

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

	9	17	105	111	27	7	5	101	103	Distance from Council Bluffs	Time-Table No. 30 January 11, 1959
	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
							9.25			0.0	CO. BLUFFS
				11.45	10.30	10.15	10.00	2.15	2.00	3.8	OMAHA
				1.55	1.30	1.15	12.45	4.15	4.00	146.9	GRAND ISLAND
				3.50	4.15	3.45	3.05	6.00	5.45	284.1	C.T. NORTH PLATTE
				2.55	3.30	2.55	2.15	5.05	4.50	365.8	M.T. JULESBURG
				4.07						407.5	SIDNEY
					5.45	5.10	4.35		6.49		KANSAS CITY
	9.40	8.30									DENVER
	8.15	6.40									CHEYENNE
	8.45	7.10	7.45	7.30						562.5	LARAMIE
					8.00	7.15	6.30	8.35	8.20	509.5	RAWLINS
					8.50	7.30	6.45	8.45	8.30	506.0	GREEN RIVER
	11.55	10.22	10.50		10.30	9.10	8.20	10.05	9.50	566.0	GRANGER
	1.55	12.35	12.35		12.50	11.30	10.45	11.59	11.51	682.8	OGDEN
	4.30	3.00	2.40		3.40	2.30	1.30	2.20	2.05	817.0	(992.6)
	4.40	3.45	2.45		4.00	3.25	2.00	2.25	2.10	817.0	
		4.20	3.15							847.2	
	8.30				8.00	7.15	6.00	5.45	5.35	992.6	
	(23.50)	(20.50)	(7.30)	(8.45)	(22.30)	(22.00)	(21.00)	(16.30)	(16.35)		Thru Time From Omaha
	51.2	56.2	57.4	63.8	44.0	45.0	47.1	59.6	59.9		Average speed per hour

C. H. BURNETT
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

O. A. DURRANT
General Superintendent

FIRST SUBDIVISION AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
F. C. HAUNSTEIN, Asst. Chief Train Dispatcher Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.

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

J. M. KELLEY, Chief Train Dispatcher Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher Cheyenne, Wyo.
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.
B. C. KEITH, Asst. Chief Train Dispatcher Green River, Wyo.
N. PRITZA, Asst. Chief Train Dispatcher Green River, Wyo.

MILEAGE

Main Line 628.23
Branches 372.40
Total 1000.63

C. J. COLOMBO, Superintendent Cheyenne, Wyo.
K. I. JONES, Asst. Superintendent Cheyenne, Wyo.
C. J. EXLINE, Asst. Superintendent Safety and Courtesy Cheyenne, Wyo.
C. T. ALFORD, Asst. Superintendent Denver, Colo.
R. W. HOPKINS, Terminal Superintendent Denver, Colo.
S. D. GATCHELL, Safety and Courtesy Representative Denver, Colo.
M. L. MASON, Terminal Superintendent Laramie, Wyo.
D. F. HUENEKE, Trainmaster Laramie, Wyo.
J. R. JOHNSON, Trainmaster Rawlins, Wyo.
W. E. HENKE, Asst. Superintendent Green River, Wyo.
B. C. MURPHY, Terminal Superintendent Green River, Wyo.
W. C. SATTERFIELD, Trainmaster Ogden, Utah
C. T. ARMSTRONG, Master Mechanic Cheyenne, Wyo.
R. F. WEISS, Master Mechanic Kansas City, Mo.
D. P. CLIFFORD, Road Foreman of Engines Cheyenne, Wyo.
R. S. AMES, Road Foreman of Engines Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines Laramie, Wyo.
C. G. ROTE, Road Foreman of Engines Laramie, Wyo.
C. H. JOHNSON, Road Foreman of Engines Rawlins, Wyo.
E. J. LENHART, Road Foreman of Engines Rawlins, Wyo.
J. I. McPHIE, Road Foreman of Engines Evanston, Wyo.
W. H. ALBERTS, Road Foreman of Engines Ogden, Utah
E. SCHWEITZER, Division Engineer Cheyenne, Wyo.
C. MARRS, General Roadmaster Cheyenne, Wyo.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 30 January 11, 1959	MIN. FROM COUNCIL BLUFFS	STATIONS								
		106	112	10	28	104	102	18	6	8
		Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger
CO. BLUFFS	0.0									6.10
OMAHA	2.8		1.00		6.15	2.30	2.50		5.25	7.00
GRAND ISLAND	146.9		10.50		3.20	12.20	12.40		2.50	4.10
NORTH PLATTE	284.1		8.55		12.15	10.28	10.48		12.25	1.25
JULESBURG	365.8		7.50		10.45	9.23	9.43		11.15	12.15
SIDNEY	487.5		6.43							
KANSAS CITY				8.05	7.37	7.57		9.17	10.05
DENVER	562.5	3.30			7.00				10.30	
CHEYENNE	509.5		3.45		6.35				9.15	8.45
LARAMIE	566.0	12.31			5.30	6.10	6.30		7.35	8.15
RAWLINS	682.8	10.46			5.10	6.00	6.20		7.15	8.00
GREEN RIVER	817.0	8.30			2.35	3.40	4.45	5.11	5.25	5.45
GRANGER	847.2	7.55			3.40	4.45	5.11	5.25	5.45	6.20
OGDEN	992.6				12.40	1.25	2.58	3.25	3.10	3.25
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time From Omaha		(7.35)	(8.15)	(23.15)	(22.15)	(16.10)	(16.10)	(22.00)	(19.55)	(21.15)
Average speed per hour		56.8	67.8	52.3	44.6	61.2	61.2	53.6	49.7	46.8

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD				
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To	
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs	Revenue passengers from West of Ogden	Denver or beyond.	
9	Rock Springs	Denver or beyond	Revenue passengers for West of Ogden.	18	Any station on First and Third Subdivision and Borie Subdivision			
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	106	Greeley	Pocatello or beyond.		
17	Rock Springs	Denver or east.						
	Rock River							
	Medicine Bow							
	Sinclair							
	Wamsutter							
105	Greeley		Pocatello or beyond.					

WESTWARD		FIRST SUBDIVISION							EASTWARD	
SECOND CLASS		FIRST CLASS							SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 22.	370	17	10	112	8	18	9	105	Distance from Denver	Time-Table No. 30 January 11, 1959
	Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
STATIONS										
YIP	8.15PM	7.10PM	6.35PM	3.45PM	12.15PM	9.15AM	8.45AM	7.45AM	0.0	DN-R DENVER YL UD
									0.6	23RD STREET YL
EP	8.55	7.14	6.39	3.49	12.19	9.19	8.49	7.49	1.7	DN-R 36TH ST. YL RA
DWCOTIEP	A 9.01PM	7.15	A 6.40PM	3.50	A 12.20PM	A 9.20AM	8.50	7.50	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
IF		7.19		3.54			8.54	7.54	5.0	SAND CREEK JCT. YL
4									6.0	ADAMS
88 F		7.23		3.57			8.58	7.57	8.1	DUPONT
13									9.9	ROLLA
50 F		7.26		3.59			9.01	7.59	11.8	HAZELTINE
45 F		7.29		4.01			9.03	8.01	14.1	HENDERSON
13									16.0	NORTHWAY
87 WYEP		7.33		4.06			9.08	8.06 ¹⁸	19.1	DN BRIGHTON YL BI
21 F									22.8	POWARS
88 F		7.39		4.12			9.14	8.12	25.8	D LUPTON UP
45 F		7.42		4.16			9.17	8.16	30.1	IONE
88 F		7.46		4.20			9.21	8.20	34.8	D PLATTEVILLE PA
13									36.2	VASQUEZ
113 F		7.51		4.24			9.26	8.24	40.0	D GILCREST GI
16 F									42.4	PECKHAM
17									43.2	HAMBERT
185 WTYPO		7.57	A 4.30PM				9.32	8.30	46.1	DN-R LA SALLE YL DY
52 F		7.59					9.34	8.32	48.2	EVANS
241 WYEP		8.08					9.42	8.40	51.7	DN GREELEY YL HG
									54.0	GREELEY JCT.
76 F		8.13					9.47	8.45	55.8	D LUCERNE O
73 F		8.17					9.51	8.49	59.2	D EATON YL UR
									59.8	G. W. CROSSING
65 F		8.21					9.54	8.52	63.0	D AULT A
22									64.9	STAGE
59 WYEP		8.25					9.58	8.56	66.8	D PIEROE BU
46 F		8.30					10.03	9.01	71.9	NUNN
89 F		8.35					10.08	9.06	77.0	DOVER
45 F		8.41					10.13	9.11	81.9	DECKER
106 WCYP	A 8.50PM						A 10.19AM	A 9.18AM	86.0	DN CARR OR
									(86.0)	

Thru Time Thru Time
Average speed per hour 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, 106 and 111 are superior to westward trains of the same class. — See Rule 72.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, — See Page 3.

WESTWARD		FIRST SUBDIVISION							EASTWARD	
SECOND CLASS		FIRST CLASS							SECOND CLASS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 22.	370	17	10	112	8	18	9	105	Distance from Denver	Time-Table No. 30 January 11, 1959
	Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
STATIONS										
YIP	8.15PM	7.10PM	6.35PM	3.45PM	12.15PM	9.15AM	8.45AM	7.45AM	0.0	DN-R DENVER YL UD
									0.6	23RD STREET YL
EP	8.55	7.14	6.39	3.49	12.19	9.19	8.49	7.49	1.7	DN-R 36TH ST. YL RA
DWCOTIEP	A 9.01PM	7.15	A 6.40PM	3.50	A 12.20PM	A 9.20AM	8.50	7.50	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
IF		7.19		3.54			8.54	7.54	5.0	SAND CREEK JCT. YL
4									6.0	ADAMS
88 F		7.23		3.57			8.58	7.57	8.1	DUPONT
13									9.9	ROLLA
50 F		7.26		3.59			9.01	7.59	11.8	HAZELTINE
45 F		7.29		4.01			9.03	8.01	14.1	HENDERSON
13									16.0	NORTHWAY
87 WYEP		7.33		4.06			9.08	8.06 ¹⁰⁵	19.1	DN BRIGHTON YL BI
21 F									22.8	POWARS
88 F		7.39		4.12			9.14	8.12	25.8	D LUPTON UP
45 F		7.42		4.16			9.17	8.16	30.1	IONE
88 F		7.46		4.20			9.21	8.20	34.8	D PLATTEVILLE PA
13									36.2	VASQUEZ
113 F		7.51		4.24			9.26	8.24	40.0	D GILCREST GI
16 F									42.4	PECKHAM
17									43.2	HAMBERT
185 WTYPO		7.57	A 4.30PM				9.32	8.30	46.1	DN-R LA SALLE YL DY
52 F		7.59					9.34	8.32	48.2	EVANS
241 WYEP		8.08					9.42	8.40	51.7	DN GREELEY YL HG
									54.0	GREELEY JCT.
76 F		8.13					9.47	8.45	55.8	D LUCERNE O
73 F		8.17					9.51	8.49	59.2	D EATON YL UR
									59.8	G. W. CROSSING
65 F		8.21					9.54	8.52	63.0	D AULT A
22									64.9	STAGE
59 WYEP		8.25					9.58	8.56	66.8	D PIEROE BU
46 F		8.30					10.03	9.01	71.9	NUNN
89 F		8.35					10.08	9.06	77.0	DOVER
45 F		8.41					10.13	9.11	81.9	DECKER
106 WCYP	A 8.50PM						A 10.19AM	A 9.18AM	86.0	DN CARR OR
									(86.0)	

Thru Time Thru Time
Average speed per hour 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, 106 and 111 are superior to westward trains of the same class. — See Rule 72.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, — See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 30	
	17	7	5	9	105	27	101	103	January 11, 1959			
	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	STATIONS			
DFWCO TYPZX		7.30PM	6.45PM			8.50AM	8.45AM	8.30AM	508.0	DN-R CHEYENNE	NY	
IP									510.8	1.3	AY	
132 XWP	9.07PM			10.36AM	9.35AM				519.0	8.2	AY	
134 WP									526.8			
138 P									534.2			
145 CWP									542.7			
135									549.5			
132 P									556.8			
109 XP									564.0			
22									571.1			
90 XWP									578.6			
121 WP									586.6			
YP									594.2			
WXP									601.7			
131 P									609.2			
125 WP									616.7			
104 WP									624.2			
285 P									631.7			
DFWCO TYPZX	A 10.17PM	A 9.00PM	A 8.10PM	A 11.50AM	A 10.49AM	A 10.20AM	A 10.04AM	A 9.49AM	638.0	DN-R LARAMIE	KI	
									645.5			

Thru Time (1.10) 48.9 (1.30) 37.7 (1.25) 35.7 (1.14) 46.2 (1.14) 46.2 (1.30) 37.7 (1.19) 4.30 (1.19) 43.0 Average speed per hour

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

WESTWARD BORIE SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	FIRST CLASS			Distance from Denver	Time-Table No. 30	
	17	9	105		January 11, 1959	
	Passenger	Streamliner Passenger	Streamliner Passenger		STATIONS	
106 WCYP				88.0	DN	CARR
89 P				90.4	4.4	OR
45 P				94.4		WARREN
						4.0
						GLEASON
						3.6
132 XWP	A 9.07PM	A 10.36AM	A 9.35AM	98.0		SPEER
P				108.8		5.3
						BORIE
						(17.3)

Thru Time (0.17) 42.4 (0.17) 42.4 (0.17) 42.4 Average speed per hour

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 30	Mile Post	FIRST CLASS								Car Capacity of Sidings, etc. See Rule 6 (A), page 23.
		18	6	8	106	10	28	104	102	
		Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	
DFWCO TYPZX	508.0					A 5.10PM	A 6.00PM	A 6.20PM		DFWCO TYPZX
IP	510.8									IP
132 XWP	519.0	A 6.40AM			A 1.33PM	A 3.55PM				132 XWP
134 WP	526.8									134 WP
138 P	534.2									138 P
145 CWP	542.7									145 CWP
135	549.5									135
132 P	556.8									132 P
109 XP	564.0									109 XP
22	571.1									22
90 XWP	578.6									90 XWP
121 WP	586.6									121 WP
YP	594.2									YP
WXP	601.7									WXP
131 P	609.2									131 P
125 WP	616.7									125 WP
104 WP	624.2									104 WP
285 P	631.7									285 P
DFWCO TYPZX	638.0	5.25AM	5.45AM	6.20AM	12.31PM	2.35PM	3.40PM	4.45PM	5.11PM	DFWCO TYPZX
	645.5	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (1.15) 45.2 (1.30) 37.7 (1.40) 33.9 (1.02) 48.4 (1.20) 43.0 (1.30) 37.7 (1.15) 45.3 (1.09) 49.2 Average speed per hour

For conditional stops to discharge or pick up revenue passengers.—See Page 2.

BORIE SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 30	Mile Post	FIRST CLASS			Car Capacity of Sidings, etc. See Rule 6 (A), page 23.
		18	106	10	
		Passenger	Streamliner Passenger	Streamliner Passenger	
106 WCYP	86.0	A 6.54AM	A 1.45PM	A 4.10PM	106 WCYP
89 P	90.4				89 P
45 P	94.4				45 P
132 XWP	98.0	6.40AM	1.33PM	3.55PM	132 XWP
P	108.8				P
		Daily	Daily	Daily	

Thru Time (0.14) 51.4 (0.12) 60.0 (0.15) 48.0 Average speed per hour

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	17	7	5	9	105	27	101	103	
	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	10.22PM	9.10PM	8.20PM	11.55AM	10.50AM	10.30AM	10.05AM	9.50AM	566.0
CS 88 P	10.30	9.19	8.29	12.04PM	10.58	10.40	10.13	9.59	574.1
WS 48 XP	10.36	9.25	8.34	12.07	11.01	10.46	10.18	10.03	577.7
WS 42 P	10.40	9.32	8.41	12.13	11.06	10.53	10.24	10.09	585.3
CS 88 XP	10.47	9.37	8.46	12.19	11.10	10.58	10.28	10.14	590.6
CS 150 P	10.51	9.41	8.50	12.23	11.13	11.02	10.32	10.18	593.9
CS 76 P	10.55	9.45	8.55	12.28	11.17	11.06	10.38	10.24	598.9
CS 123 WC YPX	11.01	9.50	9.02	12.34	11.23	11.11	10.44	10.31	605.8
WS 53 ES 107 XP	11.05	9.54	9.07	12.37	11.27	11.16	10.48	10.35	609.0
CS 70 P	11.12	10.02	9.15	12.44	11.34	11.25	10.55	10.42	616.8
CS 124 YP	11.17	10.07	9.21	12.50	11.39	11.31	11.01	10.48	622.9
CS 76 P	11.26	10.16	9.31	12.58	11.47	11.40	11.07	10.56	632.6
CS 75 P	11.32	10.22	9.38	1.04	11.52	11.46	11.13	11.02	638.7
WS 114 WC ES 247 YPX	11.37	10.27	9.44	1.08	11.56AM	11.51	11.18	11.05	643.1
WS 52 ES 77 P	11.43	10.33	9.51	1.13	12.01PM	11.57AM	11.23	11.12	648.4
CS 66 P	11.48	10.38	9.55	1.17	12.04	12.02PM	11.27	11.17	651.8
CS 127 P	11.54	10.44	10.02	1.21	12.09	12.08	11.32	11.23	667.0
CS 63 P	11.59PM	10.49	10.07	1.26	12.13	12.13	11.36	11.28	661.9
CS 76 P	12.05AM	10.55	10.13	1.31	12.17	12.19	11.40	11.34	667.6
CS 119 P	12.12	11.05	10.22	1.39	12.24	12.28	11.48	11.40	676.8
WS 150 D WCOTYZXP	12.25 12.35	11.20 11.30	10.35 10.45	1.48 1.55	12.34 12.35	12.40 12.50	11.58 11.59AM	11.50 11.51	682.8
CS 165 P	12.44	11.40	10.54	2.04	12.43	12.59	12.09PM	11.59AM	690.2
WS 125 XW ES 101 P	12.49	11.46	10.59	2.09	12.48	1.05	12.14	12.04PM	696.4
CS 76 P	12.53	11.50	11.03	2.12	12.51	1.09	12.18	12.08	700.7
WS 57 CS 76 YP	12.59	11.55PM	11.07	2.18	12.56	1.14	12.22	12.12	705.8
CS 77 P	1.05	12.02AM	11.14	2.22	1.00	1.20	12.28	12.18	712.0
WS 119 W ES 101 YXP	1.09	12.06	11.18	2.26	1.03	1.25	12.31	12.21	716.0
WS 116 XP	1.16	12.14	11.26	2.34	1.10	1.35	12.38	12.28	724.2
CS 67 P	1.20	12.19	11.30	2.38	1.14	1.40	12.42	12.32	729.1
WS 60 XP	1.23	12.22	11.33	2.41	1.17	1.44	12.45	12.35	732.7
WS 99 P	1.31	12.31	11.40	2.49	1.24	1.53	12.52	12.42	740.0
WS 119 ES 100 P									748.4
WS 148 WC ES 166 YXP	1.37	12.37	11.46	2.56	1.30	2.00	12.58	12.48	746.7
CS 118 P	1.46	12.47	11.55PM	3.05	1.38	2.10	1.07	12.57	751.7
WS 65 XP	1.54	12.57	12.04AM	3.14	1.46	2.20	1.15	1.05	756.7
WS 111 CS 126 WP	2.00	1.03	12.10	3.19	1.51	2.27	1.20	1.10	765.9
CS 74 P	2.06	1.13	12.17	3.25	1.58	2.36	1.26	1.16	771.2
CS 117 P	2.12	1.21	12.24	3.31	2.04	2.45	1.32	1.22	777.1
WS 69 WC ES 93 XYP	2.15	1.27	12.29	3.35	2.08	2.51	1.36	1.26	784.1
CS 130 P	2.21	1.34	12.35	3.41	2.13	2.59	1.41	1.31	788.6
DFWCOTYPZ	2.31	1.49	12.50	4.01	2.21	3.12	1.50	1.38	795.7
	2.39	1.57	12.59	4.09	2.28	3.20	1.57	1.45	802.1
	A 3.00AM	A 2.30AM	A 1.30AM	A 4.30PM	A 2.40PM	A 3.40PM	A 2.20PM	A 2.05PM	809.0
									817.0

Time-Table No. 30
January 11, 1959

STATIONS

DN-R LARAMIE YL KI-K
8.1
HOWELL
3.6
WYOMING
7.6
D BOSLER FY
5.3
COOPER LAKE
3.8
LOOKOUT
5.0
HARPER
6.4
DN ROCK RIVER OK
3.7
WILCOX
7.8
RIDGE
6.1
D MEDICINE BOW MB
9.7
COMO
6.1
RAMSEY
4.4
DN HANNA HN
5.3
PEROY
3.4
DANA
5.2
EDSON
4.9
WALCOTT
5.7
FORT STEELE
8.7
D SINOLAIR GV
6.5
DN-R RAWLINS YL RS
7.4
HADSELL
6.2
DALEY'S RANOH
3.7
RINER
4.6
CHEROKEE
6.7
ORESTON
4.0
LATHAM
8.2
DN WAMSLUTTER WM
4.9
FREWEN
3.8
RED DESERT
7.3
TIPTON
3.4
ROBINSON
3.3
TABLE ROCK
5.0
MONELL
5.0
DN BITTER CREEK BK
9.2
BLACK BUTTES
5.3
HALLVILLE
5.9
POINT OF ROCKS
7.0
THAYER JUNCTION
4.5
SALT WELLS
7.1
BAXTER
5.4
DN ROCK SPRINGS YL SG
6.9
KANDA
8.0
DN-R GREEN RIVER YLGR
(251.0)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	18	6	8	106	10	28	104	102	
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	A 5.15AM	A 5.35AM	A 6.05AM	A 12.30PM	A 2.30PM	A 3.30PM	A 4.44PM	A 5.10PM	566.0
CS 88 P	4.59	5.20	5.46	12.21	2.19	3.15	4.35	5.01	574.1
WS 48 XP	4.56	5.17	5.42	12.18	2.16	3.12	4.32	4.58	577.7
WS 42 P	4.50	5.10	5.34	12.13	2.09	3.06	4.27	4.52	585.3
CS 88 XP	4.45	5.05	5.29	12.08	2.05	3.01	4.22	4.49	590.6
CS 150 P	4.42	5.02	5.25	12.05	2.02	2.57	4.19	4.46	593.9
CS 76 P	4.37	4.57	5.19	12.01PM	1.57	2.52	4.14	4.41	598.9
CS 123 WC YPX	4.30	4.50	5.12	11.55AM	1.51	2.45	4.08	4.35	605.8
WS 53 ES 107 XP	4.25	4.45	5.07	11.52	1.48	2.40	4.05	4.32	609.0
CS 70 P	4.17	4.36	4.58	11.45	1.41	2.32	3.57	4.25	616.8
CS 124 YP	4.10	4.29	4.51	11.39	1.35	2.25	3.51	4.19	622.9
CS 76 P	4.01	4.18	4.40	11.31	1.26	2.16	3.43	4.11	632.6
CS 75 P	3.55	4.12	4.34	11.25	1.20	2.10	3.37	4.05	638.7
WS 114 WC ES 247 YPX	3.50	4.06	4.28	11.21	1.16	2.05	3.33	4.01	643.1
WS 52 ES 77 P	3.43	4.00	4.21	11.16	1.11	1.58	3.28	3.56	648.4
CS 66 P	3.40	3.56	4.17	11.13	1.08	1.55	3.25	3.53	651.8
CS 127 P	3.35	3.51	4.12	11.08	1.03	1.50	3.20	3.48	667.0
CS 63 P	3.30	3.46	4.06	11.04	1.04	1.45	3.16	3.44	661.9
CS 76 P	3.25	3.41	3.59	10.59	1.04	1.40	3.11	3.39	667.6
CS 119 P	3.18	3.33	3.50	10.52	1.04	1.33	3.04	3.32	676.8
WS 150 D WCOTYZXP	3.10 3.00	3.25 3.15	3.40 3.30	10.46 10.45	12.40 12.36	1.25 1.20	2.58 2.57	3.25 3.24	682.8
CS 165 P	2.50	3.05	3.20	10.35	12.26	1.09	2.47	3.13	690.2
WS 125 XW ES 101 P	2.43	2.57	3.12	10.29	12.20	1.01	2.41	3.07	696.4
CS 76 P	2.39	2.54	3.09	10.26	12.17	1.01	2.41	3.07	700.7
WS 57 CS 76 YP	2.35	2.50	3.05	10.21	12.12	1.01	2.41	3.07	705.8
CS 77 P	2.29	2.43	2.58	10.15	12.06	1.01	2.41	3.07	712.0
WS 119 W ES 101 YXP	2.24	2.38	2.53	10.10	12.01PM	1.01	2.41	3.07	716.0
WS 116 XP	2.16	2.29	2.44	10.02	11.52AM	1.01	2.41	3.07	724.2
CS 67 P	2.11	2.24	2.39	9.58	11.48	1.01	2.41	3.07	729.1
WS 60 XP	2.07	2.21	2.36	9.55	11.45	1.01	2.41	3.07	732.7
WS 99 P	2.00	2.13	2.28	9.48	11.38	1.01	2.41	3.07	740.0
WS 119 ES 100 P									748.4
WS 148 WC ES 166 YXP	1.53	2.06	2.21	9.4 2	11.32	12.10PM	1.53	2.19	746.7
CS 118 P	1.44	1.55	2.10	9.33	11.23	11.59AM	1.44	2.10	751.7
WS 65 XP	1.34	1.46	2.01	9.25	11.15	11.50	1.36	2.02	756.7
WS 111 CS 126 WP	1.29	1.41	1.56	9.20	11.10	11.45	1.31	1.57	765.9
CS 74 P	1.24	1.35	1.50	9.14	11.04	11.39	1.25	1.51	771.2
CS 117 P	1.17	1.27	1.42	9.07	10.57	11.31	1.18	1.44	777.1
WS 69 WC ES 93 XYP	1.13	1.23	1.38	9.03	10.53	11.27	1.14	1.39	784.1
CS 130 P	1.07	1.16	1.31	8.57	10.47	11.20	1.08	1.33	788.6
DFWCOTYPZ	s 1.00	s 1.06	s 1.21	f 8.50	10.40	s 11.10	1.00	f 1.25	795.7
	12.50	12.56	1.11	8.40	10.30	10.55	12.50	1.15	802.1
	12.35AM	12.45AM	1.00AM	8.30AM	10.20AM	10.45AM	12.40PM	1.05PM	809.0
									817.0

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 102 reduce speed to 5 MPH at Rock Springs and No. 10 reduce speed to 5 MPH at Rock Springs and Hanna to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD									FOURTH SUBDIVISION									FIRST CLASS	Time-Table No. 30	January 11, 1959	STATIONS
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	9		27		105		101		103		17		7		5		Distance from Council Bluffs	Time-Table No. 30	January 11, 1959	STATIONS	
	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger	Mail and Express	Passenger	Mail and Express					
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
DFOPTWXY	4.40PM	4.00PM	2.45PM	2.25PM	2.10PM	3.45AM	3.25AM	2.00AM	817.0	DN-ROGREEN RIVERTLOB											
WS 56 PX	4.47	4.08	2.50	2.30	2.15	3.52	3.32	2.08	821.1	RIVIEW											
CS 79 P	4.52	4.13	2.54	2.34	2.19	3.57	3.37	2.13	824.9	PERU											
CS 120 P	4.57	4.19	2.59	2.39	2.24	4.02	3.42	2.19	830.2	BRYAN											
CS 118 P	5.03	4.27	3.05	2.45	2.30	4.09	3.49	2.27	837.8	WESTVAO											
WS 94 IPWXY ES 120	5.13	4.37	A 3.15PM	2.54	2.39	A 4.20AM	3.59	2.37	847.2	DN GRANGER GN											
CS 120 P	5.20	4.44		3.00	2.45		4.06	2.44	854.0	VERNE											
CS 99 P	5.25	4.49		3.04	2.49		4.11	2.49	858.7	CHURCH BUTTES											
CS 99 P	5.31	4.56		3.10	2.55		4.18	2.56	865.9	HAMPTON											
CS 90 P	5.35	5.00		3.14	2.59		4.22	3.00	869.7	ELKHURST											
CS 130 PW	5.40	5.07		3.19	3.04		4.30	3.07	875.4	DN CARTER Q											
CS 98 P	5.45	5.14		3.25	3.10		4.35	3.14	880.9	ANTELOPE											
CS 126 P	5.50	5.19		3.29	3.14		4.39	3.19	885.6	BRIDGER											
WS 72 CS 78 PW	5.56	5.24		3.35	3.20		4.45	3.24	890.5	LEROY											
WS 66 PX									894.8	RAGAN											
CS 120 P	6.04	5.33		3.42	3.27		4.54	3.32	897.6	SPRING VALLEY											
ES 47 X	6.09	5.37		3.46	3.31		4.59	3.37	901.8	ASPEN											
ES 117 PX	6.14	5.42		3.50	3.35		5.05	3.42	908.6	D ALTAMONT AP											
ES 64 PX	6.19	5.48		3.55	3.40		5.11	3.48	908.7	KNIGHT											
CS 113 P	6.23	5.52		3.59	3.44		5.16	3.52	912.7	MILLIS											
PTWXYXC	6.30	5.58		4.06	3.51		5.24	3.59	917.2	DN-R EVANSTON YL NA											
	6.35	6.05					5.29	4.09	918.4	ALMY JCT.											
CS 120 P	6.42	6.12		4.12	3.57		5.35	4.16	921.7	WYUTA											
CS 89 PWY	6.48	6.18		4.18	4.03		5.41	4.22	927.6	DN WAHSAOHL WH											
WS 118-59 ES 97 PW	7.03	6.32		4.32	4.17		5.55	4.36	936.7	OURVO											
CS 120 PX	7.12	6.42		4.40	4.25		6.04	4.46	943.8	CASTLE ROCK											
WS 114 CS 115 ES 95 PTW	7.25	6.56		4.52	4.37		6.17	5.00	947.9	EMORY											
CS 118 P	7.30	7.02		4.56	4.41		6.22	5.05	952.7	BASKIN											
CS 113 P	7.36	7.08		5.01	4.46		6.27	5.10	956.5	DN ECHO YL HO											
CS 118 PW	7.46	7.18		5.10	4.55		6.36	5.20	960.6	HENEFER											
WS 118 CS 113 P	7.55	7.28		5.18	5.03		6.44	5.29	968.0	D DEVIL'S SLIDE ON											
ES 57 P	8.09	7.42		5.31	5.16		6.57	5.44	970.6	DN MORGAN WB											
CDPOPTWYZ	A 8.30PM	A 8.00PM		A 5.45PM	A 5.35PM		A 7.15AM	A 6.00AM	975.5	STODDARD											
									977.7	PETERSON											
									980.1	STRAWBERRY											
									985.1	GATEWAY											
									989.9	UINTAH											
									992.6	DN RIVERDALE YL RD											
										DN-R OGDEN YL OG											

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

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Fourth Subdivision.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
No. 17 will stop at Granger daily except Sundays and Holidays to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD									FOURTH SUBDIVISION									FIRST CLASS	Time-Table No. 30	January 11, 1959	STATIONS
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	106		10		28		104		102		18		6		8		Distance from Council Bluffs	Time-Table No. 30	January 11, 1959	STATIONS	
	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Mail and Express	Passenger	Mail and Express	Passenger	Mail and Express						
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
DFCOPTWXY	8.25AM	10.05AM	10.30AM	12.35PM	12.55PM	12.05AM	12.20AM	12.35AM	817.0	DN-ROGREEN RIVERTLOB											
WS 56 PX	8.17	9.55	10.20	12.25	12.45	11.55PM	12.11	12.26	821.1	RIVIEW											
CS 79 P	8.13	9.51	10.16	12.21	12.41	11.51	12.07	12.22	824.9	PERU											
CS 120 P	8.08	9.46	10.11	12.16	12.36	11.46	12.01AM	12.16	830.2	BRYAN											
CS 118 P	8.02	9.39	10.04	12.09	12.30	11.39	11.55PM	12.10	837.8	WESTVAO											
WS 94 IPWXY ES 120	7.55AM	9.32	9.57	12.02PM	12.22	11.30PM	11.46	12.01AM	847.2	DN GRANGER GN											
CS 120 P		9.26	9.51	11.56AM	12.16		11.39	11.54PM	854.0	VERNE											
CS 99 P		9.22	9.46	11.52	12.12		11.34	11.49	858.7	CHURCH BUTTES											
CS 99 P		9.17	9.40	11.47	12.07		11.27	11.42	865.9	HAMPTON											
CS 90 P		9.14	9.36	11.44	12.04PM		11.23	11.38	869.7	ELKHURST											
CS 130 PW		9.09	9.30	11.39	11.59AM		11.17	11.32	875.4	DN CARTER Q											
CS 98 P		9.04	9.25	11.34	11.54		11.11	11.26	880.9	ANTELOPE											
CS 126 P		8.59	9.20	11.29	11.49		11.06	11.21	885.6	BRIDGER											
WS 72 CS 78 PW		8.55	9.16	11.25	11.44		11.01	11.16	890.5	LEROY											
WS 66 PX									894.8	RAGAN											
CS 120 P		8.47	9.09	11.18	11.38		10.54	11.09	897.6	SPRING VALLEY											
ES 47 X		8.44	9.06	11.14	11.34		10.50	11.05	901.8	ASPEN											
ES 117 PX		8.39	9.01	11.09	11.29		10.44	10.59	908.6	D ALTAMONT AP											
ES 64 PX		8.34	8.55	11.04	11.24		10.37	10.52	908.7	KNIGHT											
CS 113 P		8.30	8.50	11.00	11.20		10.32	10.47	912.7	MILLIS											
PTWXYXC		8.24	8.43	10.54	11.14		10.25	10.40	917.2	DN-R EVANSTON YL NA											
		8.19	8.38				10.20	10.35	918.4	ALMY JCT.											
CS 120 P		8.10	8.29	10.45	11.05		10.08	10.23	921.7	WYUTA											
CS 89 PWY		8.04	8.23	10.40	11.00		10.02	10.17	927.6	DN WAHSAOHL WH											
WS 118-59 ES 97 PW									936.7	OURVO											
CS 120 PX		7.51	8.10	10.27	10.47		9.46	10.01	943.8	CASTLE ROCK											
WS 114 CS 115 ES 95 PTW		7.43	8.02	10.18	10.38		9.37	9.52	947.9	EMORY											
CS 118 P									952.7	BASKIN											
CS 113 P		7.30	7.49	10.05	10.25		9.22	9.37	956.5	DN ECHO YL HO											
CS 118 PW		7.26	7.44	10.01	10.21		9.17	9.32	960.6	HENEFER											
WS 118 CS 113 P		7.22	7.39	9.57	10.17		9.12	9.27	968.0	D DEVIL'S SLIDE ON											
ES 57 P		7.15	7.31	9.50	10.10		9.03	9.18	970.6	DN MORGAN WB											
CDPOPTWYZ		7.09	7.24	9.44	10.04		8.55	9.10	975.5	STODDARD											
									977.7	PETERSON											
									980.1	STRAWBERRY											
		6.56	7.11	9.31	9.51		8.42	8.57	985.1	GATEWAY											
									989.9	UINTAH											
		6.45AM	7.00AM	9.20AM	9.40AM		8.30PM	8.45PM	992.6	DN RIVERDALE YL RD											
										DN-R OGDEN YL OG											

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

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

WESTWARD		DENT BRANCH		EASTWARD	
Time-Table No. 30		Time-Table No. 30		Time-Table No. 30	
January 11, 1959		January 11, 1959		January 11, 1959	
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Mile Post	Distance from Denver	STATIONS	Mile Post	Distance from Denver
			SAND CREEK JCT YL	5.0	
			3.2 WELBY	8.2	
			1.6 QUIMBY	9.8	
			4.0 EAST LAKE	13.8	
			4.3 DARLOW	18.1	
			DN ST. VRAINS YL VS	22.2	
			U. P. CROSSING	22.2	
			2.1 GRADEN	24.3	
			1.8 D FREDERICK YL FR	26.1	
			1.7 FIRESTONE	27.8	
			2.4 HARNEY	30.2	
			4.4 GOWANDA	34.6	
			3.7 WILD OAT	38.3	
			4.5 DENT YL	42.8	
			7.8 DN-E LA SALLE YL DY	50.6	
			(45.6)		

..... Thru Time
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD—Fort Collins Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
21 WYP	0.0	DENT YL	
P	1.7 D	MILLIKEN YL M	
	2.0	G. W. CROSSING	
P	7.3	KOENIG	
	9.0	G. W. CROSSING	
P	9.1	KELIM	
	16.4	REDMOND	
42 P	19.6	HARMONY	
124 WYEP	25.0 D-E	FORT COLLINS YL FO	
	25.7	O. & S. CROSSING	
	25.8	O. & S. CROSSING	
P		BOETTCHER YL	
P	38.5	RIPPLE	
Y	41.7	BUCKEYE YL	
		(41.7)	

WESTWARD—Boulder Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
55 WYZP	0.0	DN-R BRIGHTON YL BI	
P	4.2	YOKALL	
	7.1	DICK	
21 IWYP	8.1	DN ST. VRAINS YL VS	
	8.1	U. P. CROSSING	
	10.1	NATIONAL	
P	10.9	STATE COAL MINE JCT. YL	
P	11.4	PARKDALE JCT YL	
P	15.1	ERIE	
	15.1	O. B. & Q. CROSSING	
	16.4	TABOR	
	17.8	LEYNER	
	19.6	LIGGETT	
	24.0	VALMONT YL	
	26.0	O. & S. CROSSING	
WYP	26.1	ARA YL	
P	27.6	DN-R BOULDER YL BR	
		(27.6)	

..... Thru Time
 Average speed per hour
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Greeley Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		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 OH	10.4
	13.8	MATTHEWS	13.8
	14.5	BARNESVILLE	14.5
28 YP	28.1	BRIGGS DALE	28.1
		(28.1)	

WESTWARD—Pleasant Valley Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
34 YP	0.0	CLOVERLY	0.0
	8.1	LOWE	8.1
P	5.1	GALETON	5.1
		(5.1)	

WESTWARD—Encampment Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
	0.0	WALCOTT	0.0
	6.8	MEADS	6.8
6	12.3	OVERLAND	12.3
7	20.6	FISH HATCHERY	20.6
1	24.1	SARATOGA	24.1
26 WY	27.8	DAHLSTROM	27.8
1	29.7	DAVIS	29.7
12	32.7	OOW CREEK	32.7
15	39.3	CANYON	39.3
43 WY	44.4	ENCAMPMENT	44.4
		(44.4)	

WESTWARD—Superior Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
XPY	0.0	THAYER JUNCTION YL	0.0
WP	7.6 D	SUPERIOR	7.6
	9.1	END OF TRACK	9.1
		(9.1)	

WESTWARD—Coalmont Branch—EASTWARD		Time-Table No. 30	
January 11, 1959		STATIONS	
DFWCOTY PZX	8.00AM	0.0 DN-R LARAMIE	0.0 A 3.20PM
22 P2	f 8.31	14.5 MILLER	14.5 f 2.49
21 P	f 8.38	17.8 MILBROOK	17.8 f 2.40
17 PW	f 8.46	21.3 HATTON	21.3 f 2.33
30 P	s 9.08	29.7 CENTENNIAL	29.7 s 2.13
42 Y	f 9.24	34.5 DEERWOOD	34.5 f 1.53
PW	f 9.27	35.6 SPRING CREEK	35.6 f 1.50
18 PW	f 9.58	40.4 ALBANY	40.4 f 1.30
24 W	10.40	47.8 LAKE	47.8 12.44
70 YOWF	s 11.35AM	54.6 D FOX PARK	54.6 s 12.01PM
26 P	f 12.29PM	63.9 WYOOOLO	63.9 f 10.58AM
30 PY	f 12.54	70.8 CAMP	70.8 f 10.28
18 P	f 1.12	73.8 KINGS CANON	73.8 f 10.10
70 FYW	f 1.40	79.8 NORTHGATE	79.8 f 9.32
6	f 1.48	83.5 COWDREY	83.5 f 9.20
27	f 1.58	88.2 BROWNLEE	88.2 f 9.10
82 P	A 2.25	92.2 D-R WALDEN	92.2 9.00AM A 5.05PM
32	f 2.55	100.7 LARAND	100.7 f 4.36
17	f 3.25	107.6 HERRON	107.6 f 4.15
80 P	A 3.45PM	111.1 COALMONT	111.1 4.01PM
		(11.1)	
	(7.45)		Tuesday
	14.3		Thursday
			Saturday
			Monday
			Wednesday
			Friday
			(1.04)
			17.7

..... Thru Time
 Average speed per hour
 Westward trains are superior to trains of same class in the opposite direction.—See Rule 72.

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Puritan Jct.	Time-Table No. 30		Mile Post
		January 11, 1959		
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 23.	Distance from Lionkol Jct.	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
	0.0	LIONKOL JUNCTION		0.0
	2.0	LIONKOL		2.0
	2.5	END OF TRACK		2.5
(2.5)				

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Stansbury Jct.	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1
(2.1)				

WESTWARD—South Pass Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Rock Springs	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
W874 WCY ES96 XZP	0.0	DN-R ROCK SPRINGS YL SG		0.0
	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—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Park City	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
WS114CS115 ES96 FTW	0.0	DN-R ECHO YL HO		0.0
18 F	5.7	COALVILLE YL VE		5.7
16 F	13.4	WANSHIP		13.4
12 F	30.8	ATKINSON		30.8
16 PW	34.5	KEETLEY JCT. YL		34.5
3	36.0	BEGGS SPUR YL		36.0
47	37.2	BROADWATER SPUR YL		37.2
PWY	38.4	D-R PARK CITY YL KD		38.4
(38.4)				

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Keetley Jct.	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
	0.0	KEETLEY JCT. YL		0.0
	5.2	KEETLEY YL		5.2
	7.0	CRAMER YL		7.0
(7.0)				

WESTWARD—Reliance Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Reliance Jct.	Time-Table No. 30		Mile Post
		January 11, 1959		
STATIONS				
	0.0	RELIANCE JUNCTION		0.0
	1.7	RELIANCE MINE		1.7
	2.1	END OF TRACK		2.1
(2.1)				

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

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

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

Designation "Str." — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." — Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

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

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Inspection bus cars.		40	40				20
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Passing under coal chutes at Rock River, Hanna and Bitter Creek.	50	40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel locomotives in road or helper service — Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling air-dump cars.			35
Gas turbine locomotives in road service.		50	50	Trains handling scale test cars: On main line and Dent Branch. On other branch lines.			30 20
1500 class diesel locomotives in road service.	50	50	50	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty. Trains with one Diesel unit handling ore between Echo and Ogden.			45 35
Diesel locomotives running light, dynamic brake not in operation.			35	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
3800 and 3900 class engines.		60	50	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
5000 class engines.		50	50				
MacArthur type engines with 63-in. drivers.		55	50				
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
5000 class engines on any coal mine lead or track.			10	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
0-6-0 type yard engines.		20	20	When using other cross-overs or turn-outs: Steam engines; Forward movement. Back-up movement. All other class engines.			15 10 10 15
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20				
When more than 50% of the tonnage is gravel.			40	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
				All wye tracks.	6	6	6
				Jordan spreaders and other machines of spreader type, when in operation.			15

FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Warren 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40 40
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	Cheyenne Side 97.73 and 97.76	30	30	20
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.73 and 97.76	30	30	20
Evans 49.4 and 49.7	70	60	50				
SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Cheyenne to Dale, No. 3 track	60	60	50	Light engines.			40
Dale to Cheyenne, No. 3 track	60	60	50	4000 class engines.		45	40
West Speer to Cheyenne, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	5
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Buford, No. 1 and 2 tracks.	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Buford to Granite, No. 1 and 2 tracks.	70	60	30	Westward solid express trains, between M. P. 549.7 and 557.0		30	
ON NO. 3 TRACK Between Mile Posts — Perkins 553.5 and 554.0	60	50	40	ON NO. 1 TRACK Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS Between Mile Posts — Cheyenne 515.6 and 515.7	60	50	40	Laramie			
518.8 and 519.1	60	50	40	ON NO. 2 TRACK Hermosa 563.6 and 550.0	70	60	40
Borie 522.1 and 522.3	60	50	40	550.0 and 549.3	50	40	30
523.3 and 523.6	60	50	40	Laramie			
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.	Frts.		Str.	Psgr.	Frts.
Maximum speed.	90	80	50	Rock River, passing coal chute.	50	40	40
Trains handled by diesel locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Hanna, passing coal chute.	50	40	40
Freight engines not otherwise shown.		50		Sinclair, refining company tracks.			6
Light engines.			45	Rawlins, east standpipe.	15	15	15
Laramie, long leads 1, 2 and 3.			10	Bitter Creek, passing coal chute.	50	40	40
Laramie, ice house tracks 1, 2, 3 and 4.			6				
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Laramie 566.8 and 567.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	55	50	40
603.9 and 604.6	60	50	40	807.1 and 806.6	70	60	50
Wilcox 609.5 and 611.6	70	60	50	Rock Springs 803.5 and 801.0	50	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	50	40
Ridge 617.2 and 617.6	70	60	50	798.4 and 797.3	55	45	35
621.8 and 622.4	75	65	50	Baxter 781.7 and 781.3	70	60	50
Calvin 627.1 and 628.7	50	45	35	780.2 and 780.0	60	50	40
629.4 and 629.9	60	50	40	778.9 and 777.8	60	50	40
630.9 and 637.8	70	60	50	Point of Rocks 776.5 and 775.8	65	55	45
Ramsey 639.3 and 640.2	60	50	40	775.0 and 774.3	70	65	50
642.5 and 643.5	50	40	25	773.2 and 773.0	60	50	40
643.5 to 643.7	60	50	40	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	40	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.1	50	40	40
				755.7 and 755.4	60	40	40

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
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
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	Latham 715.3 and 715.0	60	50	40
Riner 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
Cherokee 708.6 and 709.0	70	60	50	Creston 709.0 and 708.6	70	60	50
Creston 713.7 and 714.3	80	70	50	Cherokee 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	25
Latham 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	Sinclair 668.5 and 667.7	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Fort Steele 666.5 and 662.8	70	60	50
Red Desert 733.9 and 737.3	65	55	45	Walcott 661.5 and 661.0	70	60	50
Tipton 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 653.1	70	60	50
Monell 752.9 and 753.3	70	60	50	Dana 652.5 and 652.2	60	50	40
755.4 and 755.7	60	50	40	650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.1	50	40	25	Percy 648.0 and 647.5	70	60	50
757.1 and 757.3	50	40	40	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.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.5 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	643.7 and 643.5	50	40	40
773.0 and 773.2	60	50	40	640.2 and 639.3	60	50	40
774.3 and 775.0	70	65	50	Ramsey 637.8 and 630.9	70	60	50
775.8 and 776.6	65	55	45	629.9 and 629.4	60	50	40
Point of Rocks 777.8 and 778.9	60	50	40	628.7 and 627.1	50	45	35
780.0 and 780.2	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
781.3 and 781.7	70	60	50	617.6 and 617.2	70	60	50
Baxter 797.3 and 798.4	55	45	35	Ridge 616.4 and 615.9	55	45	40
799.5 and 800.5	60	50	40	611.6 and 609.5	70	60	50
801.0 and 803.5	50	40	25	Rock River 604.6 and 603.9	60	50	40
806.6 and 807.0	70	60	50	602.2 and 601.1	60	50	40
807.5 and 807.8	55	50	40	599.7 and 598.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Harper 596.8 and 596.5	70	60	50
814.1 and 816.1	40	40	25	Lookout 593.7 and 593.3	70	60	50
816.1 and 816.3	35	30	25	Cooper Lake 588.4 and 587.7	70	60	50
816.3 and 817.0	50	40	25	Howell 567.2 and 566.8	50	40	25
Green River				Laramie			

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	80	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
Evanston and Ogden.	79	75	50				
4000 class engines.		45	45	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				

Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	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 847.2	60	50	25	893.4 and 890.9	70	60	50
847.2 and 847.3	60	50	40	Leroy 890.2 and 889.3	50	40	35
849.9 and 850.2	70	60	50	888.7 and 888.3	70	60	50
Church Buttes 860.1 and 860.3	70	60	50	887.5 and 887.3	65	55	45
862.2 and 862.5	70	60	50	886.7 and 886.4	70	60	50
Hampton 866.7 and 866.9	75	65	50	Bridger 885.0 and 884.6	60	50	40
868.0 and 869.2	65	55	45	883.9 and 882.5	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	881.7 and 881.4	70	60	50
874.0 and 874.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
Carter 878.2 and 878.5	70	60	50	878.5 and 878.2	70	60	50
880.1 and 880.3	60	50	40	874.5 and 874.0	70	60	50
Antelope 881.4 and 881.7	70	60	50	Carter 873.6 and 870.9	70	60	50
882.5 and 883.9	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
884.6 and 885.0	60	50	40	866.9 and 866.7	75	65	50
Bridger 886.4 and 886.7	70	60	50	Hampton 862.5 and 862.2	70	60	50
887.8 and 887.5	65	55	45	860.3 and 860.1	70	60	50
888.3 and 888.7	70	60	50	Verne 850.2 and 849.9	70	60	50
889.3 and 890.2	50	40	35	Granger 847.3 and 847.2	60	50	40
Leroy 891.6 and 895.1	70	60	50	847.9 and 847.3	60	50	25
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 909.3 and 910.4	79	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1	60	50	25	818.5 and 817.0	50	40	25
Evanston				Green River			

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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 —			
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	40	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	40
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	
	Psg.	Fr.		Psg.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Branch	Miles Per Hour	Branch	Miles Per Hour
Boulder Branch Maximum Speed.	25	Encampment Branch Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts — 24.25 and 24.47	10
Between St. Vrain and Parkdale Jct. with 5000 class engines.	15	37.58 and 37.75	10
Between Parkdale Jct. and Erie.	15	Pleasant Valley Branch	15
Valmont Spur, M. P. 1, over C. & S. crossing.	10	Puritan Branch	15
Dent Branch: Maximum speed.	60 45	Lionkol Branch	10
800 class engines.	45 40	Superior Branch, on yard tracks at Thayer Jct.	15
3900 and 5000 class and Mallet type engines.	40 40	Branches not otherwise shown.	15
Freight engines not otherwise shown.	50	Stansbury Spur	5
Trains handling outfit cars.	30	Spurs not otherwise shown.	10
Westward Signal M-51, Sand Creek Jct. to paved road.	20 20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance and Stansbury Branches.	4
Between Mile Posts — Quimby 10.0 and 10.6	50 40	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.	6
11.6 and 12.0	50 40	Park City Branch Maximum Speed.	25
East Lake 14.3 and 14.6	50 40	Trains handling outfit cars.	20
St. Vrain 21.5 and 21.9	40 25	Between Mile Posts — 0.0 and 4.3	15
Frederick 25.6 and 25.8	40 25	5.1 and 5.2	15
Gowanda 37.9 and 38.0	50 40	13.2 and 13.5	15
Wild Cat 40.4 and 40.5	50 40	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 Between Barnesville and Briggsdale.	15 5		
Coalmont Branch Maximum speed.	30		
Between Mile Posts — 1.9 and 2.5	25		
15.2 and 16	20		
20.5 and 21	25		
29.50 and 30	20		
37 and 78	10		
94 and 109.7	20		
109.7 and 110.3	5		
110.3 and 111	20		
Coalmont—Around Balloon track	5		

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 — coaling station
 D — diesel oil station
 F — turbine fuel station
 I — interlocking
 O — fuel oil station
 P — dispatcher's telephone
 T — turntable
 W — water
 X — cross-over
 Y — wye
 Z — track scales
 AI — automatic interlocking signals
 CS — center siding
 ES — eastward siding
 WS — westward siding

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	J. H. Waters.....	Surgeon.....	Evanston, Wyo.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	J. B. Bennett.....	Surgeon.....	Evanston, Wyo.
Louis J. Taufer.....	District Surgeon..	Salt Lake City, Utah	F. A. Humphrey....	Surgeon.....	Fort Collins, Colo.
E. B. Craven.....	Surgeon.....	Boulder, Colo.	R. N. Humphrey....	Surgeon.....	Fort Collins, Colo.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	P. E. Woodward....	Surgeon.....	Fort Morgan, Colo.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.	J. W. Allely.....	Surgeon.....	Greeley, Colo.
J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.	R. C. Stratton.....	Surgeon.....	Green River, Wyo.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	A. T. Sudman.....	Surgeon.....	Green River, Wyo.
L. E. McGonigle....	Surgeon.....	Cheyenne, Wyo.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	W. L. Wilkinson....	Surgeon.....	La Salle, Colo.
L. J. Stadnik.....	Oculist.....	Cheyenne, Wyo.	E. R. Pearson.....	Surgeon.....	Lupton, Colo.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	Emory W. DeKay..	Surgeon.....	Laramie, Wyo.
T. L. Johnston.....	Oculist.....	Cheyenne, Wyo.	L. R. Evans.....	Physician.....	Laramie, Wyo.
R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.
G. L. Smith.....	Aurist.....	Cheyenne, Wyo.	B. J. Sullivan.....	Surgeon.....	Laramie, Wyo.
R. J. Parker.....	Surgeon.....	Coalville, Utah	E. D. Flanders....	Physician.....	Ogden, Utah
J. H. Bechtold.....	Surgeon.....	Denver, Colo.	Leo W. Benson.....	Surgeon.....	Ogden, Utah
F. J. Rust.....	Physician.....	Denver, Colo.	K. A. Stratford....	Surgeon.....	Ogden, Utah
J. R. Blair.....	Aurist.....	Denver, Colo.	C. S. Feeny.....	Physician.....	Ogden, Utah
A. T. Haley.....	Surgeon.....	Denver, Colo.	H. V. De Mars.....	Aurist.....	Ogden, Utah
I. E. Hix.....	Oculist.....	Denver, Colo.	R. W. Pugmire....	Oculist.....	Ogden, Utah
I. E. Hix, Jr.....	Oculist.....	Denver, Colo.	R. B. Baker.....	Surgeon.....	Rawlins, Wyo.
W. L. Bennett.....	Physician.....	Denver, Colo.	E. W. McNamara....	Surgeon.....	Rawlins, Wyo.
R. M. Maul.....	Surgeon.....	Denver, Colo.	R. D. Paul.....	Surgeon.....	Rawlins, Wyo.
H. T. High.....	Surgeon.....	Devils Slide, Utah	G. M. Halsey.....	Surgeon.....	Rawlins, Wyo.
F. D. Kuykendall..	Surgeon.....	Eaton, Colo.	G. M. Harrison....	Surgeon.....	Rock Springs, Wyo.
J. S. Hellewell....	Surgeon.....	Evanston, Wyo.	J. P. Muir.....	Senior Surgeon...	Rock Springs, Wyo.
D. R. Daines.....	Surgeon.....	Evanston, Wyo.	R. A. Corbett.....	Surgeon.....	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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