speed per hour.....	21.3	2.2	2.2	3.3	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, 86, 9, 17, 37, 57 and 85, and not less than fifteen minutes by second class and extra trains.  
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages—See page 19.





WESTWARD		DENT BRANCH		EASTWARD							
SECOND CLASS		Time-Table No. 5		FIRST CLASS							
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.	212	Distance from Denver	Mile Post	15							
	Mixed			Passenger							
	Daily										
STATIONS		STATIONS		STATIONS							
IP		5.0	DN	SAND CREEK JCT. YL SK	5.0	A	7.36AM			A	11.20PM
31	P	9.8		QUIMBY	9.8		7.27				11.11
36	P	13.8		EAST LAKE	13.8		7.22			f	11.04
31	P	18.1		DARLOW	18.1		7.16				10.57
55	IPWY	22.2		ST. VRAINS YL VS	22.2	f	7.10			f	10.48
		22.2		U. P. CROSSING	22.2						
53	YP	26.1		FREDERICK YL FR	26.1	f	7.04			f	10.37
	P	27.8		FIRESTONE	27.8		7.01				10.31
19	P	30.2		HARNEY	30.2		6.57				10.25
31	P	34.6		GOWANDA	34.6		6.51				10.17
	P	38.3		WILD OAT	38.3		6.46				10.10
21	WYP	42.8		DENT	42.8		6.40		A	9.43AM	10.01
	WCTYP	50.6		LA SALLE YL SA	50.6		6.30AM			9.30AM	9.45PM
				(45.6)			Daily			Daily	Daily
		(0.15)		.....Thru Time.....		(1.06)		(0.13)		(1.35)	
		31.2		.....Average speed per hour.....		41.5		36.0		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 19.

WESTWARD		FORT COLLINS BRANCH		EASTWARD			
SECOND CLASS		Time-Table No. 5		SECOND CLASS			
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.	211	Mile Post	Mile Post	212			
	Mixed			Mixed			
	Daily						
STATIONS		STATIONS		STATIONS			
21	WYP	9.43AM	0.0	N	DENT YL FD	A	4.20PM
	P	f 9.48	1.7		MILLIKEN YL	f	4.15
			2.0		G. W. CROSSING		
	P	f 9.55	7.8		KOENIG	f	4.04
			9.0		G. W. CROSSING		
	P	f 10.00	9.1		KELIM	f	4.00
		f 10.06	13.5		BOYD LAKE	f	3.51
		f 10.10	16.4		REDMOND	f	3.46
42	P	f 10.15	19.5		HARMONY	f	3.40
136	WCTYZP	A 10.30AM	25.0	D-R	FORT COLLINS YL FO		3.30PM
			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
		(0.47)		.....Thru Time.....		(0.50)	
		32.0		.....Average speed per hour.....		30.0	

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 19.

WESTWARD		Greeley Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Greeley	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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
		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		BRIGGSDALE	28.1
				(28.1)	
WESTWARD		Superior Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Thayer Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		STATIONS	
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	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Rock Springs	Mile Post	15	
				Passenger	
STATIONS		STATIONS		STATIONS	
WS 74	WCY	0.0	DN-R	ROCK SPRINGS YL SG	0.0
ES 96	TZP	2.4		LIONKOL JUNCTION	2.4
		5.5		RELIANCE JUNCTION	5.5
		7.9		STANSBURY JUNCTION	7.9
		9.5		WINTON JUNCTION	9.5
WESTWARD		Reliance Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Reliance Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		STATIONS	
		0.0		RELIANCE JUNCTION	0.0
		1.7		RELIANCE MINE	1.7
		2.1		END OF TRACK	2.1
WESTWARD		Winton Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Winton Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Cloverly	Mile Post	15	
				Passenger	
STATIONS		STATIONS		STATIONS	
34	YP	0.0		CLOVERLY	0.0
		3.1		LOWE	3.1
	P	5.1	D	GALETON GN	5.1
				(5.1)	
WESTWARD		Puritan Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Parkdale Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		STATIONS	
		0.0		PARKDALE JCT. YL	0.0
		1.9		PURITAN	1.9
		3.1		END OF TRACK	3.1
WESTWARD		Gunn Branch		EASTWARD	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Gunn Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Lionkol Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Stansbury Jct.	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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	
Time-Table No. 5		Time-Table No. 5		Time-Table No. 5	
Car Capacity of Sidings, Etc. See Rule 6 (A), Page 19.		Distance from Hay	Mile Post	15	
				Passenger	
STATIONS		STATIONS		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.	Psg.	Frt.		Str.	De-Psgr.	Psg.	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.				25
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				6
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.				
As helper engine on rear of train.	40	35	35	20	Jordan spreaders and other machines of spreader type, when in operation.	20	20	20	20
Under other conditions.			20	20	All wye tracks.	6	6	6	6
Trains handling air-dump cars.				35					
Trains handling scale test cars:									
On main line				30					
On branch lines				20					
Trains handling loaded wooden Hart convertible cars.				25					

**FIRST SUBDIVISION**

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
<b>Denver Yard</b>					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
<b>LaSalle</b>					Borie Side				
47.8 and 48.0	70	60	60	50	97.7 and 99.4	50	50	40	25
<b>Evans</b>									
49.4 and 49.7	70	60	60	50					

**SECOND SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frt.		Str.	De-Psgr.	Psg.	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					
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
Between Mile Posts—					Between Mile Posts—				
<b>Cheyenne</b>					<b>Forelle</b>				
510.4 and 511.8	50	40	40	25	562.2 and 549.8	60	50	50	40
<b>Corlett</b>					<b>Hermosa</b>				
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
<b>Borie</b>					545.1 and 537.9	50	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	<b>Buford</b>				
<b>Otto</b>					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
<b>Granite Canon</b>					529.5 and 528.7	50	40	40	25
528.7 and 529.5	50	40	40	25	<b>Granite Canon</b>				
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	<b>Otto</b>				
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	<b>Borie</b>				
547.0 and 548.1	55	45	45	35	519.1 and 518.8	60	50	50	40
<b>Hermosa</b>					515.7 and 515.6	60	55	55	40
549.3 and 549.6	50	40	40	30	<b>Corlett</b>				
549.9 and 563.6	70	60	60	40	511.8 and 510.4	50	40	40	25
<b>Red Buttes</b>					<b>Cheyenne</b>				
565.2 and 565.3	30	25	25	20					
565.3 and 565.6	50	40	40	25					
<b>Laramie</b>									



THIRD SUBDIVISION									
Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	FrL.		Str.	De-Psgr.	Psgr.	FrL.
Maximum speed.	90	75	75	50	Laramie, ice house tracks 1, 2 and 3.				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					
Freight engines not otherwise shown.			50		Sinclair, refining company tracks.				6
Light engines.				45					
Laramie, long leads 1, 2 and 3				10	Rawlins, east standpipe.	15	15	15	15
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
<b>Laramie</b> 566.8 and 567.2	50	40	40	25	<b>Green River</b> 817.0 and 816.3	50	40	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	60	50	816.3 and 816.1	35	30	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	60	50	816.1 and 814.1	40	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	60	50	813.9 and 809.6	55	45	45	35
<b>Harper</b> 601.1 and 602.2	60	50	50	40	<b>Kanda</b> 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	<b>Rock Springs</b> 803.5 and 802.5	50	40	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	60	50	802.5 and 802.0	20	20	20	20
615.9 and 616.4	55	45	45	40	802.0 and 801.0	50	40	40	25
<b>Ridge</b> 617.2 and 617.6	70	60	60	50	800.5 and 799.5	60	50	50	40
621.8 and 622.4	75	65	65	50	798.4 and 797.3	55	45	45	35
<b>Calvin</b> 627.1 and 628.7	50	45	45	35	<b>Baxter</b> 795.3 and 795.1	60	50	50	40
629.4 and 629.9	60	50	50	40	794.5 and 794.2	70	60	60	50
630.9 and 637.8	70	60	60	50	791.7 and 791.4	70	60	60	50
<b>Ramsey</b> 639.3 and 640.2	60	50	50	40	<b>Salt Wells</b> 787.0 and 786.7	75	65	65	50
642.5 and 643.7	50	40	40	25	785.8 and 781.3	50	40	40	30
<b>Hanna</b> 645.1 and 646.3	70	60	60	50	780.2 and 780.0	60	50	50	40
647.5 and 648.0	70	60	60	50	778.9 and 777.8	60	50	50	40
<b>Percy</b> 650.2 and 650.7	70	60	60	50	<b>Point of Rocks</b> 776.6 and 775.8	65	55	55	45
<b>Dana</b> 652.2 and 652.5	60	50	50	50	775.0 and 774.3	70	65	65	50
653.1 and 656.4	70	60	60	50	773.2 and 773.0	60	50	50	40
					772.3 and 771.8	70	65	65	50
					<b>Hallville</b> 769.3 and 768.8	60	50	50	40
					<b>Black Buttes</b> 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.	FrL.		Str.	De-Psgr.	Psgr.	FrL.
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
<b>Edson</b> 657.2 and 658.1	55	45	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	60	50
658.4 and 659.2	70	60	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	55	45
661.0 and 661.5	70	60	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	50	40	718.1 and 717.8	60	55	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	70	50	<b>Latham</b> 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
<b>Rawlins</b> 683.2 and 684.2	50	40	40	25	<b>Creston</b> 709.0 and 708.6	70	60	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	60	50
692.4 and 694.2	70	65	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	50	40
<b>Riner</b> 703.0 and 704.2	70	60	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	40	25
<b>Creston</b> 713.7 and 714.3	80	70	70	50	<b>Rawlins</b> 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
<b>Latham</b> 717.8 and 718.1	70	65	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	50	40
719.5 and 719.8	70	65	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	55	45	659.2 and 658.4	70	60	60	50
<b>Tipton</b> 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	<b>Edson</b> 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
<b>Monell</b> 752.9 and 753.3	70	60	60	50	<b>Dana</b> 650.7 and 650.2	70	60	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	40	25	<b>Percy</b> 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.
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
Between Mile Posts—					Between Mile Posts—				
<b>Black Buttes</b> 768.8 and 769.3	60	50	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	40	25
<b>Hallville</b> 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	<b>Ramsey</b> 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
<b>Point of Rocks</b> 777.8 and 778.9	60	50	50	40	<b>Medicine Bow</b> 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	<b>Ridge</b> 616.4 and 615.9	55	45	45	40
<b>Thayer Junction</b> 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	<b>Rock River</b> 604.6 and 603.9	60	50	50	40
<b>Salt Wells</b> 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	<b>Harper</b> 596.8 and 596.5	70	60	60	50
<b>Baxter</b> 797.3 and 798.4	55	45	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	60	50
799.5 and 800.5	60	50	50	40	<b>Cooper Lake</b> 588.4 and 587.7	70	60	60	50
801.0 and 802.0	50	40	40	25	<b>Howell</b> 567.2 and 566.8	50	40	40	25
802.0 and 802.5	20	20	20	20	<b>Laramie</b>				
802.5 and 803.5	50	40	40	25					
806.6 and 807.0	70	60	60	50					
807.5 and 807.8	65	55	55	45					
<b>Kanda</b> 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					
<b>Green River</b>									

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Boulder Branch</b> Maximum Speed.		25	<b>Dent Branch (continued)</b> Between Mile Posts—		
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	<b>Quimby</b> 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	<b>East Lake</b> 14.3 and 14.6	50	40
<b>Dent Branch:</b> Maximum speed.	60	45	<b>St. Vrains</b> 21.5 and 21.9	40	25
800 class engines.	45	40	<b>Frederick</b> 25.6 and 25.8	40	25
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Gowanda</b> 37.9 and 38.0	50	40
Freight engines not otherwise shown.	50		<b>Wild Cat</b> 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.		Fr.	Fr.
<b>Fort Collins Branch</b> Between Dent and Fort Collins.	30		<b>Stansbury Spur</b>		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, within 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
<b>Greeley Branch</b>	15				
<b>Pleasant Valley Branch</b>	15				
<b>Puritan Branch</b>	15				
<b>Lionkol Branch</b>	10				
Branches not otherwise shown.	15				

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 19	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 19	Switch Connection
<b>First Subdivision</b>				<b>Dent Branch</b>			
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	<b>Boulder Branch</b>			
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
Douglas L. Gamette	Medical Director	Los Angeles, Calif.		G. W. Koford	Surgeon	Cheyenne, Wyo...	Cheyenne to Laramie and Cheyenne to Carr.
Lynn T. Hall	Dist. Medical Officer	Omaha, Nebr.	Omaha District.	R. C. Gramlich	Surgeon	Cheyenne, Wyo...	
Wm. M. Grieg	Surgeon	Denver, Colo.	Denver District.	R. I. Williams	Aurist	Cheyenne, Wyo...	Cheyenne.
W. A. Buntin	District Surgeon	Cheyenne, Wyo.	Cheyenne District.	F. E. Magrath	Surgeon	Cheyenne, Wyo...	Cheyenne.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	B. J. Sullivan	Surgeon	Laramie, Wyo...	Cheyenne to Hanna.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.	E. C. Pelton	Surgeon	Laramie, Wyo...	Laramie to Hanna.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	Emory W. De Kay	Surgeon	Laramie, Wyo...	Cheyenne to Hanna.
T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.	O. S. Pavy	Surgeon	Laramie, Wyo...	Cheyenne to Hanna.
I. E. Hix	Oculist	Denver, Colo.	Denver.	O. E. Plummer	Surgeon	Rawlins, Wyo...	Hanna to Rock Springs.
J. W. Wells	Surgeon	Brighton Colo.	Denver to Lupton and Brighton to Erie.	R. D. Baker	Surgeon	Rawlins, Wyo...	Hanna to Rock Springs.
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.	R. C. Stratton	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
J. W. Alley	Surgeon	Greeley, Colo.	Evans to Eaton.	A. T. Sudman	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	Calmes E. Bishop	Surgeon	Frederick, Colo.	St. Vrains to Dent.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Fort Collins.
R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.	P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
				R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
				S. J. Hanten	Surgeon	Superior, Wyo.	Superior to Thayer Jct.