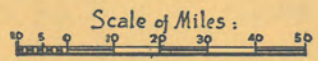


EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION
TIME-TABLE

No. 12

Effective Sunday,
June 17, 1951

at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

Timetable 11 eff 29 Apr 51
 13 30 Sept 51

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (111, 11, 85, 1, 17, 37, 5, 23, 9, 103, 101, 105, 27) and rows for time-table details including times and fares.

Time-Table No. 12

June 17, 1951

STATIONS

CO. BLUFFS

OMAHA

GRAND ISLAND

NORTH PLATTE

JULESBURG

SIDNEY

KANSAS CITY

DENVER

CHEYENNE

BORIE

LARAMIE

RAWLINS

GREEN RIVER

GRANGER

OGDEN

(992.6)

Summary statistics for Westward route including times and average speeds.

H. E. SHUMWAY General Manager

A. D. HANSON Genl. Supt. Transportation

E. H. BAILEY General Superintendent

- List of personnel including C. J. COLOMBO, K. I. JONES, O. A. DURRANT, etc., with their titles and locations.

FIRST SUBDIVISION AND BRANCHES

- List of dispatchers for the first subdivision: C. A. VICK ROY, E. E. CRUTCHFIELD, J. F. BARRETT.

SECOND SUBDIVISION AND THIRD SUBDIVISION LARAMIE TO RAWLINS, AND BRANCHES

- List of dispatchers for the second and third subdivisions: J. M. KELLEY, C. E. WHITE, O. L. FURGASON.

THIRD SUBDIVISION AND FOURTH SUBDIVISION, RAWLINS TO OGDEN, AND BRANCHES

- List of dispatchers for the third and fourth subdivisions: B. FOSTER, L. R. DEARDEN, W. G. JOHNSON.

MILEAGE

Table showing main line and branch mileages, totaling 811.87.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (112, 12, 28, 10, 2, 104, 102, 106, 38, 18, 24, 6, 86) and rows for time-table details including times and fares.

Time-Table No. 12

June 17, 1951

STATIONS

CO. BLUFFS

OMAHA

GRAND ISLAND

NORTH PLATTE

JULESBURG

SIDNEY

KANSAS CITY

DENVER

CHEYENNE

BORIE

LARAMIE

RAWLINS

GREEN RIVER

GRANGER

OGDEN

(992.6)

Summary statistics for Eastward route including times and average speeds.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Table for Westward conditional stops showing train numbers, stations, and passenger destinations.

EASTWARD

Table for Eastward conditional stops showing train numbers, stations, and passenger destinations.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Stations, and Times for Second Class service. Includes rows for YIP, ZP, WCOTYZP, IP, 7, 95 P, 23, 57 P, 52 P, 22, 91 WYZP, 31 P, 94 P, 53 P, 95 P, 24, 42 P, 119 P, 24 P, 24, 192 WCTYP, 60 P, 247 WYZP, YP, 81 P, 80 P, I, 65 P, 22, 64 WYP, 52 P, 96 P, 51 P, 94 WCYP, 97 P, 52 P, 95 WYP, 45, 72 IP, P, IP, WCOTYZP.

Time-Table No. 12

June 17, 1951

STATIONS

Station list for Time-Table No. 12 including: DENVER YL UD, 23RD STREET YL, 36TH ST. YL RA, PULLMAN YL, C. B. & Q. CROSSING, DNSANDCREEKJCT.YLSK, ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON YL BI, POWARS, LUPTON UP, IONE, PLATTEVILLE PA, VASQUEZ, HOUSTON, GLOREST GI, PECKHAM, HAMBERT, LA SALLE YL SA, EVANS, GREELEY YL HG, GREELEY JCT., LUCERNE O, EATON YL UR, G. W. CROSSING, AULT A, STAGE, PIERCE BU, NUNN NU, DOVER, DEOKER, CARE OR, WARREN, GLEASON, SPEER YL S, BORIE YL BO, CORLETT JCT., TOWER A YL AY, CHEYENNE YL N-OY.

Double Track

BLOCK SIGNALS

(0.10) 13.2 (0.45) 2.9 (1.10) 38.1 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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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. Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver. For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Stations, and Times for First Class service. Includes rows for 10, 17, 37, 86, 112, 8, 38, 57, 9. Stations include DENVER YL UD, 23RD STREET YL, 36TH ST. YL RA, PULLMAN YL, C. B. & Q. CROSSING, DNSANDCREEKJCT.YLSK, ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON YL BI, POWARS, LUPTON UP, IONE, PLATTEVILLE PA, VASQUEZ, HOUSTON, GLOREST GI, PECKHAM, HAMBERT, LA SALLE YL SA, EVANS, GREELEY YL HG, GREELEY JCT., LUCERNE O, EATON YL UR, G. W. CROSSING, AULT A, STAGE, PIERCE BU, NUNN NU, DOVER, DEOKER, CARE OR, WARREN, GLEASON, SPEER YL S, BORIE YL BO, CORLETT JCT., TOWER A YL AY, CHEYENNE YL N-OY.

Time-Table No. 12

June 17, 1951

STATIONS

Station list for Time-Table No. 12 including: DENVER YL UD, 23RD STREET YL, 36TH ST. YL RA, PULLMAN YL, C. B. & Q. CROSSING, DNSANDCREEKJCT.YLSK, ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON YL BI, POWARS, LUPTON UP, IONE, PLATTEVILLE PA, VASQUEZ, HOUSTON, GLOREST GI, PECKHAM, HAMBERT, LA SALLE YL SA, EVANS, GREELEY YL HG, GREELEY JCT., LUCERNE O, EATON YL UR, G. W. CROSSING, AULT A, STAGE, PIERCE BU, NUNN NU, DOVER, DEOKER, CARE OR, WARREN, GLEASON, SPEER YL S, BORIE YL BO, CORLETT JCT., TOWER A YL AY, CHEYENNE YL N-OY.

Double Track

BLOCK SIGNALS

(0.05) 26.4 (2.10) 47.6 (2.05) 49.4 (0.50) 46.9 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.35) 41.4 (2.00) 51.6 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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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. Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver. For conditional stops to discharge or pick up revenue passengers, —See Page 3.

Time-Table No. 12		FIRST SUBDIVISION EASTWARD									
June 17, 1951		FIRST CLASS									
STATIONS		85	9	38	111	18	7	37	52	10	
		Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger	
DN-R DENVER YL UD	0.0	A 7.20AM	A 7.45AM	A 8.00AM	A 7.30AM	A 8.10AM	A 8.25AM	A 3.30PM	A 5.15PM	A 6.15PM	
23RD STREET YL	0.6		7.31	7.35	7.22	7.45					
DN-R 36TH ST. YL RA	1.7	7.08	7.28	7.31	7.20	7.41	8.17	3.04	5.08	5.52	
PULLMAN YL	2.2	7.07	7.27AM	7.29	7.19	7.40	8.16AM	3.03PM	5.07	5.51	
C. B. & Q. CROSSING	2.7										
DNSANDCREEKJCT.YLSK	5.0	7.02		7.22	7.15	7.35			5.03	5.47 37	
ADAMS	6.0										
DUPONT	8.1	6.57		7.18	7.10	7.30			4.59	5.43	
ROLLA	9.9										
HAZELTINE	11.3	6.54		7.14	7.07	7.26		f 4.55	5.40		
HENDERSON	14.1	6.52		7.11	7.05	7.22		f 4.52	5.38		
NORTHWAY	16.0										
DN BRIGHTON YL BI	19.1	6.47		7.06	6.59	7.16		s 4.46	5.33 86		
POWARS	22.8										
D LUPTON UP	25.8	6.40		6.56	6.52	7.08		s 4.38	5.26		
IONE	30.1	6.36		6.48 ¹¹¹	6.48 ³⁸	7.03		f 4.33	5.22		
D PLATTEVILLE PA	34.8	6.32		6.40	6.45	6.57		f 4.28	5.18		
VASQUEZ	36.2										
HOUSTON	37.8										
D GILOREST GI	40.0	6.27		6.35	6.41	6.50		f 4.22	5.13		
PEOKHAM	42.4										
HAMBERT	43.2										
DN-R LA SALLE YL SA	46.1	6.20AM		6.27	6.34AM	6.40		s 4.15 ¹¹²	5.08		
EVANS	48.2			6.24		6.34		f 4.06	5.05		
DN GREELEY YL HG	51.7			s 6.19		s 6.29		s 4.01	s 5.01		
GREELEY JCT.	54.0										
D LUOERNE O	55.8			6.12		6.22		f 3.53	4.55		
DN EATON YL UR	59.2			6.08		6.18		s 3.49	4.52		
G. W. CROSSING	59.3										
D AULT A	63.0			6.04		6.14		s 3.44	4.48		
STAGE	64.9										
D PIERCE BU	66.8			6.00		6.10		f 3.39	4.45		
D NUNN NU	71.9			5.56		6.06		f 3.33	4.41		
DOVER	77.0			5.52		6.02		f 3.27	4.37		
DEOKER	81.9			5.48		5.58		3.22	4.33		
DN OARR OR	86.0			5.44		5.54		s 3.17	4.28		
WARREN	90.4			5.39		5.49		3.12	4.24		
GLEASON	94.4			5.35		5.45		3.07	4.20		
DN SPEER YL S	97.8			5.31		5.41		f 3.02	4.16		
DN BORIE YL BO	103.1			5.25AM		5.35AM			4.10PM		
CORLETT JCT.	101.5							2.54			
DN TOWER A YL AY	104.7							2.49			
DN-R CHEYENNE YL N-OY	106.0							2.45PM			
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time (1.00) (0.18) (2.35) (0.56) (2.35) (0.09) (0.27) (2.30) (2.05)
Average speed per hour 46.1 7.3 39.9 49.4 39.9 14.7 4.9 42.4 53.5

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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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.

Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver.

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

Time-Table No. 12		FIRST SUBDIVISION EASTWARD									
June 17, 1951		SECOND CLASS									
STATIONS		369	25	334							
		Mixed	C.R.I.&P. Mixed	Mixed							Car Capacity of Sidings, etc. See Rule 6 (A), page 80.
DN-R DENVER YL UD	0.0	A 7.15AM	A 6.45PM	A 11.50PM							YIP
23RD STREET YL	0.6	6.55									ZP
DN-R 36TH ST. YL RA	1.7	6.53	6.35	11.28							WCOTYZP
PULLMAN YL	2.2	6.50AM	6.30PM	11.25							IP
C. B. & Q. CROSSING	2.7										7
DNSANDCREEKJCT.YLSK	5.0			11.20PM							95
ADAMS	6.0										23
DUPONT	8.1										57
ROLLA	9.9										52
HAZELTINE	11.3										22
HENDERSON	14.1										91
NORTHWAY	16.0										31
DN BRIGHTON YL BI	19.1										94
POWARS	22.8										53
D LUPTON UP	25.8										95
IONE	30.1										24
D PLATTEVILLE PA	34.8										42
VASQUEZ	36.2										110
HOUSTON	37.8										24
D GILOREST GI	40.0										24
PEOKHAM	42.4										192
HAMBERT	43.2										60
DN-R LA SALLE YL SA	46.1			A 9.05PM							247
EVANS	48.2			8.58							YP
DN GREELEY YL HG	51.7			s 8.50							81
GREELEY JCT.	54.0										80
D LUOERNE O	55.8			8.40							I
DN EATON YL UR	59.2			s 8.35							65
G. W. CROSSING	59.3										22
D AULT A	63.0			s 8.30							64
STAGE	64.9										52
D PIERCE BU	66.8			8.24							96
D NUNN NU	71.9			8.17							51
DOVER	77.0			8.10							94
DEOKER	81.9			8.03							97
DN OARR OR	86.0			s 7.57							52
WARREN	90.4			7.50							95
GLEASON	94.4			f 7.44							45
DN SPEER YL S	97.8			f 7.39 17							72
DN BORIE YL BO	103.1			f 7.28 37							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							

Thru Time (0.25) (0.15) (4.50)
Average speed per hour 5.3 8.8 22.9

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 and between Sand Creek Jct. and Borie, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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.

Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver.

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

WESTWARD SECOND SUBDIVISION

Car Capacity of Seating, etc. See Rule 6(A), Page 30.							Distance from Council Bluffs	Time-Table No. 12		FIRST CLASS				
								June 17, 1951		17				
										Passenger				
											STATIONS		Daily	
WCOTY PZ X							509.5	DN-R CHEYENNE YL N						
							510.8	1.3						
IP							514.0	DN TOWER A YL AY						
							514.9	3.2						
P							514.9	CORLETT JUNCTION						
							519.0	0.9						
WS 93 XP							519.0	CORLETT						
							524.0	4.1						
WS 110 XIP							524.0	DN BORIE BO		7.50PM				
							528.6	5.0						
WS 93 XWP							528.6	OTTO		8.00				
							536.5	4.6						
WS 137 XWP							536.5	DN GRANITE CANON YLOA		8.08				
							540.4	7.9						
ES 110 XWP							540.4	BUFORD YL		8.23				
							543.0	3.9						
WS 105 WYP							543.0	DN SHERMAN S		8.30				
							548.4	2.6						
ES 90 X							548.4	DALE CREEK		8.33				
CS 95 XYP							548.4	5.4						
							557.0	DN HERMOSA HM		8.41				
ES 63 WXP							557.0	8.6						
CS 82 XP								RED BUTTES		8.54				
WS 133 WP								9.3						
ES 79 P								2.0						
								HEARD						
ES 110 WP								2.5						
								COLORES						
								8.7						
								SATANKA						
								4.1						
ES 124 P								FORELLE						
								4.0						
WCOTY PZ X							566.8	DN-R LARAMIE YL K-KI		A 9.15PM				
								(56.8)						

.....Thru Time..... (1.25)
Average speed per hour..... 33.4

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS											Distance from Council Bluffs	Time-Table No. 12	
37	5	23	27	9	11	103	101	105	1	June 17, 1951			
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	
	6.50PM	6.20PM	10.00AM		9.00AM	8.35AM	8.20AM	8.05AM	6.10AM	509.5	DN-R CHEYENNE YL N		
	6.53	6.23	10.03		9.03	8.38	8.23	8.08	6.13	510.8	1.3		
										514.0	DN TOWER A YL AY		
										514.9	3.2		
										514.9	CORLETT JUNCTION		
										519.0	0.9		
7.40PM	7.00	6.28	10.09		9.09	8.42	8.27	8.12	6.19	519.0	CORLETT		
	7.06	6.34	10.15	10.10AM	9.14	8.49	8.34	8.19	6.25	524.0	4.1		
7.50	7.14	6.42	10.22	10.18	9.21	8.57	8.42	8.27	6.32	524.0	DN BORIE BO		
	7.58	7.22	6.50	10.30	10.25	9.29	9.05	8.50	6.40	528.6	5.0		
	8.13	7.35	7.02	10.42	10.37	9.41	9.17	9.02	6.52	528.6	OTTO		
	8.20	7.42	7.09	10.42	10.42	9.48	9.22	9.07	6.59	536.5	4.6		
	8.23	7.45	7.12	10.52	10.45	9.51	9.25	9.10	7.02	536.5	DN GRANITE CANON YLOA		
	8.31	7.52	7.19	10.59	10.52	9.58	9.32	9.17	7.09	540.4	7.9		
	8.44	8.05	7.28	11.09	11.01	10.07	9.41	9.26	7.18	540.4	BUFORD YL		
										543.0	3.9		
										543.0	DN SHERMAN S		
										548.4	2.6		
										548.4	DALE CREEK		
										557.0	5.4		
										557.0	DN HERMOSA HM		
											8.6		
											RED BUTTES		
											9.3		
											2.0		
											HEARD		
											2.5		
											COLORES		
											3.7		
											SATANKA		
											4.1		
											FORELLE		
											4.0		
A 9.00PM	A 8.20PM	A 7.42PM	A 11.22AM	A 11.15AM	A 10.22AM	A 9.54AM	A 9.39AM	A 9.24AM	A 7.32AM	566.8	DN-R LARAMIE YL K-KI		
											(56.8)		

(1.20) (1.30) (1.22) (1.22) (1.05) (1.22) (1.19) (1.19) (1.19) (1.22)Thru Time
 35.5 37.9 41.6 41.6 52.4 41.6 43.1 43.1 43.1 41.6Average speed per hour

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 12
June 17, 1951

FIRST CLASS

38	18	6	24	10	28	104	102	12	2
Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
Mile Post									

STATIONS

BLOCK SIGNALS	DN-R CHEYENNE YL N CY 1.3	509.5		A 7.35AM	A 8.15AM		A 4.35PM	A 5.20PM	A 5.30PM	A 5.45PM	A 6.00PM	
	DN TOWER A YL AY 3.2	510.8		7.27	8.07		4.30	5.16	5.26	5.39	5.54	
	CORLETT JUNCTION 0.9	514.0										
	CORLETT 4.1	514.9		7.21	7.59		4.24	5.11	5.21	5.33	5.48	
	DN BORIE BO 5.0	519.0	A 5.25AM	A 5.35AM	7.16	7.54	A 4.10PM	4.19	5.07	5.17	5.28	5.43
	OTTO 4.6	524.0	5.17	5.27	7.09	7.47	4.04	4.14	5.02	5.12	5.23	5.38
	DN GRANITE CANYON YL CA 7.9	528.6	5.11	5.21	7.03	f 7.40	3.59	4.09	4.57	5.07	5.18	5.33
	BUFORD YL 3.9	536.5	5.00	5.10	6.50	f 7.27	3.49	3.58	4.46	4.56	5.07	5.22
	DN SHERMAN S 2.6	540.4	4.54	5.04	6.44	7.21	3.44	3.53	4.41	4.51	5.02	5.17
	DALE CREEK 5.4	548.0	4.50	5.00	6.40	7.16	3.41	3.50	4.38	4.48	4.59	5.14
	DN HERMOSA HM 8.6	548.4	4.43	4.53	6.33	f 7.08	3.35	3.43	4.31	4.41	4.52	5.07
	RED BUTTES 9.3		This Station is not on Eastward Track									
	HEARD 2.5	551.7	4.38	4.48	6.28	7.02	3.31	3.38	4.28	4.38	4.47	5.02
	COLORES 3.7	554.2	4.35	4.45	6.25	6.57	3.28	3.34	4.25	4.35	4.44	4.59
	SATANKA 4.1	557.8	4.30	4.40	6.20	6.50	3.23	3.29	4.21	4.31	4.39	4.54
	FORELLE 4.0	562.0	4.24	4.34	6.14	6.44	3.18	3.23	4.16	4.26	4.33	4.48
	DN-R LARAMIE YL K-KI (56.8)	566.3	4.15AM	4.25AM	6.05AM	6.35AM	3.10PM	3.15PM	4.10PM	4.20PM	4.25PM	4.40PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (1.10) (1.10) (1.30) (1.40) (1.00) (1.20) (1.10) (1.10) (1.20) (1.20)
Average speed per hour..... 40.5 40.5 37.9 34.1 47.4 42.6 48.7 48.7 42.6 42.6

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

106	Streamliner Passenger
-----	-----------------------

Time-Table No. 12
June 17, 1951

STATIONS

BLOCK SIGNALS	DN-R CHEYENNE YL N CY 1.3	509.5											WCOTY PZ X
	DN TOWER A YL AY 3.2	510.8											IP
	CORLETT JUNCTION 0.9	514.0											P
	CORLETT 4.1	514.9											WS 93 XP
	DN BORIE BO 5.0	519.0											WS110 ES110 XIP WS 93 XWP ES 110
	OTTO 4.6	524.0											WS 137 ES 76 XWP WS 105 WYP ES 90 X
	DN GRANITE CANYON YL CA 7.9	528.6											CS 95 XYP
	BUFORD YL 3.9	536.5											ES 63 WXP
	DN SHERMAN S 2.6	540.4											CS 82 XP
	DALE CREEK 5.4	548.0											WS 133 WP
	DN HERMOSA HM 8.6	548.4											This Station is not on Eastward Track
	RED BUTTES 9.3		This Station is not on Eastward Track										
	HEARD 2.5	551.7											ES 79 P
	COLORES 3.7	554.2											ES 110 WP
	SATANKA 4.1	557.8											P
	FORELLE 4.0	562.0											ES 124 P
	DN-R LARAMIE YL K-KI (56.8)	566.3											WCOTY PZ X
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

(1.10).....Thru Time.....
48.7Average speed per hour.....

Eastward trains must keep to the left between cross-over east end Laramie yard and Mile Post 549.7.
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 30.									Distance from Council Bluffs	Time-Table No. 12 June 17, 1951	FIRST CLASS 17 Passenger
									STATIONS	Daily	
										DN-R LARAMIE YL KI-K 8.1	9.25PM
								566.0		HOWELL 3.6	9.35
WCOTYPZ X								574.1		WYOMING 7.6	9.39
CS 92 XP								577.7		D BOSLER FY 5.3	9.47
WS 53 XP								585.3		COOPER LAKE 3.3	9.52
WS 47 XP								590.6		LOOKOUT 5.0	9.57
CS 93								593.9		HARPER 6.4	10.03
ES 64 XP								598.9		DN ROCK RIVER OK 3.7	10.11
CS 105 XP								599.9		WILCOX 7.8	10.16
CS 81 XP								598.9		RIDGE 6.1	10.24
CS 128 WC YPX								605.3		D MEDICINE BOW MB 9.7	10.32
WS 58 XP								609.0		COMO 6.1	10.45
ES 120								616.8		RAMSEY 4.4	10.53
CS 73 XP								622.9		DN HANNA YL HN 5.3	f11.02
CS 128 XYP								632.6		PEROY 3.4	11.11
CS 81 XP								632.6		DANA 5.2	11.15
CS 80 XP								638.7		EDSON 4.9	11.21
WS 118 WCZ								643.1		D WALCOTT WA 8.7	11.27
ES 150 YPX								648.4		FORT STEELE 8.7	11.33
WS 55 XP								651.8		D SINCLAIR GV 6.5	11.43
ES 82 XP								657.0		DN-R RAWLINS YL RS 3.2	11.55PM 12.05AM
CS 71 XP								657.0		FERRIS 3.8	12.13
CS 131 XP								661.9		HADSELL 3.2	12.18
CS 68 XP								661.9		KNOBS 4.0	12.22
CS 80 XP								667.6		DALEY'S RANOH 3.7	12.26
CS 123 XP								676.3		RINER 4.6	12.29
WCOTYZXP								682.8		CHEROKEE 6.7	12.33
WS 71 XP								686.0		ORESTON 4.0	12.41
CS 117 XP								689.8		LATHAM 8.2	12.45
ES 81 XP								693.0		DN WAMSUTTER WM 4.9	12.54
WS 65 XP								697.0		FREWEN 3.6	12.59
WS 70 XP								700.7		RED DESERT 7.3	1.03
ES 125 XP								705.3		TIPTON 3.4	1.12
CS 81 XP								712.0		ROBINSON 3.3	1.16
WS 62 XP								716.0		TABLE ROCK 5.0	1.19
CS 81 XP								716.0		MONELL 5.0	1.23
WS 124 WC YXP								724.2		DN BITTER CREEK YL BK 9.2	1.28
ES 106 YXP								729.1		BLACK BUTTES 5.3	1.38
WS 121 XP								732.7		HALLVILLE 5.9	1.44
CS 71 XP								732.7		D POINT OF ROCKS RO 4.5	1.50
WS 64 XP								740.0		THAYER JUNCTION 7.1	1.56
ES 40								743.4		SALT WELLS 7.1	2.01
WS 104 X YP								746.7		BAXTER 6.4	2.08
WS 125 ES 106 P								747.7		DN ROCK SPRINGS YL SG 6.9	s 2.25
WS 60 ES 71 P								751.7		KANDA 8.0	2.36
WS 162 WC ES 169 YXP								756.7		DN-R GREEN RIVER YLGR (251.0)	A 2.50AM
CS 122 XP								765.9			
WS 70 XP								771.2			
WS 115 X CS 132 WP								777.1			
XYP								784.1			
CS 79 XP								788.6			
CS 120 XP								795.7			
WS 74 WCY ES 97 TZXP								802.1			
CS 135 XP								809.0			
WCOTYPZ								817.0			

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

.....Thru Time..... (5.25)
.....Average speed per hour..... 46.3

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

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 30.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 12 June 17, 1951
	37 Passenger Daily	5 Mail and Express Daily	23 Passenger Daily	27 Passenger Daily	9 Streamliner Passenger Daily	11 Passenger Daily	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily	105 Streamliner Passenger Daily	1 Passenger Daily		STATIONS
												DN-R LARAMIE YL KI-K 8.1
												HOWELL 3.6
												WYOMING 7.6
												D BOSLER FY 5.3
												COOPER LAKE 3.3
												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 YL HN 5.3
												PEROY 3.4
												DANA 5.2
												EDSON 4.9
												D WALCOTT WA 8.7
												FORT STEELE 8.7
												D SINCLAIR GV 6.5
												DN-R RAWLINS YL RS 3.2
												FERRIS 3.8
												HADSELL 3.2
												KNOBS 4.0
												DALEY'S RANOH 3.7
												RINER 4.6
												CHEROKEE 6.7
												ORESTON 4.0
												LATHAM 8.2
												DN WAMSUTTER WM 4.9
												FREWEN 3.6
												RED DESERT 7.3
												TIPTON 3.4
												ROBINSON 3.3
												TABLE ROCK 5.0
												MONELL 5.0
												DN BITTER CREEK YL BK 9.2
												BLACK BUTTES 5.3
												HALLVILLE 5.9
												D POINT OF ROCKS RO 4.5
												THAYER JUNCTION 7.1
												SALT WELLS 7.1
												BAXTER 6.4
												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

(5.20) (5.35) (5.45) (4.50) (4.15) (4.50) (3.55) (4.00) (4.00) (5.00)
47.1 45.0 43.0 51.9 59.1 51.9 64.1 62.8 62.8 50.2
.....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 S-72.
On Third Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

Time-Table No. 12

June 17, 1951

FIRST CLASS

STATIONS

Mile Post

24 Passenger

6 Mail and Express

28 Passenger

10 Streamliner Passenger

12 Passenger

2 Passenger

104 Streamliner Passenger

102 Streamliner Passenger

106 Streamliner Passenger

38 Passenger

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Table with columns for Time-Table No. 12, June 17, 1951, and various stations. Rows include LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, COMO, RAMSEY, HANNA YL HN, PERCY, DANA, EDSON, WALCOTT WA, FORT STEELE, SINCLAIR GV, RAWLINS YL RS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS RO, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YLGR.

Summary table for Time-Table No. 12 showing Thru Time and Average speed per hour for various stations.

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

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 12

June 17, 1951

18 Passenger

STATIONS

Mile Post

A 4.15AM

4.05

4.02

3.54

3.49

3.46

3.41

3.33

3.28

3.19

3.12

3.01

2.55

2.49

2.42

2.38

2.33

2.27

2.21

2.13

2.05

1.53

1.49

1.45

1.41

1.37

1.34

1.30

1.23

1.18

1.09

1.04

1.01

12.53

12.49

12.46

12.41

12.35

12.26

12.21

12.15

12.07

12.03AM

11.56PM

s 11.46

11.36

11.25PM

Daily

(4.50)

51.9

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Table with columns for Time-Table No. 12, June 17, 1951, and various stations. Rows include LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, COMO, RAMSEY, HANNA YL HN, PERCY, DANA, EDSON, WALCOTT WA, FORT STEELE, SINCLAIR GV, RAWLINS YL RS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS RO, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YLGR.

Summary table for Time-Table No. 12 showing Thru Time and Average speed per hour for various stations.

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

WESTWARD										FOURTH SUBDIVISION															
SECOND CLASS										FIRST CLASS															
Time-Table No. 12										Time-Table No. 12															
June 17, 1951										June 17, 1951															
STATIONS										STATIONS															
COPTWXZY										9.00AM	8.45AM	1.10AM	817.0	DN-RGREEN RIVERYLGR											4.40PM
WS 61 PX													821.1	4.1 RIVIEW											4.47
CS 82 P													824.9	3.8 PERU											4.52
CS 81 P													830.2	5.3 BRYAN											4.57
CS 118 P													837.8	7.6 WESTVACO											5.04
WS 99 IPWXY										A 10.00AM	A 2.30AM		847.2	9.4 DN GRANGER YL GN											5.13
ES 126 RCS													854.0	6.3 VERNE											5.20
CS 125 P													858.7	4.7 CHURCH BUTTES											5.25
CS 103 P													858.7	7.2 HAMPTON											5.32
CS 103 P													865.9	3.8 ELKHURST											5.38
CS 95 P													869.7	5.7 DN CARTER YL Q											5.45
CS 135 CPKW													875.4	5.5 ANTELOPE											5.51
CS 103 P													880.9	4.7 BRIDGER											5.56
CS 131 P													890.5	4.9 LEROY											6.02
WS 77 PW													894.8	4.3 RAGAN											6.07
CS 83 PW													897.6	2.8 SPRING VALLEY											6.11
WS 71 PX													901.8	4.2 ASPEN											6.16
CS 125 P													903.6	1.8 DN ALTAMONT AP											6.22
ES 44 X													908.7	5.1 KNIGHT											6.28
ES 122 PX													908.7	4.0 MILLIS											6.32
ES 64 PX													912.7	4.5 DN-R EVANSTON YL NA											6.40
CS 118 PX													917.2	1.2 ALMY JCT.											6.47
PTWXYZC													918.4	3.3 WYUTA											6.52
CS 124 P													921.7	5.9 DN WAHSATCH YL WH											7.00
CS 98 PWXY													927.6	5.0 CURVO											7.07
WS 118 ES 101 PW													932.6	4.1 CASTLE ROCK											7.16
CS 125 PWX													936.7	6.6 EMORY											7.25
WS 120 CS 120 ES 101 OPTWX										2.45PM			943.3	4.6 BASKIN											7.38
CS 118 PX										f 2.55			947.9	4.8 DN ECHO YL HO											7.44
CS 118 PX										s 3.05			956.5	4.1 HENEFER											7.49
CS 132 PWX										s 3.20			960.6	7.4 D DEVIL'S SLIDE ON											7.58
WS 122 ES 118 P										f 3.35			970.6	2.6 DN MORGAN WB											8.06
33 P													975.5	4.9 STODDARD											8.12
PW										3.45			977.7	2.2 PETERSON											8.19
ES 62 PX										f 3.55			980.1	2.4 STRAWBERRY											
PX													985.1	5.0 GATEWAY											
COPTWYZ										A 4.10PM	A 3.00PM		989.9	4.8 UNTAH											
													992.6	2.7 DN-R OGDEN YL OG											A 8.33PM

(175.6)

(1.25)	(6.00)	(1.15)	(1.20)	..... Thru Time.....	(3.53)
28.2	29.3	24.1	22.6	.....Average speed per hour.....	45.2

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 S-72.
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 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										FOURTH SUBDIVISION															
FIRST CLASS										FIRST CLASS															
Time-Table No. 12										Time-Table No. 12															
June 17, 1951										June 17, 1951															
STATIONS										STATIONS															
11	9	103	101	105	1	17	37	5	23	817.0	DN-RGREEN RIVERYLGR														4.40PM
4.30PM	4.05PM	2.00PM	1.50PM	1.35PM	12.50PM	3.25AM	2.45AM	2.25AM	1.55AM	821.1	4.1 RIVIEW														4.47
4.37	4.12	2.05	1.55	1.40	12.57	3.33	2.52	2.32	2.02	824.9	3.8 PERU														4.52
4.42	4.17	2.09	1.59	1.44	1.01	3.38	2.57	2.37	2.08	830.2	5.3 BRYAN														4.57
4.47	4.22	2.14	2.04	1.49	1.06	3.44	3.02	2.42	2.13	837.8	7.6 WESTVACO														5.04
4.56	4.29	2.20	2.10	1.55	1.13	3.51	3.09	2.49	2.21	847.2	9.4 DN GRANGER YL GN														5.13
A 5.05PM	4.39	2.29	2.19	A 2.05PM	1.24	A f 4.05AM	3.20	3.00	f 2.33	854.0	6.3 VERNE														5.20
	4.46	2.35	2.25				3.27	3.07	2.40	858.7	4.7 CHURCH BUTTES														5.25
	4.51	2.39	2.29				3.32	3.12	2.45	858.7	7.2 HAMPTON														5.32
	4.58	2.45	2.35				3.39	3.19	2.54	865.9	3.8 ELKHURST														5.38
	5.03	2.49	2.39				3.44	3.24	2.59	869.7	5.7 DN CARTER YL Q														5.45
	5.09	2.54	2.44				3.50	3.30	f 3.07	875.4	5.5 ANTELOPE														5.51
	5.14	2.59	2.49				3.55	3.35	3.13	880.9	4.7 BRIDGER														5.56
	5.19	3.03	2.53				4.00	3.40	3.18	885.6	4.9 LEROY														6.02
	5.25	3.09	2.59				4.06	3.46	3.24	890.5	4.3 RAGAN														6.07
	5.30	3.13	3.03				4.11	3.51	f 3.31	894.8	2.8 SPRING VALLEY														6.11
	5.34	3.16	3.06				4.15	3.55	3.36	897.6	4.2 ASPEN														6.16
	5.39	3.22	3.12				4.20	4.00	f 3.43	901.8	1.8 DN ALTAMONT AP														6.22
	5.45	3.26	3.16				4.26	4.06	f 3.50	903.6	5.1 KNIGHT														6.28
	5.51	3.31	3.21				4.32	4.12	3.56	908.7	4.0 MILLIS														6.32
	5.56	3.35	3.25				4.37	4.17	4.01	912.7	4.5 DN-R EVANSTON YL NA														6.40
	6.04						4.45	4.25	4.08	917.2	1.2 ALMY JCT.														6.47
	6.09	s 3.40	s 3.30				4.50	4.35	4.18	918.4	3.3 WYUTA														6.52
	6.16	3.46	3.36				4.57	4.42	4.25	921.7	5.9 DN WAHSATCH YL WH														7.00
	6.24	3.52	3.42				5.05	4.50	f 4.35	927.6	5.0 CURVO														7.07
	6.31	3.59	3.49				5.12	4.57	4.42	932.6	4.1 CASTLE ROCK														7.16
	6.39	4.06	3.56				5.20	5.05	4.50	936.7	6.6 EMORY														7.25
	6.48	4.14	4.04				5.29	5.14	4.59	943.3	4.6 BASKIN														7.38
	7.01	4.26	4.16				5.42	5.27	f 5.14	947.9	4.8 DN ECHO YL HO														7.44
	7.06	4.30	4.20				5.47	5.32	5.19	956.5	4.1 HENEFER														7.49
	7.11	4.34	4.24				5.52	5.37	5.24	960.6	7.4 D DEVIL'S SLIDE ON														7.58
	7.20	4.43	4.33				6.01	5.46	f 5.34	968.0	2.6 DN MORGAN WB														8.06
										970.6	4.9 STODDARD														8.12
	7.28	4.51	4.41				6.09	5.54	5.43	975.5	2.2 PETERSON														8.19
	7.34	4.56	4.46				6.15	6.00	5.49	977.7	2.4 STRAWBERRY														
	7.41	5.03	4.53				6.22	6.07	5.57	980.1	5.0 GATEWAY														
							6.22	6.07	5.57	985.1	4.8 UNTAH														
										989.9	2.7 DN-R OGDEN YL OG														A 8.33PM
	A 7.55PM	A 5.15PM	A 5.05PM				A 4																		

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 12

June 17, 1951

FIRST CLASS

Mile Post	FIRST CLASS									
	12	28	10	2	104	102	106	38	18	24
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger

STATIONS

STATIONS	Mile Post	12	28	10	2	104	102	106	38	18	24
DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.05AM	A 10.20AM	A 11.10AM	A 11.55AM	A 12.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.50PM
4.1 RIVIEW	821.1	9.41	9.59	10.13	11.04	11.45	11.55AM	1.07	10.46	10.57	11.39
3.8 PERU	824.9	9.37	9.55	10.09	11.00	11.41	11.51	1.03	10.42	10.53	11.35
5.3 BRYAN	830.2	9.32	9.50	10.04	10.55	11.36	11.46	12.58	10.37	10.47	11.28
7.6 WESTVAO	837.8	9.24	9.43	9.57	10.48	11.30	11.40	12.51	10.30	10.40	11.20
DN GRANGER YL GN	847.2	9.15AM	9.34	9.48	10.39	11.22	11.32	12.42PM	10.21	10.30PM	f 11.10
6.8 VERNE	854.0		9.28	9.40	10.31	11.16	11.26		10.14		11.01
4.7 CHURCH BUTTES	858.7		9.23	9.36	10.27	11.12	11.22		10.09		10.55
7.2 HAMPTON	865.9		9.17	9.30	10.21	11.07	11.17		10.02		10.47
3.8 ELKHURST	869.7		9.13	9.27	10.18	11.04	11.14		9.58		10.43
DN CARTER YL Q	875.4		9.07	9.21	10.12	10.59	11.09		9.51		f 10.35
5.7 ANTELOPE	880.9		9.00	9.15	10.06	10.54	11.04		9.45		10.26
4.7 BRIDGER	885.6		8.56	9.11	10.02	10.50	11.00		9.40		10.21
4.9 LEROY	890.5		8.51	9.06	9.57	10.46	10.56		9.35		10.16
4.3 RAGAN	894.8		8.46	9.01	9.52	10.42	10.52		9.30		10.11
2.8 SPRING VALLEY	897.6		8.43	8.58	9.49	10.39	10.49		9.26		10.07
4.2 ASPEN	901.8		8.39	8.54	9.44	10.35	10.45		9.22		f 10.00
DN ALTAMONT AP	903.6		8.33	8.48	9.38	10.30	10.40		9.17		f 9.54
5.1 KNIGHT	908.7		8.26	8.41	9.31	10.26	10.36		9.10		9.45
4.0 MILLIS	912.7		8.21	8.36	9.26	10.21	10.31		9.04		9.38
4.5			8.14	8.29	9.19	s 10.14	s 10.24		8.57		9.30
DN-R EVANSTON YL NA	917.2								8.52		9.20
1.2 ALMY CT.	918.4										
3.3 WYUTA	921.7		8.03	8.18	9.08	10.06	10.16		8.45		9.10
DN WAHSATCH YL WH	927.6		7.57	8.12	9.02	10.01	10.11		8.39		f 9.03
5.9 CURVO	932.6		7.48	8.03	8.53	9.54	10.04		8.30		8.51
4.1 CASTLE ROCK	936.7		7.42	7.57	8.47	9.49	9.59		8.24		8.44
6.6 EMORY	943.3		7.32	7.47	8.37	9.41	9.51		8.14		8.32
4.6 BASKIN	947.9										
DN ECHO YL HO	952.7		7.17	7.32	8.22	9.28	9.38		8.00		f 8.15
3.8 HENEFER	956.5		7.12	7.27	8.17	9.24	9.34		7.55		8.07
D DEVIL'S SLIDE ON	960.6		7.07	7.22	8.12	9.20	9.30		7.50		8.02
DN MORGAN WB	968.0		6.58	7.13	8.03	9.13	9.23		7.41		f 7.52
2.6 STODDARD	970.6										
4.9 PETERSON	975.5		6.50	7.05	7.55	9.07	9.17		7.34		7.43
2.2 STRAWBERRY	977.7										
2.4 GATEWAY	980.1		6.44	6.59	7.49	9.02	9.12		7.28		7.35
5.0 UINTAH	985.1		6.37	6.52	7.42	8.55	9.05		7.22		7.28
4.8 RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.25AM	6.40AM	7.30AM	8.45AM	8.55AM		7.10PM		7.15PM

BLOCK SIGNALS

Double Track

Thru Time.....	(0.35)	(3.40)	(3.40)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.35)
Average speed per hour.....	51.7	47.9	47.9	47.9	55.5	55.5	54.9	46.8	51.7	38.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 12

June 17, 1951

SECOND CLASS

Mile Post	SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A), page 30.
	254	264	226	262			
	Time Freight	Time Freight	Mixed	Time Freight			

STATIONS

STATIONS	Mile Post	254	264	226	262			Car Capacity of Seating, etc. See Rule 6 (A), page 30.
A 12.25AM	817.0				A 9.50PM			COPTWXYZ
12.20	821.1							WS 61 PX
12.16	824.9							CS 82 P
12.11	830.2							CS 81 P
12.04AM	837.8							CS 118 P
11.55PM	847.2		6.20AM		7.30PM			WS 99 IPWXY ES 126 RCS
11.48	854.0							CS 125 P
11.44	858.7							CS 103 P
11.37	865.9							CS 103 P
11.33	869.7							CS 95 P
s 11.25	875.4							CS 135 CPWX
11.17	880.9							CS 103 P
11.12	885.6							CS 131 P
11.08	890.5							WS 77 CS 83 PW
11.03	894.8							WS 71 PX
11.00	897.6							WS 71 CS 125 P
10.56	901.8							ES 44 X
10.50	903.6							ES 122 PX
10.42	908.7							ES 64 PX
10.37	912.7							CS 118 P
10.30	917.2							CPTWXYZ
10.20	918.4							
10.14	921.7							CS 124 P
10.08	927.6							CS 98 PWXY
9.57	932.6							P
9.51	936.7							WS 118 ES 101 PW
9.41	943.3							CS 125 PWX
	947.9							4
9.25	952.7			A 9.05AM				WS 120 CS 120 ES 101 CPTWX
9.20	956.5			f 8.55				CS 118 PX
9.15	960.6			s 8.45				CS 118 PX
9.06	968.0			s 8.30				CS 132 PWX
	970.6							
8.58	975.5			f 8.10				WS 122 ES 118 P
	977.7							33 P
8.50	980.1			8.00				PW
8.43	985.1			f 7.50				ES 62 PX
	989.9							PX
8.30PM	992.6	1.00AM		7.35AM				COPTWYZ

BLOCK SIGNALS

Double Track

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

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 12				SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Denver	212		Mile Post	June 17, 1951		Mile Post	211		334	
		Mixed	Daily		Mixed	Mixed					
		STATIONS									
IP			5.0	DN	SAND CREEK JCT YL SK	5.0		A 11.20PM			
15			8.2		WELBY	8.2					
31	P		9.8		QUIMBY	9.8		11.11			
36	P		13.8		EAST LAKE	13.8		f 11.04			
31	P		18.1		DARLOW	18.1		10.57			
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2		f 10.48			
			22.2		U. P. CROSSING	22.2					
42			24.3		GRADEN	24.3					
53	YP		26.1	D	FREDERICK YL FR	26.1		f 10.37			
	P		27.8		FIRESTONE	27.8		10.31			
19	P		30.2		HARNEY	30.2		10.25			
31	P		34.6		GOWANDA	34.6		10.17			
	P		38.3		WILD CAT	38.3		10.10			
21	WYP		42.8	N	DENT YL FD	42.8	A 9.43AM	10.01			
WCTYP			50.6	DN-R	LA SALLE YL SA	50.6	9.30AM	9.45PM			
					(45.6)		Daily	Daily			
			(0.20) Thru Time.....				(0.13) Average speed per hour.....	(1.35) 36.0			(28.8)
			23.4								

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.

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Mile Post	Time-Table No. 12	
		211	212
		Mixed	Mixed
STATIONS			
21	WYP	9.43AM	0.0 N
	P	f 9.48	1.7
	P	f 10.01	7.3
	P	f 10.05	9.1
	P	f 10.15	13.5
	P	f 10.21	16.4
42	P	f 10.27	19.5
136	WCTYZP	A 10.40AM	25.0 D-R
	P		25.2
	P		25.3
	P		27.9
	P		30.0
	P		38.5
	Y		41.7
			(41.7)
			Daily
			(0.57) Thru Time.....
			26.3

WESTWARD—Boulder Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Mile Post	June 17, 1951	
		STATIONS	
		55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	YOKALL
21	IWYP	7.1	4 DICK
		8.1	DN ST VRAINS YL VS
		8.1	U. P. CROSSING
	P	10.1	NATIONAL
	P	10.9	STATE COAL MINE JCT YL
	P	11.4	PARKDALE JCT YL
	P	15.1	ERIE
	P	15.1	0.0 C. B. & Q. CROSSING
		16.4	1.3 TABOR
		17.8	1.4 LEYNER
		19.6	1.8 LIGGETT
	P	24.0	VALMONT YL
		26.0	2.0 C. & S. CROSSING
	WYP	26.1	0.1 ARA YL
	P	27.6	1.5 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 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.

WESTWARD—Greeley Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Greeley	June 17, 1951	
		STATIONS	
		247	WYZP	0.0 DN	GREELEY YL HG 0.0
	YP	2.3	2.3 GREELEY JCT. YL
34	YP	6.0	3.7 CLOVERLY 6.0
		8.4	2.4 ALDEN 8.4
37	P	10.4 D	3.4 GILL GH 10.4
		13.8	0.7 MATTHEWS 13.8
		14.5	0.7 BARNESVILLE 14.5
29	YP	28.1	18.6 BRIGGSDALE 28.1
			(28.1)
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Superior Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Thayer Jct.	June 17, 1951	
		STATIONS	
		XPY	0.0	THAYER JUNCTION YL	0.0
WP	7.8 D	7.8 SUPERIOR SU	7.6
		9.1	1.5 END OF TRACK 9.1
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—South Pass Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Rock Springs	June 17, 1951	
		STATIONS	
		W874 WCY	0.0	DN-R ROCK SPRINGS YL SG	0.0
88 96 T2P	3.4	3.4 LIONKOL JUNCTION	3.4
	5.5	5.5 RELIANCE JUNCTION	5.5
	7.9	2.4 STANSBURY JUNCTION	7.9
	9.5	1.5 WINTON JUNCTION	9.5
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Reliance Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Reliance Jct.	June 17, 1951	
		STATIONS	
			0.0
	1.7	1.7 RELIANCE MINE	1.7
	2.1	0.4 END OF TRACK	2.1
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Winton Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Winton Jct.	June 17, 1951	
		STATIONS	
			0.0
	2.4	2.4 HAY	2.4
	5.0	2.6 WINTON YL	5.0
	5.2	0.2 END OF TRACK	5.2
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Pleasant Valley Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Cloverly	June 17, 1951	
		STATIONS	
		34	YP	0.0	CLOVERLY 0.0
	P	3.1	3.1 LOWE 3.1
		5.1 D	2.0 GALETON GN 5.1
			..... Thru Time.....
			..... Average speed per hour.....

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

WESTWARD—Puritan Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Parkdale Jct.	June 17, 1951	
		STATIONS	
			0.0
	1.9	1.9 PURITAN	1.9
	3.1	1.2 END OF TRACK	3.1
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Lionkol Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Lionkol Jct.	June 17, 1951	
		STATIONS	
			0.0
	2.0	2.0 LIONKOL	2.0
	2.5	0.5 END OF TRACK	2.5
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Stansbury Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Stansbury Jct.	June 17, 1951	
		STATIONS	
			0.0
	1.9	1.9 STANSBURY MINE	1.9
	2.1	0.2 END OF TRACK	2.1
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Dines Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Hay	June 17, 1951	
		STATIONS	
			0.0
	1.6	1.6 DINES	1.6
	1.9	0.3 END OF TRACK	1.9
			..... Thru Time.....
			..... Average speed per hour.....

WESTWARD—Park City Branch—EASTWARD				
Time-Table No. 12				
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	SECOND CLASS	Distance from Echo	June 17, 1951	
			226	225
			Mixed	Mixed
STATIONS				
W8120 C8120		9.15AM	0.0	DN-R ECHO YL HO 0.0
ES101 CPTW		9.45	5.7 D	5.7 COALVILLE YL VE 5.7
18	PZ	f 9.45	7.7	7.7 WANSHIP 18.4 f 1.10
16	P	f 10.20	13.4	6.9 ATKINSON 20.3 f 12.40
12	P	f 10.50	20.3	4.2 KEETLEY JCT. YL 24.5 12.20
16	PW	11.07	24.5	1.5 BEGGS SPUR 26.0
3			26.0	1.2 BROADWATER SPUR 27.2
47			27.2	1.2 PARK CITY YL KD 28.4 12.01PM
	PWY	A 1130AM	28.4 D-R	
				(28.4)
				Daily Except Sunday
				(2.15) Thru Time.....
				12.6
				(2.09) Average speed per hour.....
				13.0

WESTWARD—Ontario Branch—EASTWARD			
Time-Table No. 12			
Car Capacity of Sidings, etc. See Rule 6(A), page 30.	Distance from Keetley Jct.	June 17, 1951	
		STATIONS	
			0.0
	5.2	5.2 KEETLEY YL	5.2
	7.0	1.8 CRAMER YL	7.0
			..... Thru Time.....
			..... Average speed per hour.....

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

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

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

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

When "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 under "Frt" must not be exceeded.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40	When more than 50% of the tonnage is gravel.			40
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits protected by block signals where not otherwise restricted.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	25				
Other branch lines.		30	15	Trains handling air-dump cars.			35
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40				
Diesel-electric switch engines in road service.		35	35	Trains handling scale test cars: On main line. On branch lines except Dent branch.			20
Diesel-electric locomotives running light, dynamic brake not in operation.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
7000 and 7800 class engines.		75	50				
3800 and 3900 class engines.		60	50	When using cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement.		10	10
5000 and 9000 class engines.		50	50			6	6
MacArthur type engines with 63-in. drivers.		55	50	All other classes engines; Forward movement. Back-up movement.	15	15	15
MacArthur type engines with 57-in. drivers.		35	35			10	10
Consolidation and Ten-Wheeler type engines.		35	35	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.			
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35			20	20
3500 and 5000 class engines on any coal mine lead or track.			10	All wye tracks.	6	6	6
0-6-0 and 0-8-0 type yard engines.		20	20	Jordan spreaders and other machines of spreader type, when in operation.			15
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Freight engines not otherwise shown.		50					
Light engines.		45	45	97.4 and 97.7	50	40	25
Denver, within city limits over street crossings.	35	35	25	Corlett Side 97.7 and 97.9	30	30	25
Between Mile Posts— Denver Yard				97.9 and 98.6	50	40	25
0.4 and 0.7 westward track.	30	30	25	101.4 and 101.5	70	60	45
1.7 and 1.8 westward track.	20	20	25	Corlett Jct. and M. P. 103.9		70	
2.5 and 3.0 westward track.	30	30	25	Borie Side 97.7 and 99.4	50	40	25
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION

Cheyenne to Laramie, westward	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, eastward	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, eastward	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, eastward	70	60	30	Granite Canon on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P. 549.7 and 557.0	30		
4000 class engines.		45	40				
Freight engines not otherwise shown.		50					

ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
Cheyenne 510.4 and 511.8	50	40	25	Forelle 562.2 and 549.8	60	50	40
Corlett 515.6 and 515.7	60	50	40	Hermosa 548.1 and 547.0	55	45	35
518.8 and 519.1	60	50	40	Hermosa Tunnel	50	40	25
Borie 522.1 and 522.3	60	50	40	545.1 and 537.9	50	45	35
523.3 and 523.6	60	50	40	537.5 and 535.6	50	40	25
Otto 524.5 and 525.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Granite Canon 528.7 and 529.5	50	40	25	530.2 and 530.0	50	40	30
530.0 and 535.1	55	45	35	529.5 and 528.7	50	40	25
535.6 and 537.5	50	40	25	Granite Canon 525.6 and 524.5	60	50	30
537.9 and 540.9	45	40	35	Otto 523.6 and 523.4	65	55	30
541.1 and 545.1	55	45	35	522.3 and 522.1	60	50	30
Hermosa Tunnel 547.0 and 548.1	50	40	25	Borie 519.1 and 518.8	60	50	30
Hermosa 549.3 and 549.6	50	40	30	515.7 and 515.6	60	55	30
549.7 and 550.0	40	30	25	Corlett 511.8 and 510.4	50	40	25
550.0 and 563.6	70	60	40	Cheyenne			
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
Laramie							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frts.		Str.	Psgr.	Frts.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				

ON WESTWARD TRACK 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	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	793.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 795.3 and 795.1	60	50	40
621.8 and 622.4	75	65	50	794.5 and 794.2	70	60	50
Calvin 627.1 and 628.7	50	45	35	791.7 and 791.4	70	60	50
629.4 and 629.9	60	50	40	781.7 and 781.3	70	60	50
630.9 and 637.8	70	60	50	780.2 and 780.0	60	50	40
Ramsey 639.3 and 640.2	60	50	40	778.9 and 777.8	60	50	40
642.5 and 643.7	50	40	25	Point of Rocks 776.6 and 775.8	65	55	45
Hanna 645.1 and 646.3	70	60	50	775.0 and 774.3	70	65	50
647.5 and 648.0	70	60	50	773.2 and 773.0	60	50	40
Percy 650.2 and 650.7	70	60	50	772.3 and 771.8	70	65	50
Dana 652.2 and 652.5	60	50	50	Hallville 769.3 and 768.8	60	50	40
653.1 and 656.4	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
				762.3 and 762.0	70	60	50
				761.0 and 760.5	70	60	50
				757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Salt Wells 791.4 and 791.7	70	60	50	611.6 and 609.5	70	60	50
794.2 and 794.5	70	60	50	Rock River 604.6 and 603.9	60	50	40
795.1 and 795.3	60	50	40	602.2 and 601.1	60	50	40
Baxter 797.3 and 798.4	55	45	35	599.7 and 598.5	70	60	50
799.5 and 800.5	60	50	40	Harper 596.8 and 596.5	70	60	50
801.0 and 803.5	50	40	25	Lookout 593.7 and 593.3	70	60	50
806.6 and 807.0	70	60	50	Cooper Lake 588.4 and 587.7	70	60	50
807.5 and 807.8	65	55	45	Howell 567.2 and 566.8	50	40	25
Kanda 809.6 and 813.9	55	45	35	Laramie			
814.1 and 816.1	40	40	25				
816.1 and 816.3	35	30	25				
816.3 and 817.0 Green River	50	40	25				

FOURTH SUBDIVISION

Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.
4000 class engines		45	45	
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				Evanston			
817.0 and 818.5.	50	40	25	915.6 and 915.4	70	60	50
819.3 and 820.7.	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6	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	80	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 Evanston	60	50	25	818.5 and 817.0 Green River	50	40	25

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	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					
Boulder Branch Maximum Speed.		25	Greeley Branch		15
Trains handling outfit cars.		20	Pleasant Valley Branch		15
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.		15	Puritan Branch		15
Between Parkdale Jct. and Erie.		15	Lionkol Branch		10
Valmont Spur, M.P. 1, over C. & S. crossing.		10	Superior Branch, on yard tracks at Thayer Jct.		15
Dent Branch: Maximum speed.	60	45	Branches not otherwise shown.		15
800 class engines.	45	40	Stansbury Spur		5
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Spurs not otherwise shown.		10
Freight engines not otherwise shown.	50		5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Trains handling outfit cars.		20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	Park City Branch Maximum Speed		25
Between Mile Posts— Quimby 10.0 and 10.6	50	40	Trains handling outfit cars.		20
11.6 and 12.0	50	40	Between Mile Posts— 0.0 and 4.3		15
East Lake 14.3 and 14.6	50	40	5.1 and 5.2		15
St. Vrain 21.5 and 21.9	40	25	13.2 and 13.5		15
Frederick 25.6 and 25.8	40	25	14.8 and 21.0		15
Gowanda 37.9 and 38.0	50	40	24.0 and 24.1		15
Wild Cat 40.4 and 40.5	50	40	25.1 and 25.2		15
Fort Collins Branch Between Dent and Fort Collins.		30	26.3 and 28.4		15
Between Fort Collins and Buckeye.		25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Trains handling outfit cars.		20	Ontario Branch		15
Dent, over west wye switch.		10	Cranmer spur, between Keetley and end of track.		10
Fort Collins, within city limits		15			
Fort Collins, over east cross-over switch.		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—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.	System.	R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.
Wm. M. Grieg	District Surgeon	Denver, Colo.	North to, and including Warren.	R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.
			East to, but not including Ellis.	Hanna, Wyo.	Surgeon	Hanna to Rock Springs.	
			East to, but not including Plainville.	Emory W. DeKay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
			East to, and including Ovid.	O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
J. S. Benwell	Surgeon	Denver, Colo.	Denver.	E. C. Pelton	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
T. E. Beyer	Aurist	Denver, Colo.	Denver.	B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
J. R. Blair				R. F. Howe	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	L. S. Sycamore	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	Floyd Seager	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
I. E. Hix	Oculist	Denver, Colo.	Denver.	K. A. Stafford	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
H. W. Stuver	Surgeon	Denver, Colo.	Denver.	D. D. Olson	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
W. L. Bennett	Surgeon	Denver, Colo.	Denver.	C. D. Van Hook	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
P. V. Hansen	Dentist	Denver, Colo.	Denver.	L. B. McQuarrie	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.	W. P. Daines	Surgeon	Ogden, Utah	Ogden to Green River, Brigham and Kaysville.
J. W. Wells	Surgeon	Brighton, Colo.	Denver to Lupton and Brighton to Erie.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
C. P. Bishop	Surgeon	Frederick, Colo.	Vicinity.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
F. A. Humphrey	Surgeon	Ft. Collins, Colo.	LaSalle to Fort Collins.	E. W. McNamara	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
J. W. Alhley	Surgeon	Greeley, Colo.	Evans to Eaton.	G. M. Halsey	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. L. Wilkinson	Surgeon	LaSalle Colo.	La Salle to Kersey.	R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	S. J. Hanten	Surgeon	Superior, Wyo.	Superior to Thayer Jct.
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	East to, but not including North Platte.	Louis J. Taufer	District Surgeon	Salt Lake, Utah	North to, but not including McCammon.
			West to, but not including Rock Springs.				East to, and including Rock Springs.
			South to, but not including Warren.				South to, but not including Caliente.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	R. J. Parker	Surgeon	Coalville, Utah	Echo to Park City.
G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	H. T. High	Surgeon	Devils Slide, Utah	Devils Slide to Ogden.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.	J. S. Hellwell	Surgeon	Evanston, Wyo.	Green River to Morgan.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	J. H. Holland	Surgeon	Evanston, Wyo.	Green River to Morgan.
G. W. Marbry	Oculist	Cheyenne, Wyo.	Cheyenne.	J. H. Waters	Surgeon	Evanston, Wyo.	Green River to Morgan.
				J. B. Bennett	Surgeon	Evanston, Wyo.	Green River to Morgan.
				R. C. Stratton	Surgeon	Green River, Wyo.	Rock Springs to Evanston.
				A. T. Sudman	Surgeon	Green River, Wyo.	Rock Springs to Evanston.
				Clint A. Laffoon	Surgeon	Park City, Utah	Bet. Park City and Echo.
				P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

- Denver....."U. D." Telegraph Office
- Denver.....Dispatcher's Office
- Denver 23rd Street.....Register Room
- Denver.....Conductors' Room, Freight Station
- 29th Street.....Yard Office
- 36th Street.....Telegraph Office
- 36th Street.....Register Room
- Pullman.....Yard Office
- Pullman (Roundhouse).....Engine Dispatcher's Office
- Brighton.....Telegraph Office
- La Salle.....Telegraph Office
- Greeley.....Telegraph Office
- Eaton.....Telegraph Office
- Cheyenne.....Dispatcher's Office
- Cheyenne.....Telegraph Office
- Cheyenne.....Yard Office
- Cheyenne.....Engine Dispatcher's Office
- Laramie.....Yard Office
- Laramie.....Depot Telegraph Office
- Laramie.....Engine Dispatcher's Office
- Laramie.....Switchmen's Locker Room

- Laramie.....Passenger Enginemen Washroom
- Hanna.....Telegraph Office
- Rawlins.....Telegraph Office
- Rawlins.....Yard Office
- Rawlins.....Engine Dispatcher's Office
- Rock Springs.....Telegraph Office
- Rock Springs.....Roundhouse Foreman's Office
- Green River.....Train Dispatcher's Office
- Green River.....Telegraph Office
- Green River.....Engine Crew Dispatcher's Office
- Green River.....Switchmen's Locker Room
- Evanston.....Telegraph Office
- Evanston.....Engine Crew Dispatcher's Office
- Ogden.....Telegraph Office, Union Depot
- Ogden.....YD—21st St. Telegraph Office
- Ogden.....Engine Crew Dispatcher's Office, Roundhouse
- Ogden.....Enginemen's Wash Room
- Ogden.....RD—28th St. Telegraph Office
- Fort Collins.....Telegraph Office

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		