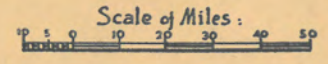


**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 CORRECTED TO MAY . 1, 1953



**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**



**WYOMING DIVISION**  
**TIME-TABLE**  
**No. 17**

**Effective Sunday,**  
**May 24, 1953**  
 at 12:01 P. M. Mountain Time

*Safety Is*  
*No Accident*

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

															Distances from Council Bluffs	Time Table No. 17 May 24, 1953	
11	85	1	17	37	23	5	9	103	101	27	105	111	CO. BLUFFS	OMAHA			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Stream-liner	Stream-liner	Passenger	Stream-liner	Stream-liner	Passenger	Passenger	0.0	2.8	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	STATIONS	
						9.20									0.0	CO. BLUFFS	
	9.55	9.45	9.40		10.25	9.55		3.10	2.55	1.45	1.40	12.50	2.8		2.8	OMAHA	
	1.20	12.30	12.15		1.20	12.45		5.10	4.55	4.22	3.40	2.55	146.9		146.9	GRAND ISLAND	
	4.20	2.40	2.30		3.55	3.05		6.55	6.40	6.35	5.25	4.50	284.1		284.1	C.T. NORTH PLATTE	
	3.40	2.00	1.40		3.05	2.15		6.00	5.45	6.05	4.30	3.55	365.3		365.3	M.T. NORTH PLATTE	
		3.30										5.10	407.5		407.5	JULESBURG	
	6.25		4.00		5.25	4.35		7.43	7.28	8.25	6.13		562.5		562.5	SIDNEY	
				11.58			9.30						8.30		8.30	KANSAS CITY	
		7.20		5.40	3.30	5.35		7.55					509.5		509.5	Ar DENVER	
								8.25					575.5		575.5	Lv DENVER	
	8.40		6.05		7.35	6.35		9.25	9.10	10.30	7.55		692.3		692.3	CHEYENNE	
	9.10		6.15		7.45	6.50		9.35	9.20	10.40	8.05		757.5		757.5	LARAMIE	
	10.45		7.45	9.38	9.15	9.25	8.30	11.45	10.55	10.40	12.10	9.25	826.5		826.5	RAWLINS	
	1.12		10.00	12.05	11.45	11.55	11.10	1.44	12.40	12.30	2.25	11.15	856.7		856.7	GREEN RIVER	
	3.45		12.40	2.40	2.20	2.30	1.50	4.05	2.50	2.40	5.05	1.25	856.7		856.7	GRANGER	
	5.25		12.55	3.25	2.45	3.00	2.25	4.40	3.00	2.50	5.40	1.35	1002.0		1002.0	OGDEN	
	6.00			4.05							2.05					(1002.0)	
			4.45		6.35	7.00	6.20	8.35	6.15	6.05	9.30						

(21.05) (10.35) (20.05) (10.25) (31.36) (21.35) (21.35) (24.05) (16.05) (16.10) (20.45) (13.25) (8.40) Thru Time From Omaha  
 42.1 52.8 49.8 39.4 38.1 46.2 46.2 50.9 62.1 61.8 48.2 63.6 69.2 Average speed per hour

**E. HICKS**  
General Manager

**H. E. SHUMWAY**  
Genl. Supt. Transportation

**G. A. CUNNINGHAM**  
General Superintendent

### FIRST SUBDIVISION AND BRANCHES

C. A. VICK ROY, Chief Train Dispatcher.....Denver, Colo.  
 E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher.....Denver, Colo.  
 J. F. BARRETT, Asst. Chief Train Dispatcher.....Denver, Colo.

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

J. M. KELLEY, Chief Train Dispatcher.....Cheyenne, Wyo.  
 C. E. WHITE, Asst. Chief Train Dispatcher.....Cheyenne, Wyo.  
 R. W. HAYES, Asst. Chief Train Dispatcher.....Cheyenne, Wyo.

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

B. FOSTER, Chief Train Dispatcher.....Green River, Wyo.  
 L. R. DEARDEN, Asst. Chief Train Dispatcher.....Green River, Wyo.  
 W. E. HARDY, Asst. Chief Train Dispatcher.....Green River, Wyo.

### MILEAGE

Main Line.....628.23  
 Branches.....372.31  
 Total.....1000.54

**C. J. COLOMBO**, Superintendent.....Cheyenne, Wyo.  
**J. E. HOGG**, Terminal Superintendent.....Cheyenne, Wyo.  
**O. A. DURRANT**, Asst. Superintendent.....Green River, Wyo.  
**H. G. HAGGLUND**, Terminal Superintendent.....Green River, Wyo.  
**C. T. ALFORD**, Asst. Superintendent.....Denver, Colo.  
**R. W. HOPKINS**, Terminal Superintendent.....Denver, Colo.  
**K. I. JONES**, Trainmaster.....Cheyenne, Wyo.  
**G. E. O'HARA**, Trainmaster.....Laramie, Wyo.  
**J. L. PHILLIPS**, Asst. Trainmaster.....Laramie, Wyo.  
**P. D. SELF**, Terminal Superintendent.....Laramie, Wyo.  
**W. G. JOHNSON**, Trainmaster.....Rawlins, Wyo.  
**D. E. MOORE**, Safety Representative.....Green River, Wyo.  
**W. C. SATTERFIELD**, Trainmaster.....Ogden, Utah  
**J. C. JOCHIM**, Trainmaster.....Denver, Colo.  
**C. E. MYERS**, Master Mechanic.....Cheyenne, Wyo.  
**H. T. SNYDER**, Master Mechanic.....Denver, Colo.  
**D. P. CLIFFORD**, Road Foreman of Engines.....Cheyenne, Wyo.  
**R. M. WARNER**, Road Foreman of Engines.....Cheyenne, Wyo.  
**E. J. MOORE**, Road Foreman of Engines.....Laramie, Wyo.  
**G. L. LIEBAU**, Road Foreman of Engines.....Laramie, Wyo.  
**M. N. ANDERSON**, Road Foreman of Engines.....Rawlins, Wyo.  
**CHARLES SHIPMAN**, Road Foreman of Engines.....Rawlins, Wyo.  
**T. A. KELLEHER**, Road Foreman of Engines.....Ogden, Utah  
**H. C. LUSTY**, Road Foreman of Engines.....Evanston, Wyo.  
**J. W. GODFREY**, Division Engineer.....Cheyenne, Wyo.  
**G. M. PICKERING**, General Roadmaster.....Cheyenne, Wyo.

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

															Mile Post	Time Table No. 17 May 24, 1953											
112	12	10	28	2	104	102	106	38	18	24	6	86	CO. BLUFFS	OMAHA													
Stream-liner	Passenger	Passenger	Passenger	Passenger	Stream-liner	Stream-liner	Stream-liner	Passenger	Passenger	Passenger	Mail and Express	Passenger	0.0	2.8													
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	STATIONS													
															0.0	CO. BLUFFS											
															2.8	OMAHA											
															146.9	GRAND ISLAND											
															284.1	C.T. NORTH PLATTE											
															365.3	M.T. NORTH PLATTE											
															407.5	JULESBURG											
															407.5	SIDNEY											
															562.5	KANSAS CITY											
															562.5	Ar DENVER											
															562.5	Lv DENVER											
															509.5	CHEYENNE											
															575.5	LARAMIE											
															692.3	RAWLINS											
															826.5	GREEN RIVER											
															856.7	GRANGER											
															1002.0	OGDEN											

Thru Time From Omaha.....(8.00) (20.25) (23.25) (19.35) (19.35) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.15)  
 Average speed per hour.....69.5 41.2 50.5 49.6 49.6 62.2 62.2 63.5 46.2 44.6 42.0 48.1 54.4

### CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Rock Springs.....	East of Council Bluffs arriving on this train.....	Salt Lake City or beyond.	2	Rock Springs.....	Salt Lake City or beyond.....	Omaha or beyond.
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs.....	Sleeping car passengers from West of Ogden or Pocatello.....	Denver or beyond.
9	Rock Springs.....	Denver or beyond..	Sleeping car passengers for West of Ogden, Pocatello or beyond.	18	Any station on First and Third Subdivision....	Granger or beyond.	
37	Rock River.....	Denver or east.	North of Granger.	24	Any station on Third Subdivision.....	Ogden or beyond.	Green River or beyond.
	Medicine Bow.....						
	Sinclair.....						
	Wamsutter.....						
17	Any station on Third Subdivision.....			24	Any station on Fourth Subdivision.....	Ogden or beyond....	
23	Any station on Third and Fourth Subdivision....	East of Cheyenne...	Ogden or beyond.	28	Rock Springs.....	West of Ogden.	
27	Rock Springs.....	Omaha and Denver or beyond.....	West of Ogden.	38	Any station on First Subdivision.....	Ogden or beyond.	
85	Brighton.....	From East of La Salle		86	Any station on First Subdivision.....		East of Julesburg.
105	Rock Springs.....	Cheyenne or beyond	Pocatello or beyond.	106	Rock Springs.....	Pocatello or beyond.	Cheyenne or beyond.
				334	Any Station.....	Cheyenne or beyond.	

		WESTWARD FIRST SUBDIVISION								Distance from Denver		Time-Table No. 17 May 24, 1953		STATIONS
		SECOND CLASS												
Car Capacity of Ships, etc. See Rule 6 (A), page 31.				370		250				Distance from Denver		STATIONS		
				Mixed	Time Freight	Daily	Daily							
	YIP					6.50PM		0.0				DN-R DENVER YL UD		
								0.6				23RD STREET YL		
	ZP					7.25	6.10PM	1.7				DN-R 36TH ST. YL RA		
	WCOTYZP				A 7.35PM	6.13		2.2				PULLMAN YL		
								4.9				C. B. & Q. CROSSING		
	IP						6.20	5.0				DN SAND CREEK JCT. YL SK		
								6.0				ADAMS		
	7							8.1				DUPONT		
	95	P					6.26	9.9				ROLLA		
	23							11.3				HAZELTINE		
	57	P					6.31	14.1				HENDERSON		
	52	P					6.36	16.0				NORTHWAY		
	22							19.1				DN BRIGHTON YL BI		
	91	WYZP					6.43	22.8				POWARS		
	31	P						25.8				D LUPTON UP		
	94	P					6.52	30.1				D PLATTEVILLE PA		
	53	P					6.58	34.8				VASQUEZ		
	95	P					7.04	36.2				HOUSTON		
	24							37.8				D GLOREST GI		
	42	P						40.0				PECKHAM		
	119	P					7.11	42.4				HAMBERT		
	24	P						43.2				DN-R LA SALLE YL SA		
						A 7.20PM		46.1				EVANS		
	192	WCTYP						48.2				DN GREELEY YL HG		
	60	P						51.7				GREELEY JCT.		
	247	WYZP						54.0				D LUCERNE O		
								55.8				D EATON YL UR		
	81	P						59.2				G. W. CROSSING		
	80	P						59.3				D AULT A		
								63.0				STAGE		
	22							64.9				D PIEROE BU		
	64	WYP						66.8				D NUNN NU		
	52	P						71.9				DOVER		
	96	P						77.0				DECKER		
	51	P						81.9				DN CARE OR		
	94	WCYP						86.0				WARREN		
	97	P						90.4				GLEASON		
	52	P						94.4				DN SPEER YL SP		
								99.3				DN BORIE YL BO		
	138	WP						103.3				(103.3)		
	72	IP												
		(0.45)	(1.10)											
		2.9	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 Nos. 10 and 111 are 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 Speer, 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 at Denver.

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

		WESTWARD FIRST SUBDIVISION								Distance from Denver		Time-Table No. 17 May 24, 1953		STATIONS
		FIRST CLASS												
Car Capacity of Ships, etc. See Rule 6 (A), page 31.		10	17	37	86	112	8	38	57	9	Distance from Denver		STATIONS	
		Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.L.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
		6.50PM	5.40PM	5.35PM	5.00PM	3.30PM	12.50PM	9.00AM	8.30AM	8.25AM	0.0		DN-R DENVER YL UD	
											0.6		23RD STREET YL	
		6.54	5.45	5.40	5.06	3.34	12.54	9.04	8.35	8.29	1.7		DN-R 36TH ST. YL	
		A 6.55PM	5.47	5.42	5.07	3.35	A 12.55PM	A 9.05AM	8.37	8.30	2.2		PULLMAN YL RA	
											4.9		C. B. & Q. CROSSING	
											5.0		DN SAND CREEK JCT. YL SK	
											6.0		ADAMS	
											8.1		DUPONT	
											9.9		ROLLA	
											11.3		HAZELTINE	
									f 8.50	8.41	14.1		HENDERSON	
									f 8.53	8.43	16.0		NORTHWAY	
											19.1		DN BRIGHTON YL BI	
											22.8		POWARS	
											25.8		D LUPTON UP	
											30.1		D PLATTEVILLE PA	
											34.8		VASQUEZ	
											37.8		HOUSTON	
											40.0		D GLOREST GI	
											42.4		PECKHAM	
											43.2		HAMBERT	
											46.1		DN-R LA SALLE YL SA	
											48.2		EVANS	
											51.7		DN GREELEY YL HG	
											54.0		GREELEY JCT.	
											55.8		D LUCERNE O	
											59.2		D EATON YL UR	
											59.3		G. W. CROSSING	
											63.0		D AULT A	
											64.9		STAGE	
											66.8		D PIEROE BU	
											71.9		D NUNN NU	
											77.0		DOVER	
											81.9		DECKER	
											86.0		DN CARE OR	
											90.4		WARREN	
											94.4		GLEASON	
											99.3		DN SPEER YL SP	
											103.3		DN BORIE YL BO	
													(103.3)	
		(0.05)	(2.15)	(2.05)	(0.59)	(0.45)	(0.05)	(0.05)	(2.20)	(1.55)				
		26.4	44.1	47.6	46.9	61.4	26.4	26.4	42.6	51.8	..... Thru Time			
				..... Average speed per hour										

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

		FIRST SUBDIVISION					EASTWARD				
		FIRST CLASS									
Time-Table No. 17		85	38	9	18	7	111	37	52	10	
May 24, 1953		Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	
STATIONS		Mile Post									
BLOCK SIGNALS	DN-R DENVER YL UD 0.0	A 7.20AM	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 3.30PM	A 5.20PM	A 6.20PM	
	0.6 23RD STREET YL		7.35	7.39	7.45		8.22				
	1.1 DN-R 36TH ST. YL	7.07	7.31	7.36	7.41	8.17	8.20	3.04	5.14	5.52	
	1.5 PULLMAN YL RA 2.2	7.06	7.29	7.35AM	7.40	8.16AM	8.19	3.03PM	5.13	5.51	
	2.7 C. B. & Q. CROSSING 4.9										
	0.1 DNSANDCREEKJCT.YLSK 5.0	7.01	7.22		7.35		8.15		5.09	5.47 <sup>37</sup>	
	1.0 ADAMS 6.0										
	2.1 DUPONT 8.1	6.57	7.18		7.30		8.10		5.03	5.43	
	2.4 ROLLA 9.9										
	1.4 HAZELTINE 11.3	6.53	7.14		7.26		8.07		f 4.58	5.40	
	2.8 HENDERSON 14.1	6.51	7.11		7.22		8.05		f 4.54	5.38	
	1.9 NORTHWAY 16.0										
	3.7 DN BRIGHTON YL BI 19.1	6.45	7.06		7.16		7.59		s 4.47	5.33 <sup>86</sup>	
	3.0 POWARS 22.8										
	4.3 D LUPTON UP 25.8	6.38	6.58		7.08		7.52		s 4.38	5.27	
	4.7 IONE 30.1	6.33	6.52		7.03		7.48		f 4.33	5.23	
	1.4 D PLATTEVILLE PA 34.8	6.29	6.47		6.57		7.45		f 4.28	5.19	
	1.8 VASQUEZ 36.2										
	1.6 HOUSTON 37.8										
	2.2 D GILCREST GI 40.0	6.24	6.41		6.51		7.41		f 4.22	5.14	
	0.8 PECKHAM 42.4										
	2.9 HAMBERT 43.2										
	2.1 DN-R LA SALLE YL SA 46.1	6.17AM	6.34		6.44		7.34AM		s 4.15 <sup>112</sup>	5.09	
	3.5 EVANS 48.2		6.31		6.41				f 4.06	5.07	
	2.3 DN GREELEY YL HG 51.7		s 6.26		s 6.36				s 4.01	s 5.03	
	1.8 GREELEY JCT. 54.0										
	3.4 D LUCERNE O 55.8		6.19		6.29				f 3.53	4.57	
	0.1 D EATON YL UR 59.2		6.15		6.25				s 3.49	4.54	
	3.7 G. W. CROSSING 59.3										
	1.9 D AULT A 63.0		6.11		6.21				s 3.44	4.50	
	1.9 STAGE 64.9										
	5.1 D PIEROE BU 66.8		6.07		6.17				f 3.39	4.47	
	5.1 D NUNN NU 71.9		6.02		6.12				f 3.33	4.43	
	4.9 DOVER 77.0		5.57		6.07				f 3.27	4.39	
4.1 DEOKER 81.9		5.52		6.02				3.22	4.35		
4.1 DN CARR OR 86.0		5.48		5.58				s 3.17	4.31		
4.4 WARREN 90.4		5.43		5.53				3.12	4.27		
4.0 GLEASON 94.4		5.39		5.49				3.07	4.23		
4.9 DN SPEER YL SP 99.3		5.34		5.44				f 3.00PM	4.18		
4.0 DN BORIE YL BO 103.3		5.25AM		5.35AM					4.10PM		
(103.3)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time.....	(1.03)	(2.35)	(0.20)	(2.35)	(0.09)	(0.56)	(0.27)	(2.20)	(2.10)		
Average speed per hour.....	42.0	40.0	6.1	40.0	14.7	49.4	4.9	42.5	47.7		

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Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.  
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

		FIRST SUBDIVISION					EASTWARD				
		SECOND CLASS									
Time-Table No. 17		369	334								
May 24, 1953		Mixed	Mixed								
STATIONS		Mile Post									
BLOCK SIGNALS	DN-R DENVER YL UD 0.0	A 7.15AM	A 11.50PM								
	0.6 23RD STREET YL	6.55									
	1.1 DN-R 36TH ST. YL RA 1.7	6.53	11.33								
	1.5 PULLMAN YL 2.2	6.50AM	11.28								
	2.7 C. B. & Q. CROSSING 4.9										
	0.1 DNSANDCREEKJCT.YLSK 5.0										
	1.0 ADAMS 6.0										7
	2.1 DUPONT 8.1										95
	2.4 ROLLA 9.9										23
	1.4 HAZELTINE 11.3										57
	2.8 HENDERSON 14.1										52
	1.9 NORTHWAY 16.0										22
	3.7 DN BRIGHTON YL BI 19.1										91
	3.0 POWARS 22.8										31
	4.3 D LUPTON UP 25.8										94
	4.7 IONE 30.1										53
	1.4 D PLATTEVILLE PA 34.8										95
	1.8 VASQUEZ 36.2										24
	1.6 HOUSTON 37.8										42
	2.2 D GILCREST GI 40.0										119
	0.8 PECKHAM 42.4										24
	2.9 HAMBERT 43.2										24
	2.1 DN-R LA SALLE YL SA 46.1										192
	3.5 EVANS 48.2										60
	2.3 DN GREELEY YL HG 51.7										247
	1.8 GREELEY JCT. 54.0										YP
	3.4 D LUCERNE O 55.8										81
	0.1 D EATON YL UR 59.2										80
	3.7 G. W. CROSSING 59.3										I
	1.9 D AULT A 63.0										65
	1.9 STAGE 64.9										22
	5.1 D PIEROE BU 66.8										64
	5.1 D NUNN NU 71.9										52
	4.9 DOVER 77.0										96
4.1 DEOKER 81.9										51	
4.1 DN CARR OR 86.0										94	
4.4 WARREN 90.4										97	
4.0 GLEASON 94.4										52	
4.9 DN SPEER YL SP 99.3										138	
4.0 DN BORIE YL BO 103.3										72	
(103.3)	Daily	Daily									
Thru Time.....	(0.25)	(3.40)									
Average speed per hour.....	5.3	27.1									

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.  
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Speer, 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 at Denver.  
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD		SECOND SUBDIVISION		Time-Table No. 17 May 24, 1953		
SECOND CLASS				FIRST CLASS		
334				17	23	37
Mixed				Passenger	Passenger	Passenger
Daily				Daily	Daily	Daily
STATIONS				STATIONS		
WCOTY PZ	X		7.45PM	509.5	DN-R CHEYENNE YL N	7.45PM
	IP		7.52	510.8	DN TOWER A YL AY	7.48
138	WP		A 8.10PM	519.0	DN SPEER YL SP	7.55PM
132	P			525.8	EMKAY	
137	P			534.2	LYNOH	
143 127	CWP			542.7	HARRIMAN	
131	P			549.5	PERKINS	
WS110 ES110	XIP			519.0	DN BORIE BO	
WS 93 ES 110	XWP			524.0	OTTO	
WS 137 ES 76	XWP			528.6	DN GRANITE YL OA	
WS 105 ES 90	WYP			536.5	BUFORD YL	
CS 95	XYP			540.4	DN SHERMAN S	
ES 63	WXP			554.3	DALE	8.51 8.37 8.31
CS 130	XP			557.4	DN HERMOSA HM	8.59 8.44 8.39
WS 133	WP			566.8	RED BUTTES	9.12 8.57 8.52
ES 79	P			551.7	HEARD	
ES 110	WP			554.0	COLORES	
ES 284	P			563.0	FORELLE	
WCOTY PZ	X			575.5	DN-R LARAMIE YLK-KI	A 9.28PM A 9.15PM A 9.05PM
				(0.25) 18.5	..... Thru Time.....	(1.33) 36.5 (1.30) 44.0 (1.25) 39.9
					..... Average speed per hour.....	

Westward trains must keep to the left between Dale 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.  
 Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		SECOND SUBDIVISION		Time-Table No. 17 May 24, 1953								
FIRST CLASS									STATIONS			
5	52	27	9	103	101	11	105	1	STATIONS			
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	STATIONS			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			
6.50PM	2.45PM	10.40AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	509.5	DN-R CHEYENNE YL N	OY	Three Main Tracks
6.53	2.49	10.43		9.38	9.23	9.13	8.08	6.18	510.8	DN TOWER A YL AY	AY	Two Main Tracks
	f 3.00PM		10.20AM						519.0	DN SPEER YL SP	SP	Two Main Tracks
									525.8	EMKAY		
									534.2	LYNOH		
									542.7	HARRIMAN		
									549.5	PERKINS		
									519.0	DN BORIE BO	BO	
									524.0	OTTO		
									528.6	DN GRANITE YL OA	OA	
									536.5	BUFORD YL		
									540.4	DN SHERMAN S	S	
7.45		11.32	11.10	10.25	10.10	10.01	8.55	7.07	554.3	DALE		Double Track
7.52		11.39	11.17	10.32	10.17	10.08	9.02	7.14	557.4	DN HERMOSA HM	HM	
8.05		11.49AM	11.26	10.41	10.26	10.19	9.11	7.25	566.3	RED BUTTES		
									551.7	HEARD		
									554.0	COLORES		
									563.0	FORELLE		
A 8.20PM		A 12.02PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	A 7.37AM	575.5	DN-R LARAMIE YLK-KI	KI	
(1.30) 44.0	(0.15) 25.6	(1.22) 49.3	(1.20) 42.0	(1.19) 50.1	(1.19) 50.1	(1.22) 49.3	(1.19) 50.1	(1.22) 49.3		..... Thru Time.....		
										..... Average speed per hour.....		

Westward trains must keep to the left between Dale 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.  
 Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD										
Time-Table No. 17 May 24, 1953	Mile Post	FIRST CLASS								
		38 Passenger	18 Passenger	6 Mail and Express	24 Passenger	57 Passenger	10 Streamliner Passenger	28 Passenger	12 Passenger	2 Passenger
STATIONS										
CENTRALIZED TRAFFIC CONTROL	DN-R CHEYENNE YL N			A 7.35AM	A 8.15AM	A 11.05AM		A 5.25PM	A 5.40PM	A 5.55PM
	DN TOWER A YL AY			7.27	8.07	10.59		5.18	5.34	5.49
	DN SPEER YL SP					10.50AM				
	EMKAY									
	LYNOH									
	HARRIMAN									
	PERKINS									
	DALE									
	HEARD									
	COLORES									
BLOCK SIGNALS	DN BORIE BO	A 5.25AM	A 5.35AM	7.16	7.54		A 4.10PM	5.07	5.23	5.38
	OTTO	5.17	5.27	7.09	7.47		4.04	5.02	5.18	5.33
	DN GRANITE YL OA	5.11	5.21	7.03	f 7.40		3.59	4.57	5.13	5.28
	BUFORD YL	5.00	5.10	6.50	f 7.27		3.49	4.46	5.02	5.17
	DN SHERMAN S	4.54	5.04	6.44	7.21		3.44	4.41	4.57	5.12
	DALE	4.50	5.00	6.40	7.16		3.41	4.37	4.54	5.09
	DN HERMOSA HM	4.43	4.53	6.33	f 7.08		3.35	4.30	4.47	5.02
	RED BUTTES									
	HEARD	4.38	4.48	6.28	7.02		3.31	4.24	4.42	4.57
	COLORES	4.35	4.45	6.25	6.57		3.28	4.20	4.39	4.54
FORELLE	4.24	4.34	6.14	6.44		3.18	4.09	4.28	4.43	
DN-R LARAMIE YLK-KI	4.15AM	4.25AM	6.05AM	6.35AM		3.10PM	4.00PM	4.20PM	4.35PM	
(56.5)	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time	(1.10)	(1.10)	(1.30)	(1.40)	(0.15)	(1.00)	(1.25)	(1.20)	(1.20)	(1.20)
Average speed per hour	40.3	40.3	37.8	33.9	25.6	47.0	39.9	42.4	42.4	42.4

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale.  
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD																					
FIRST CLASS			Time-Table No. 17 May 24, 1953	Mile Post							Car Capacity of Sidings, etc. See Rule 6 (A), page 31.										
104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger			STATIONS																
CENTRALIZED TRAFFIC CONTROL	A 6.20PM	A 6.30PM	A 6.40PM	DN-R CHEYENNE YL N	509.5																
	6.16	6.26	6.36	DN TOWER A YL AY	510.8																
				DN SPEER YL SP	519.0																
				EMKAY	525.8																
				LYNOH	534.2																
				HARRIMAN	542.7																
				PERKINS	549.3																
				DALE	554.3																
				HEARD	554.8																
				COLORES	556.8																
BLOCK SIGNALS	6.07	6.17	6.27	DN BORIE BO	519.0																
	6.02	6.12	6.22	OTTO	524.0																
	5.57	6.07	6.17	DN GRANITE YL CA	528.6																
	5.46	5.56	6.06	BUFORD YL	536.5																
	5.41	5.51	6.01	DN SHERMAN S	540.4																
	5.38	5.48	5.58	DALE	554.3																
	5.31	5.41	5.51	DN HERMOSA HM	547.9																
				RED BUTTES	556.8																
	5.28	5.38	5.48	HEARD	551.7																
	5.25	5.35	5.45	COLORES	554.0																
5.16	5.26	5.36	FORELLE	563.0																	
5.10PM	5.20PM	5.30PM	DN-R LARAMIE YLK-KI	566.0																	
Daily	Daily	Daily	(56.5)																		
Thru Time	(1.10)	(1.10)	(1.10)																		
Average speed per hour	48.4	48.4	48.4																		

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale.  
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

Time-Table No. 17  
May 24, 1953

FIRST CLASS

17  
Passenger

STATIONS

Daily

Table of stations and times for the westward train, including 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 RANOH, RINER, OBEROKEE, CRESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, and GREEN RIVER YLGR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

..... Thru Time ..... (5.02)  
..... Average speed per hour ..... 49.9

Car Capacity of Seating etc. See Rules 251-254, Page 31.

Table of car capacities and distances from Council Bluffs for various train types and numbers, including WOOPYZ, OS 92, WS 53, WS 47, OS 93, ES 64, OS 105, OS 81, OS 128, WS 58, ES 120, OS 73, OS 128, OS 81, OS 80, WS 118, ES 150, WS 56, ES 82, OS 71, OS 131, OS 68, OS 80, OS 123, WOOPYZ, WS 71, OS 117, ES 81, WS 65, WS 70, ES 125, OS 81, WS 62, OS 81, OS 81, WS 124, ES 106, WS 121, OS 71, WS 64, ES 40, WS 104, WS 125, ES 106, WS 60, ES 71, WS 152, ES 169, OS 122, WS 70, WS 115, OS 132, OS 70, OS 120, WS 74, ES 97, OS 135, and WOOPYZ.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 8-72.  
Rules 251 to 254 inclusive apply on Third Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See page 3.

WESTWARD

THIRD SUBDIVISION

Time-Table No. 17  
May 24, 1953

FIRST CLASS

Table of train numbers and classes for the westward train: 23 (Passenger Daily), 37 (Passenger Daily), 5 (Mail and Express Daily), 27 (Passenger Daily), 9 (Streamliner Passenger Daily), 103 (Streamliner Passenger Daily), 11 (Passenger Daily), 101 (Streamliner Passenger Daily), 105 (Streamliner Passenger Daily), 1 (Passenger Daily).

Distance from Council Bluffs

STATIONS

Table of stations and times for the westward train, including 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 RANOH, RINER, OBEROKEE, CRESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK YL BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, and GREEN RIVER YLGR.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.05) 49.4 (5.02) 49.9 (5.20) 47.1 (4.55) 51.1 (4.20) 57.9 (3.55) 64.1 (5.00) 50.0 (4.00) 62.8 (4.00) 62.8 (4.55) 51.1 ..... 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 8-72.  
Rules 251 to 254 inclusive apply on Third Subdivision.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.





WESTWARD		FOURTH SUBDIVISION				Distance from Council Bluffs	Time-Table No. 17 May 24, 1953	FIRST CLASS	
SECOND CLASS				STATIONS	Passenger			27	Daily
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	225 Local Freight Daily Ex. Sun.	259 Time Freight Daily	263 Time Freight Daily						
COPTWXZY			12.30PM	8.45AM	1.10AM	826.5	DN-RGREEN RIVER YL GR	5.40PM	
WS 81 PX						830.6	4.1 RIVIEW	5.47	
CS 82 P						834.4	3.8 PERU	5.52	
CS 120 P						839.7	5.3 BRYAN	5.57	
CS 118 P						847.3	7.6 WESTVAOO	6.04	
WS 399 IPWXY ES 126 RCS			10.00AM	2.30AM		856.7	DN GRANGER YL GN	6.13	
CS 125 P						863.5	6.8 VERNE	6.20	
CS 103 P						868.2	4.7 CHURCH BUTTES	6.25	
CS 103 P						875.4	7.2 HAMPTON	6.32	
CS 95 P						879.2	8.8 ELKHURST	6.38	
CS 125 CPXW						884.9	DN CARTER YL Q	6.45	
CS 103 P						890.4	5.5 ANTELOPE	6.51	
CS 131 P						895.1	4.7 BRIDGER	6.56	
WS 77 CS 83 PW						900.0	4.3 LEROY	7.02	
WS 71 PX						904.3	4.3 RAGAN	7.07	
CS 125 P						907.1	2.8 SPRING VALLEY	7.11	
ES 44 X						911.3	4.2 ASPEN	7.16	
ES 122 PX						913.1	DN ALTAMONT AP	7.22	
ES 84 PX						918.2	5.1 KNIGHT	7.28	
CS 118 PX						922.2	4.0 MILLIS	7.32	
PTWXYZC						926.7	4.5 DN-R EVANSTON YL NA	7.40	
CS 124 P						927.9	1.2 ALMY JCT.	7.47	
CS 98 PWXY						931.2	3.3 WYUTA	7.52	
P						937.1	DN WAHSATCH YL WH	8.00	
WS 118 ES 101 PW CS 125 PWX						942.1	5.9 CURVO	8.07	
WS 120 CS 120 ES 101 CPTWX			2.45PM			946.2	4.1 CASTLE ROCK	8.16	
CS 118 PX		f 2.55				952.8	6.6 EMORY	8.25	
CS 118 PX		s 3.05				957.4	4.6 BASKIN		
CS 132 PWX		s 3.20				962.2	DN ECHO YL HO	8.37	
WS 122 ES 118 P		f 3.35				966.0	3.8 HENEFER	8.43	
P						970.1	4.1 D DEVIL'S SLIDE ON	8.47	
PW		3.45				977.5	7.4 DN MORGAN WB	8.56	
ES 82 PX		f 3.55				980.1	2.6 STODDARD		
PX						985.0	4.9 PETERSON	9.04	
COPTWYZ	A 4.10PM	A 8.00PM				987.2	2.2 STRAWBERRY		
						989.6	2.4 GATEWAY	9.09	
						994.6	5.0 UINTAH	9.16	
						999.4	4.8 RIVERDALE YL		
	A 4.10PM	A 8.00PM				1002.0	DN-R OGDEN YL OG	A 9.30PM	
							(175.6)		
	(1.25) 28.2	(7.30) 28.4	(1.15) 24.1	(1.20) 22.6			..... Thru Time .....	(3.50) 45.3	
								..... 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 S-72.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		FOURTH SUBDIVISION				Distance from Council Bluffs	Time-Table No. 17 May 24, 1953	FIRST CLASS				
FIRST CLASS				STATIONS	Passenger			27	Daily			
11 Passenger Daily	9 Passenger Daily	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily							105 Streamliner Passenger Daily	1 Passenger Daily	17 Passenger Daily
5.25PM	4.40PM	3.00PM	2.50PM	1.35PM	12.55PM	3.25AM	3.00AM	2.45AM	2.25AM	826.5	DN-RGREEN RIVER YL GR	5.40PM
5.32	4.47	3.05	2.55	1.40	1.02	3.33	3.07	2.52	2.32	830.6	4.1 RIVIEW	5.47
5.37	4.52	3.09	2.59	1.44	1.06	3.38	3.12	2.57	2.37	834.4	3.8 PERU	5.52
5.42	4.57	3.14	3.04	1.49	1.11	3.44	3.17	3.02	2.42	839.7	5.3 BRYAN	5.57
5.51	5.04	3.20	3.10	1.55	1.18	3.51	3.24	3.09	2.49	847.3	7.6 WESTVAOO	6.04
A 6.00PM	5.15	3.29	3.19	A 2.05PM	1.29	f 4.05AM	f 3.35	3.20	3.00	856.7	DN GRANGER YL GN	6.13
	5.22	3.35	3.25		1.36		3.42	3.27	3.07	863.5	6.8 VERNE	6.20
	5.27	3.39	3.29		1.41		3.47	3.32	3.12	868.2	4.7 CHURCH BUTTES	6.25
	5.34	3.45	3.35		1.48		3.54	3.39	3.19	875.4	7.2 HAMPTON	6.32
	5.39	3.49	3.39		1.52		3.59	3.44	3.24	879.2	8.8 ELKHURST	6.38
	5.45	3.54	3.44		1.58	f 4.06	3.50	3.30	3.30	884.9	DN CARTER YL Q	6.45
	5.50	3.59	3.49		2.03		4.12	3.55	3.35	890.4	5.5 ANTELOPE	6.51
	5.55	4.03	3.53		2.08		4.17	4.00	3.40	895.1	4.7 BRIDGER	6.56
	6.01	4.09	3.59		2.14		4.23	4.06	3.46	900.0	4.3 LEROY	7.02
	6.06	4.13	4.03		2.19	f 4.30	4.11	3.51	3.51	904.3	4.3 RAGAN	7.07
	6.10	4.16	4.06		2.23		4.35	4.15	3.55	907.1	2.8 SPRING VALLEY	7.11
	6.15	4.20	4.10		2.29	f 4.41	4.20	4.00	4.00	911.3	4.2 ASPEN	7.16
	6.21	4.24	4.14		2.34	f 4.48	4.26	4.06	4.06	913.1	DN ALTAMONT AP	7.22
	6.27	4.29	4.19		2.40		4.54	4.32	4.12	918.2	5.1 KNIGHT	7.28
	6.32	4.33	4.23		2.44		4.59	4.37	4.17	922.2	4.0 MILLIS	7.32
	6.40	s 4.40	s 4.30		2.51		5.06	4.45	4.25	926.7	4.5 DN-R EVANSTON YL NA	7.40
	6.45				2.56		5.16	4.50	4.30	927.9	1.2 ALMY JCT.	7.47
										931.2	3.3 WYUTA	7.52
	6.53	4.46	4.36		3.03		5.23	4.57	4.37	937.1	DN WAHSATCH YL WH	8.00
	7.01	4.52	4.42		3.10	f 5.31	5.05	4.45	4.45	942.1	5.9 CURVO	8.07
	7.10	4.59	4.49		3.17		5.38	5.12	4.52	946.2	4.1 CASTLE ROCK	8.16
	7.18	5.06	4.56		3.25		5.46	5.20	5.00	946.2	6.6 EMORY	8.25
	7.27	5.14	5.04		3.34		5.55	5.29	5.09	952.8	4.6 BASKIN	
										957.4		
	7.40	5.26	5.16		3.47	f 6.08	5.42	5.22	5.22	962.2	DN ECHO YL HO	8.37
	7.45	5.30	5.20		3.52		6.13	5.47	5.27	966.0	3.8 HENEFER	8.43
	7.50	5.34	5.24		3.57		6.18	5.52	5.32	970.1	4.1 D DEVIL'S SLIDE ON	8.47
	7.59	5.43	5.33		4.06		6.27	6.01	5.41	977.5	7.4 DN MORGAN WB	8.56
										980.1	2.6 STODDARD	
	8.07	5.51	5.41		4.14		6.35	6.09	5.49	985.0	4.9 PETERSON	9.04
										987.2	2.2 STRAWBERRY	
	8.13	5.56	5.46		4.20		6.41	6.15	5.55	989.6	2.4 GATEWAY	9.09
	8.21	6.03	5.53		4.27		6.48	6.22	6.02	994.6	5.0 UINTAH	9.16
										999.4	4.8 RIVERDALE YL	
	A 8.35PM	A 6.15PM	A 6.05PM		A 4.45PM		A 7.00AM	A 6.35AM	A 6.20AM	1002.0	DN-R OGDEN YL OG	A 9.30PM
											(175.6)	
(0.35) 51.7	(3.55) 44.8	(3.15) 54.1	(3.15) 54.1	(0.30) 60.4	(3.50) 45.8	(0.40) 45.3	(4.00) 48.9	(3.50) 45.8	(3.55) 44.8		..... 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 S-72.  
Rules 251 to 254 inclusive apply on Fourth Subdivision.  
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD											
Time-Table No. 17 May 24, 1953	Mile Post	FIRST CLASS									
		12	10	28	2	104	102	106	38	18	24
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
STATIONS											
DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.20AM	A 10.50AM	A 11.10AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.41	10.13	10.39	11.04	12.45	12.55	1.07	10.46	10.57	11.27
PERU	824.9	9.37	10.09	10.35	11.00	12.41	12.51	1.03	10.42	10.53	11.23
BRYAN	830.2	9.32	10.04	10.30	10.55	12.36	12.46	12.58	10.37	10.47	11.16
WESTVAO	837.8	9.24	9.57	10.23	10.48	12.30	12.40	12.51	10.30	10.40	11.08
DN GRANGER YL GN	847.2	9.15AM	9.48	10.14	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
VERNE	854.0		9.41	10.08	10.31	12.16	12.26		10.14		10.49
CHURCH BUTTES	858.7		9.37	10.03	10.27	12.12	12.22		10.09		10.43
HAMPION	865.9		9.31	9.56	10.21	12.07	12.17		10.02		10.35
ELKHURST	869.7		9.28	9.52	10.18	12.04PM	12.14		9.58		10.31
DN CARTER YL Q	875.4		9.22	9.46	10.12	11.59AM	12.09		9.51		f 10.23
ANTELOPE	880.9		9.17	9.39	10.06	11.54	12.04PM		9.45		10.14
BRIDGER	885.6		9.13	9.34	10.02	11.50	11.59AM		9.40		10.09
LEROY	890.6		9.09	9.29	9.57	11.46	11.55		9.35		10.05
RAGAN	894.8		9.05	9.24	9.52	11.42	11.51		9.30		9.59
SPRING VALLEY	897.6		9.02	9.20	9.49	11.39	11.49		9.26		9.55
ASPEN	901.8		8.58	9.16	9.44	11.35	11.45		9.22	f 9.49	
DN ALTAMONT AP	903.6		8.52	9.10	9.38	11.30	11.40		9.17	f 9.43	
KNIGHT	908.7		8.45	9.03	9.31	11.26	11.36		9.10		9.34
MILLIS	912.7		8.40	8.57	9.26	11.21	11.31		9.04		9.27
DN-R EVANSTON YL NA	917.2		<del>8.34</del> 8.30	<del>8.50</del> 8.45	<del>9.19</del> 9.15	s 11.14	s 11.24		8.57 8.52		9.20 9.15
ALMY JCT.	918.4										9.06
WYUTA	921.7		8.23	8.37	9.08	11.06	11.16		8.45		9.06
DN WAHSATCH YL WH	927.6		8.17	8.31	9.02	11.01	11.11		8.39	f 8.59	
CURVO	932.6		8.08	8.22	8.53	10.54	11.04		8.30		8.47
CASTLE ROCK	936.7		8.02	8.16	8.47	10.49	10.59		8.24		8.40
EMORY	943.3		7.52	8.06	8.37	10.41	10.51		8.14		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.38	7.51	8.22	10.28	10.38		8.00	f 8.11	
HENEFER	958.5		7.33	7.46	8.17	10.24	10.34		7.55		8.04
D DEVIL'S SLIDE ON	960.6		7.28	7.41	8.12	10.20	10.30		7.50		7.59
DN MORGAN WB	968.0		7.20	7.32	8.03	10.13	10.23		7.41	f 7.50	
STODDARD	970.6										
PETERSON	975.5		7.13	7.25	7.55	10.07	10.17		7.34		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		7.07	7.19	7.49	10.02	10.12		7.28		7.34
UINTAH	985.1		7.01	7.12	7.42	9.55	10.05		7.22		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.50AM	7.00AM	7.30AM	9.45AM	9.55AM		7.10PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time.....		(0.35)	(3.30)	(3.50)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour.....		51.7	50.2	45.8	47.9	55.5	55.5	54.9	46.8	51.7	39.8

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

FOURTH SUBDIVISION EASTWARD											
FIRST CLASS 6 Mail and Express	Mile Post	SECOND CLASS									
		254	264	226	262						
		Time Freight	Time Freight	Local Freight	Time Freight						Car Capacity of Sidings, etc. See Rule 6 (A), page 81.
Time-Table No. 17 May 24, 1953											
STATIONS											
A 12.25AM	817.0	DN-R GREEN RIVER YL GR	A 8.00AM	8.05AM		A 9.50PM					COPTWXYZ
12.15	821.1	RIVIEW									WS 61 PX
12.11	824.9	PERU									CS 82 P
12.06AM	830.2	BRYAN									CS 120 P
11.59PM	837.8	WESTVAO									CS 118 P
11.50	847.2	DN GRANGER YL GN		6.20AM		7.30PM					WS 99 IPWXY ES 120 RCS
11.43	854.0	VERNE									CS 125 P
11.39	858.7	CHURCH BUTTES									CS 103 P
11.32	865.9	HAMPION									CS 103 P
11.28	869.7	ELKHURST									CS 95 P
s 11.20	875.4	DN CARTER YL Q									CS 135 CPWX
11.12	880.9	ANTELOPE									CS 103 P
11.07	885.6	BRIDGER									CS 131 P
11.03	890.5	LEROY									WS 77 CS 88 PW
10.58	894.8	RAGAN									WS 71 PX P
10.55	897.6	SPRING VALLEY									CS 125 ES 44 X
10.51	901.8	ASPEN									ES 122 PX
10.45	903.6	DN ALTAMONT AP									ES 64 PX
10.37	908.7	KNIGHT									CS 118 P
10.32	912.7	MILLIS									
10.25	917.2	DN-R EVANSTON YL NA									CPTWXYZ
10.20	918.4	ALMY JCT.									
10.14	921.7	WYUTA									CS 124 P
10.08	927.6	DN WAHSATCH YL WH									CS 99 PWXY P
9.57	932.6	CURVO									WS 118 ES 101 PW
9.51	936.7	CASTLE ROCK									CS 125 PWX
9.41	943.3	EMORY									4 WS 120 CS 120 ES 101 CPTWX
	947.9	BASKIN									
9.25	952.7	DN ECHO YL HO				A 9.05AM					
9.20	958.5	HENEFER				f 8.55					CS 118 PX
9.15	960.6	D DEVIL'S SLIDE CN				s 8.45					CS 118 PX
9.06	968.0	DN MORGAN WB				s 8.30					CS 132 PWX
	970.6	STODDARD									
8.58	975.5	PETERSON				f 8.10					WS 122 ES 118 P P
8.50	977.7	STRAWBERRY									
8.43	980.1	GATEWAY				8.00					PW
	985.1	UINTAH				f 7.50					ES 62 PX
	989.9	RIVERDALE YL									PX
8.30PM	992.6	DN-R OGDEN YL OG	1.00AM			7.35AM					COPTWYZ
Daily		(175.6)	Daily	Daily	Daily Ex. Sun.	Daily					
(3.55)		..... Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)					
44.8		.....Average speed per hour.....	25.1	17.2	27.3	12.9					

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

WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
212				May 24, 1953				211			
Mixed				STATIONS				Mixed			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Denver	Mile Post		Distance from Denver	Mile Post		Distance from Denver	Mile Post		Distance from Denver	Mile Post
				DN	SAND CREEK JCT YL SK	5.0					
					WELBY	8.2					
					QUIMBY	9.8					
					EAST LAKE	13.8					
					DARLOW	18.1					
				DN	ST. VRAINS YL VS	22.2					
					U. P. CROSSING	22.2					
					GRADEN	24.3					
				D	FREDERICK YL FR	26.1					
					FIRESTONE	27.8					
					HARNEY	30.2					
					GOWANDA	34.6					
					WILD OAT	38.3					
					DENT YL	42.8	A	9.43AM			
				DN-R	LA SALLE YL SA	50.6		9.30AM			
								Daily Except Sunday			
					(45.6)						
				(0.30)	..... Thru Time .....	(0.13)					
				15.6	..... Average speed per hour .....	36.0					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent No. 211 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD				WESTWARD—Boulder Branch—EASTWARD							
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
211				May 24, 1953				212			
Mixed				STATIONS				Mixed			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Fort Collins	Mile Post		Distance from Boulder	Mile Post		Distance from Boulder	Mile Post		Distance from Boulder	Mile Post
				DN-R	BRIGHTON YL BI	0.0					
					YOKALL	4.2					
					DICK	7.1					
				DN	ST VRAINS YL VS	8.1					
					U. P. CROSSING	8.1					
					NATIONAL	10.1					
					STATE COAL MINE JCT YL	10.9					
					PARKDALE JCT YL	11.4					
					ERIE	15.1					
					C. B. & Q. CROSSING	15.1					
					TABOR	18.4					
					LEYNER	17.8					
					LIGGETT	19.6					
					VALMONT YL	24.0					
					C. & S. CROSSING	28.0					
					ARA YL	26.1					
				DN-R	BOULDER YL BR	27.6					
					(27.6)						
				(0.57)	..... Thru Time .....	(1.00)					
				26.3	..... Average speed per hour .....	25.0					

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 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				WESTWARD—Encampment Branch—EASTWARD							
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
201				May 24, 1953				202			
Mixed				STATIONS				Mixed			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Greeley	Mile Post		Distance from Walcott	Mile Post		Distance from Walcott	Mile Post		Distance from Walcott	Mile Post
				0.0 DN	GREELEY YL HG	0.0					
					GREELEY JCT. YL	2.3					
					CLOVERLY	6.0					
					ALDEN	8.4					
					GILL GI	10.4					
					MATTHEWS	18.8					
					BARNESVILLE	14.5					
					BRIGGS DALE	28.1					
					(28.1)						
				(3.31)	..... Thru Time .....	(3.16)					
				12.6	..... Average speed per hour .....	13.6					

WESTWARD—Pleasant Valley Branch—EASTWARD				WESTWARD—Coalmont Branch—EASTWARD							
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
221				May 24, 1953				222			
Mixed				STATIONS				Mixed			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Cloverly	Mile Post		Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Laramie	Mile Post		Car Capacity of Sidings, etc. See Rule 6 (A), Page 31.	Distance from Laramie	Mile Post	
				0.0	CLOVERLY	0.0					
					LOWE	8.1					
					GALETON GN	5.1					
					(5.1)						
				(8.20)	..... Thru Time .....	(8.30)					
				12.3	..... Average speed per hour .....	18.1					

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

**WESTWARD—Puritan Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Puritan Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	YL	0.0
	1.9	PURITAN		1.9
	3.1	END OF TRACK		3.1
(3.1)				

**WESTWARD—Lionkol Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION		0.0
	2.0	LIONKOL		2.0
	2.5	END OF TRACK		2.5
(2.5)				

**WESTWARD—Stansbury Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1
(2.1)				

**WESTWARD—Dines Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Hay	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	HAY		0.0
	1.6	DINES		1.6
	1.9	END OF TRACK		1.9
(1.9)				

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

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

**WESTWARD—Park City Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 226 Local Freight	Distance from Delta	Time-Table No. 17 May 24, 1953		Mile Post	SECOND CLASS 225 Local Freight
			STATIONS			
WS120 CS120 ES101CPTW	9.15AM	0.0	DN-R	ECHO YL HO	0.0	A 2.10PM
18	P 9.45	5.7	D	COALVILLE YL VE	5.7	S 1.45
16	P 10.20	13.4		WANSHIP	13.4	F 1.10
12	P 10.50	20.3		ATKINSON	20.3	F 12.40
16	PW 11.07	24.5		KEETLEY JCT. YL	24.5	12.20
3		26.0		BEGGS SPUR	26.0	
47		27.2		BROADWATER SPUR	27.2	
PWY	A 1130AM	28.4	D-R	PARK CITY YL KD	28.4	12.01PM
(28.4)						
			Thru Time			
			Average speed per hour			
			(2.15)		(2.09)	
			13.6		13.0	

**WESTWARD—Ontario Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	KEETLEY JCT. YL		0.0
	5.2	KEETLEY YL		5.2
	7.0	CRANMER YL		7.0
7.0				

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

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

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

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

When a freight engine is used in passenger service on a branch line, the speed under "Frnt." 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.	Frnt.		Str.	Psgr.	Frnt.
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 designated as lumber trains			25
Within yard limits protected by block signals where not otherwise restricted.	60	50	25	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 not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	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
Other branch lines.	50	40	15	Trains handling air-dump cars.			35
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric yard switch locomotives in road service.		35	35	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
Diesel-electric locomotives running light, dynamic brake not in operation.			35	When using No. 14 turn-outs.	25	20	20
7000 and 7800 class engines.		75	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 15 10
3800 and 3900 class engines.		60	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
5000 and 9000 class engines.		50	50	All wye tracks.	6	6	6
MacArthur type engines with 63-in. drivers.		55	50	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				

FIRST SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	<b>Warren</b> 91.8 and 92.2	70	60	45
4000 class engines.		45	45				
Freight engines not otherwise shown.		50					
Light engines.		45	45	<b>Speer</b> 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.							
Denver, within city limits over street crossings.	35	35	25	97.4 and 97.7	50	40	25
Between Mile Posts— <b>Denver Yard</b> 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	<b>Cheyenne Side</b> 97.7 and 97.9	30	30	25
				97.9 and 98.6	50	40	25
				101.4 and 101.5	70	60	45
<b>LaSalle</b> 47.8 and 48.0	70	60	50	Cheyenne and M. P. 103.9		70	
<b>Evans</b> 49.4 and 49.7	70	60	50	<b>Borie Side</b> 97.7 and 99.4	50	40	25
SECOND SUBDIVISION							
Cheyenne to Dale, No. 3 track	70	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Laramie, No. 1 track	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, No. 2 track	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, No. 2 track	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, No. 2 track	70	60	30	Granite 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				
<b>ON No. 3 TRACK</b> Between Mile Posts— <b>Perkins</b> 553.5 and 554.0	60	50	40	<b>ON No. 2 TRACK</b> Between Mile Posts— <b>Forelle</b> 562.2 and 549.8	60	50	40
<b>ON No. 1 TRACK</b> Between Mile Posts— <b>Cheyenne</b> 510.4 and 511.8	50	40	25	<b>Hermosa</b> 548.1 and 547.0	55	45	35
515.6 and 515.7	60	50	40	Hermosa Tunnel	50	40	25
518.8 and 519.1	60	50	40	545.1 and 537.9	50	45	35
<b>Borie</b> 522.1 and 522.3	60	50	40	537.5 and 535.6	50	40	25
523.3 and 523.6	60	50	40	<b>Buford</b> 535.1 and 530.2	60	50	30
<b>Otto</b> 524.5 and 525.6	60	50	40	530.2 and 530.0	50	40	30
<b>Granite</b> 528.7 and 529.5	50	40	35	529.5 and 528.7	50	40	25
530.0 and 535.1	55	45	35	<b>Granite</b> 525.6 and 524.5	60	50	30
535.6 and 537.5	50	40	25	<b>Otto</b> 523.6 and 523.4	65	55	30
537.9 and 540.9	45	40	35	522.3 and 522.1	60	50	30
541.1 and 545.1	55	45	35	<b>Borie</b> 519.1 and 518.8	60	50	30
Hermosa Tunnel	50	40	25	515.7 and 515.6	60	55	30
547.0 and 548.1	55	45	35	511.8 and 510.4	50	40	25
<b>Hermosa</b> 549.3 and 549.6	50	40	30	<b>Cheyenne</b>			
549.7 and 550.0	40	30	25				
550.0 and 563.6	70	60	40				
<b>Red Buttes</b> 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
<b>Laramie</b>							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Laramie</b> 566.8 and 567.2				<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 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	<b>Rock Springs</b> 803.5 and 801.0	50	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
<b>Ridge</b> 617.2 and 617.6	70	60	50	<b>Baxter</b> 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
<b>Calvin</b> 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	<b>Point of Rocks</b> 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
<b>Ramsey</b> 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
<b>Hanna</b> 645.1 and 646.3	70	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	<b>Black Buttes</b> 765.6 and 765.2	60	50	40
<b>Percy</b> 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
<b>Dana</b> 652.2 and 652.5	60	50	50	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	<b>Latham</b> 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
<b>Rawlins</b> 683.2 and 684.2	50	40	25	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	25
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
<b>Latham</b> 717.8 and 718.1	70	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
<b>Tipton</b> 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	<b>Edson</b> 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 650.7 and 650.2	70	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	25	<b>Percy</b> 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.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
<b>Black Buttes</b> 768.8 and 769.3	60	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 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
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Barter</b> 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	<b>Rock River</b> 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	65	55	45	<b>Harper</b> 596.8 and 596.5	70	60	50
<b>Kanda</b> 809.6 and 813.9	55	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	<b>Howell</b> 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	<b>Laramie</b>			
<b>Green River</b>							
<b>FOURTH SUBDIVISION</b>							
Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				
<b>Between Green River and Evanston</b>							
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
<b>Green River</b> 817.0 and 818.5	50	40	25	<b>Evanston</b> 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
<b>Riview</b> 822.4 and 823.6	60	50	40	<b>Millis</b> 910.4 and 909.3	80	70	50
<b>Peru</b> 825.4 and 826.6	70	60	50	<b>Knight</b> 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.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Bryan</b> 831.2 and 831.5	65	55	45	<b>Altamont</b> Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	50
<b>Granger</b> 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	<b>Leroy</b> 890.2 and 889.3	50	40	35
<b>Church Buttes</b> 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
<b>Hampton</b> 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	<b>Bridger</b> 885.0 and 884.6	60	50	40
<b>Elkhurst</b> 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
<b>Carter</b> 878.2 and 878.5	70	60	50	<b>Antelope</b> 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
<b>Antelope</b> 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	<b>Carter</b> 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	<b>Elkhurst</b> 869.2 and 868.0	55	45	35
<b>Bridger</b> 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	<b>Hampton</b> 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	<b>Verne</b> 850.2 and 849.9	70	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	50	<b>Granger</b> 847.9 and 846.3	60	50	25
<b>Ragan</b> 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
<b>Altamont</b> 904.9 and 905.3	60	50	40	<b>Westvaco</b> 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
<b>Knight</b> 909.3 and 910.4	80	70	50	<b>Bryan</b> 828.4 and 827.9	70	60	50
<b>Millis</b> 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	<b>Peru</b> 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	<b>Riview</b> 820.7 and 819.3	60	50	40
<b>Evanston</b>				818.5 and 817.0 <b>Green River</b>	50	40	25

**FOURTH SUBDIVISION (Continued)**  
Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Evanston</b> 920.6 and 921.2	70	60	50	<b>Ogden</b>			
<b>Wyuta</b> 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	<b>Uintah</b> 984.8 and 984.4	60	50	40
<b>Castle Rock</b> 937.0 and 939.4	50	40	35	<b>Gateway</b> 983.5 and 981.0	40	35	30
941.1 and 941.9	55	45	40	981.0 and 980.7	35	35	30
<b>Emory</b> 942.9 and 945.5	50	40	35	980.7 and 978.7	40	35	30
946.9 and 951.1	50	40	35	<b>Strawberry</b> 977.3 and 977.0	60	50	45
952.1 and 952.5	35	30	25	976.1 and 974.1	55	45	35
<b>Echo</b> 953.3 and 954.1	60	50	25	<b>Peterson</b> 972.6 and 972.4	75	65	50
954.2 and 954.5	55	50	45	<b>Morgan</b> 967.8 and 967.2	60	50	40
<b>Henefer</b> 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	<b>Devils Slide</b> 959.5 and 958.1	70	60	45
967.2 and 967.8	60	50	40	<b>Henefer</b> 954.5 and 954.2	55	50	45
<b>Stoddard</b> 972.4 and 972.6	75	65	50	954.1 and 953.3	60	50	25
974.1 and 976.1	50	45	35	<b>Echo</b> 952.5 and 952.1	35	30	25
977.0 and 977.3	60	50	45	951.1 and 946.9	50	40	35
<b>Strawberry</b> 987.7 and 980.7	40	35	30	945.5 and 942.9	50	40	35
980.7 and 981.0	35	35	30	<b>Emory</b> 941.6 and 940.9	55	45	40
981.0 and 983.7	40	35	30	939.1 and 929.2	55	45	35
<b>Uintah</b> 985.5 and 985.8	70	60	50	<b>Curvo</b> 928.8 and 927.6	50	40	25
986.7 and 987.0	65	60	50	<b>Wahsatch</b> 927.6 and 927.4	30	25	25
987.9 and 989.0	65	55	45	927.4 and 926.5	60	50	25
<b>Ogden</b>				926.2 and 925.9	65	55	40
				<b>Wyuta</b> 921.2 and 920.6	70	60	50
				919.1 and 915.9 <b>Evanston</b>	60	50	25