

UNION PACIFIC RAILROAD COMPANY
Eastern District

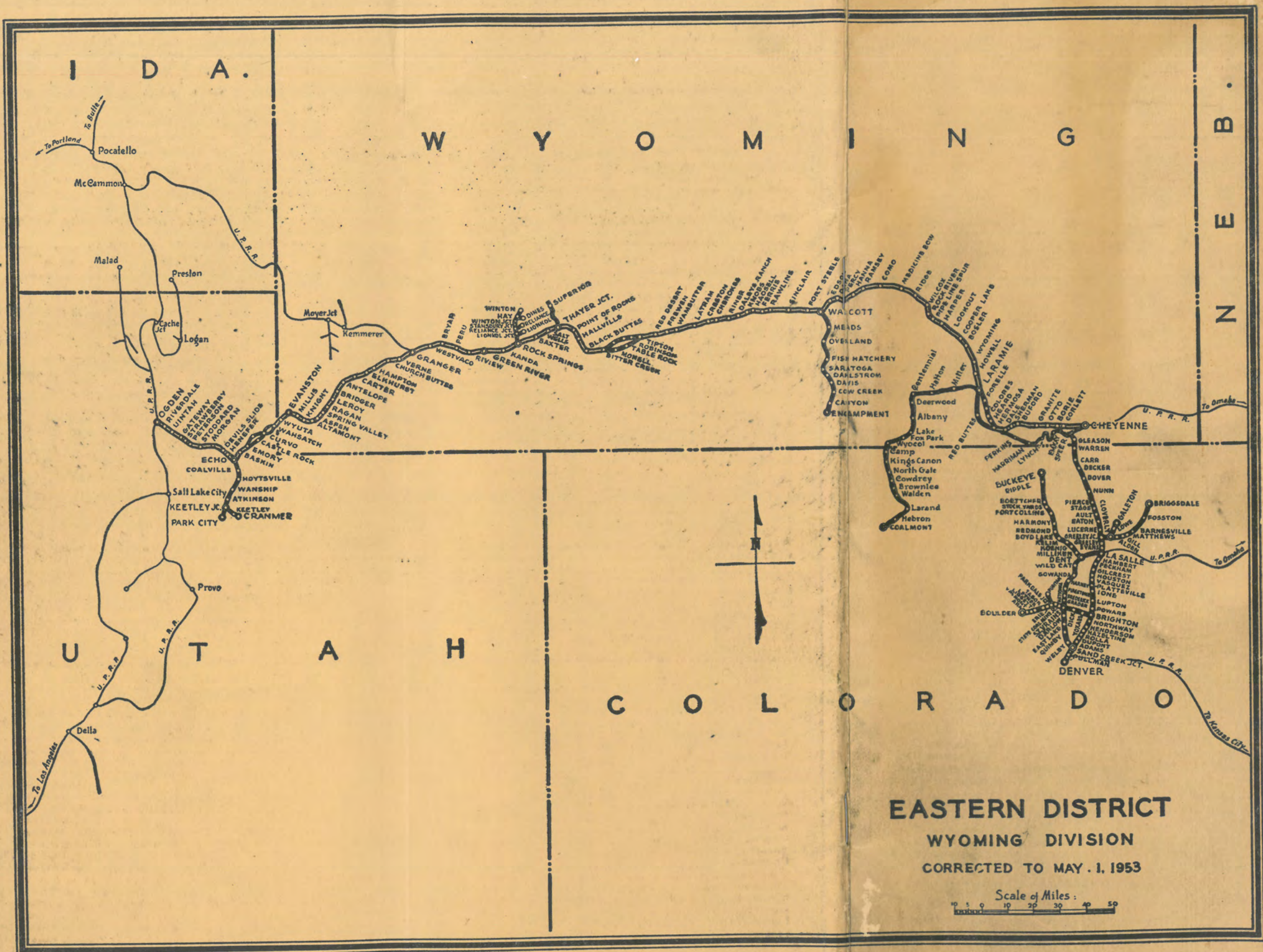


WYOMING DIVISION
TIME-TABLE
No. 19

Effective Sunday,
January 10, 1954
at 12:01 A. M. Mountain Time

Safety Is
No Accident

FOR EMPLOYEES ONLY



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (11, 85, 107, 17, 37, 23, 5, 9, 103, 101, 27, 105, 111) and time intervals. Includes 'Distance from Council Bluffs' column.

Time-Table No. 19
January 10, 1954

STATIONS

Vertical list of stations: CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN (1002.0)

Thru Time From Omaha
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
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher
J. F. BARRETT, Asst. Chief Train Dispatcher

SECOND SUBDIVISION AND THIRD SUBDIVISION
LARAMIE TO RAWLINS, AND BRANCHES

J. M. KELLEY, Chief Train Dispatcher
C. E. WHITE, Asst. Chief Train Dispatcher
J. M. MARONEY, Asst. Chief Train Dispatcher

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

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

MILEAGE

Main Line
Branches
Total

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (112, 12, 108, 10, 28, 104, 102, 106, 38, 18, 24, 6, 86) and time intervals. Includes 'Mile Post' column.

Time Table No. 19
January 10, 1954

STATIONS

Vertical list of stations: CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN (992.6)

Thru Time From Omaha
Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

EASTWARD

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and corresponding data for both directions.

WESTWARD		FIRST SUBDIVISION										Time-Table No. 19	
		SECOND CLASS										January 10, 1954	
Car Capacity of Seating, etc. See Rule 6 (A), page 31.	STATIONS	370		250		Distance from Denver	STATIONS					Distance from Denver	
		Mixed	Time Freight	Time Freight	Mixed		DN-R DENVER YL UD	23RD STREET YL	DN-R 36TH ST. YL RA	PULLMAN YL	C. B. & Q. CROSSING		DNSANDCREEKJCT.YLSK
	YIP		6.50PM		0.0		DN-R DENVER YL UD						
	ZP		7.25	6.10PM	1.7		23RD STREET YL						
	WCOTYZP		A 7.35PM	6.13	2.2		DN-R 36TH ST. YL RA						
	IP			6.20	5.0		PULLMAN YL						
7				6.26	8.1		C. B. & Q. CROSSING						
05	P			6.31	11.3		DNSANDCREEKJCT.YLSK						
23				6.36	14.1		ADAMS						
57	P			6.43	19.1		DUPONT						
52	P			6.52	25.8		ROLLA						
22				6.58	30.1		HAZELTINE						
91	WYZP			7.04	34.8		HENDERSON						
31	P			7.11	40.0		NORTHWAY						
94	P			A 7.20PM	46.1		DN BRIGHTON YL BI						
53	P				48.2		POWARS						
95	P				51.7		D LUPTON UP						
24					54.0		PLATTEVILLE PA						
42	P				55.8		VASQUEZ						
110	P				59.2		HOUSTON						
24	P				59.3		D GILCREST GI						
24					63.0		PECKHAM						
102	WCTYP				64.9		HAMBERT						
60	P				66.8		DN-R LA SALLE YL SA						
247	WYZP				68.8		EVANS						
	YP				71.9		DN GREELEY YL HG						
81	P				77.0		GREELEY JCT.						
80	P				81.9		LUOERNE O						
	I				86.0		D EATON YL UR						
66	P				90.4		G. W. CROSSING						
22					94.4		D AULT A						
64	WYP				99.3		STAGE						
52	P				103.3		D PIEROE BU						
96	P						D NUNN NU						
51	P						DOVER						
94	WCYP						DECKER						
97	P						DN OARR OR						
52	P						WARREN						
138	WP						GLEASON						
	P						DN SPEER SP						
							BORIE						

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, 17, and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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										Time-Table No. 19					
		FIRST CLASS										January 10, 1954					
Car Capacity of Seating, etc. See Rule 6 (A), page 31.	STATIONS	17	10	86	37	112	8	18	57	9	Distance from Denver	STATIONS					Distance from Denver
		Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger		DN-R DENVER YL UD	23RD STREET YL	DN-R 36TH ST. YL RA	PULLMAN YL RA	C. B. & Q. CROSSING	
		7.30PM	6.50PM	6.00PM	5.30PM	3.30PM	12.50PM	9.00AM	8.30AM	8.25AM	0.0	DN-R DENVER YL UD					
		7.34	6.54	6.05	5.34	3.34	12.54	9.04	8.35	8.29	0.6	23RD STREET YL					
		7.35	A 6.55PM	6.06	5.35	3.35	A12.55PM	A 9.05AM	8.37	8.30	1.7	DN-R 36TH ST. YL RA					
		7.39		6.10	5.39	3.39			8.42	8.34	2.2	PULLMAN YL RA					
		7.43		6.14	5.47 ¹⁰	3.42			8.47 ⁸⁵	8.38	4.9	C. B. & Q. CROSSING					
		7.47		6.17	5.52	3.44			f 8.50	8.41 ⁸⁵	5.0	DNSANDCREEKJCT.YLSK					
		7.49		6.20	5.54	3.46			f 8.53	8.43	6.0	ADAMS					
		7.54		6.26	5.59	3.51			s 9.04	8.48	8.1	DUPONT					
		7.59		6.33	6.05	3.57			f 9.11	8.54	9.9	ROLLA					
		8.03		6.37	6.09	4.01			f 9.16	8.58	11.3	HAZELTINE					
		8.07		6.41	6.13	4.05			f 9.21	9.02	14.1	HENDERSON					
		8.12		6.47	6.18	4.09			f 9.26	9.07	16.0	NORTHWAY					
		8.19		A 6.52PM	s 6.25	A 4.15PM ⁵²			s 9.35	9.14	19.1	DN BRIGHTON YL BI					
		8.22			6.28				f 9.38	9.17	22.8	POWARS					
		s 8.30			s 6.37				s 9.49	s 9.25	25.8	D LUPTON UP					
		8.35			6.42				f 9.55	9.30	30.1	PLATTEVILLE PA					
		8.39			6.46				f 10.00	9.34	34.8	VASQUEZ					
		8.43			6.50				f 10.05	9.38	36.2	HOUSTON					
		8.47			6.54				f 10.10	9.42	37.8	D GILCREST GI					
		8.52			6.59				f 10.16	9.47	40.0	PECKHAM					
		8.57 ³³⁴			7.04				f 10.22	9.53	42.4	HAMBERT					
		9.02			7.09				10.27	9.58	43.2	DN-R LA SALLE YL SA					
		9.07			7.14				f 10.32	10.04	46.1	EVANS					
		9.12			7.19				f 10.38	10.10	48.2	DN GREELEY YL HG					
		9.17			7.24				f 10.44	10.16	51.7	GREELEY JCT.					
		A 9.22PM			A 7.32PM				f 10.50AM	A10.20AM	54.0	LUOERNE O					
									f 10.55	9.30	55.8	D EATON YL UR					
									f 10.22	9.53	59.2	G. W. CROSSING					
									f 10.32	10.04	59.3	D AULT A					
									f 10.10	9.42	63.0	STAGE					
									f 10.16	9.47	64.9	D PIEROE BU					
									f 10.22	9.53	66.8	D NUNN NU					
									10.27	9.58	71.9	DOVER					
									f 10.32	10.04	77.0	DECKER					
									f 10.38	10.10	81.9	DN OARR OR					
									f 10.44	10.16	86.0	WARREN					
									f 10.50AM	A10.20AM	90.4	GLEASON					
									f 10.55	9.30	94.4	DN SPEER SP					
									f 10.55	9.30	99.3	BORIE					

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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, 17 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 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.

Time-Table No. 19 January 10, 1954		FIRST SUBDIVISION EASTWARD										
		FIRST CLASS										
		38	9	18	7	111	85	52	10	17		
STATIONS		Mile Post	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Passenger	
DN-R DENVER YL UD		0.0	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 9.15AM	A 5.20PM	A 6.20PM	A 7.00PM	
23RD STREET YL		0.6	7.35	7.39	7.45		8.22					
DN-R 36TH ST. YL		1.7	7.31	7.36	7.41	8.17	8.20	9.05	5.12	5.55	6.41	
PULLMAN YL RA		2.2	7.29	7.35AM	7.40	8.16AM	8.19	9.01	5.09	5.54	6.40PM	
O. B. & Q. CROSSING		4.9										
DNSANDCREEKJCT.YLSK		5.0	7.22		7.35		8.15	8.55	5.05	5.51		
ADAMS		6.0										
DUPONT		8.1	7.18		7.30		8.10	8.47 ⁵⁷	5.00	5.47 ³⁷		
ROLLA		9.9										
HAZELTINE		11.3	7.14		7.26		8.07	8.41 ⁹	f 4.56	5.45		
HENDERSON		14.1	7.11		7.22		8.05	8.35	f 4.53	5.42		
NORTHWAY		16.0										
DN BRIGHTON YL BI		19.1	7.06		7.16		7.59	8.31	s 4.47	5.37		
POWARS		22.8										
D LUPTON UP		25.8	6.58		7.08		7.52	8.25	s 4.38	5.30		
D IONE		30.1	6.52		7.03		7.48	8.21	f 4.33	5.26		
D PLATTEVILLE PA		34.8	6.47		6.57		7.45	8.17	f 4.28	5.21		
VASQUEZ		36.2										
HOUSTON		37.8										
D GILCREST GI		40.0	6.41		6.51		7.41	8.12	f 4.22	5.16		
PECKHAM		42.4										
HAMBERT		43.2										
DN-R LA SALLE YL SA		46.1	6.34		6.44		7.34AM	8.05AM	s 4.15 ¹¹²	5.10		
EVANS		48.2	6.31		6.41				f 4.06	5.07		
DN GREELEY YL HG		51.7	s 6.26		s 6.36				s 4.01	s 5.03		
GREELEY JCT.		54.0										
D LUERNE O		55.8	6.19		6.29				f 3.53	4.57		
D EATON YL UR		59.2	6.15		6.25				s 3.49	4.54		
G. W. CROSSING		59.3										
D AULT A		63.0	6.11		6.21				s 3.44	4.50		
STAGE		64.9										
D PIEROE BU		66.8	6.07		6.17				f 3.39	4.47		
D NUNN NU		71.9	6.02		6.12				f 3.33	4.42		
DOVER		77.0	5.57		6.07				f 3.27	4.37		
DEOKER		81.9	5.52		6.02				3.22	4.32		
DN OARR OR		86.0	5.48		5.58				s 3.17	4.28		
WARREN		90.4	5.43		5.53				3.12	4.23		
GLEASON		94.4	5.39		5.49				3.07	4.19		
DN SPEER SP		99.3	5.34		5.44				f 3.00PM	4.13		
BORIE		103.3	5.25AM		5.35AM					4.02PM		
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Thru Time.....			(2.35)	(0.20)	(2.35)	(0.09)	(0.56)	(1.10)	(2.20)	(2.18)	(0.20)	
Average speed per hour.....			40.0	6.1	40.0	14.7	49.4	39.5	42.5	44.9	6.1	

BLOCK SIGNALS

C.T.C.

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, 17 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.

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Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.

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

Time-Table No. 19 January 10, 1954		FIRST SUBDIVISION EASTWARD										
		SECOND CLASS										
		369	334									
STATIONS		Mile Post	Mixed	Mixed								Car Capacity of Seating, etc. See Rule 6 (A), page 31.
DN-R DENVER YL UD		0.0	A 6.30PM	A 11.50PM								YIP
23RD STREET YL		0.6	6.01									ZP
DN-R 36TH ST. YL RA		1.7	5.55	11.33								WCOTYZP
PULLMAN YL		2.2	5.50PM	11.28								
O. B. & Q. CROSSING		4.9										
DNSANDCREEKJCT.YLSK		5.0		11.17								IP
ADAMS		6.0										7
DUPONT		8.1		11.11								95 P
ROLLA		9.9										23
HAZELTINE		11.3		11.06								57 P
HENDERSON		14.1		11.01								52 P
NORTHWAY		16.0										22
DN BRIGHTON YL BI		19.1		f 10.53								91 WYZP
POWARS		22.8										31 P
D LUPTON UP		25.8		f 10.43								94 P
D IONE		30.1		10.36								53 P
D PLATTEVILLE PA		34.8		10.30								95 P
VASQUEZ		36.2										24
HOUSTON		37.8										42 P
D GILCREST GI		40.0		10.22								110 P
PECKHAM		42.4										24 P
HAMBERT		43.2										24
DN-R LA SALLE YL SA		46.1		s 10.10								192 WCTYP
EVANS		48.2		9.55								60 P
DN GREELEY YL HG		51.7	s 9.50									247 WYZP
GREELEY JCT.		54.0										YP
D LUERNE O		55.8		9.36								81 P
D EATON YL UR		59.2		s 9.30								80 P
G. W. CROSSING		59.3										I
D AULT A		63.0		s 9.22								65 P
STAGE		64.9										22
D PIEROE BU		66.8		9.15								64 WYP
D NUNN NU		71.9		9.07								52 P
DOVER		77.0		8.57 ¹⁷								96 P
DEOKER		81.9		8.42								51 P
DN OARR OR		86.0		s 8.35								94 WCYP
WARREN		90.4		8.22								97 P
GLEASON		94.4		f 8.16								52 P
DN SPEER SP		99.3		f 8.10PM								138 WP
BORIE		103.3										P
			Daily	Daily								
Thru Time.....			(0.40)	(3.40)								
Average speed per hour.....			33	27.1								

BLOCK SIGNALS

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

WESTWARD SECOND SUBDIVISION

SECOND CLASS		334	Distance from Council Bluffs	Time-Table No. 19 January 10, 1954			FIRST CLASS		
Car Capacity of Signals etc. See Rule 6 (A), page 31.	Mixed			107	17	23	Streamliner Passenger	Passenger	Passenger
		Daily				Daily	Daily	Daily	
WCOTY PZ X		7.45PM	509.5	DN-R CHEYENNE YL N	11.27PM			7.45PM	
				1.3					
IP		7.52	510.8	DN TOWER A AY	11.30PM			7.48	
				8.2					
138 WP		A 8.10PM	519.0	DN SPEER SP			9.22PM		
				6.8					
132 WP			525.8	EMKAY					
				8.4					
137 P			534.2	LYNOH					
				8.5					
143 CWP			542.7	HARRIMAN					
127				6.8					
131 P			549.5	PERKINS					
				4.8					
				8.2					
109 XP			519.0	BORIE					
				9.6					
93 XWP			528.6	D GRANITE OA					
				7.9					
CS 125 WP			536.5	BUFORD					
				3.9					
YP			540.4	SHERMAN					
				4.4					
WXP			554.3	DALE	12.17AM	10.14	8.52		
			544.8	3.1					
CS 130 XP			557.4	HERMOSA	12.24	10.21	8.59		
				8.9					
WS 133 WP			566.8	RED BUTTES	12.31	10.31	9.12		
				9.2					
				6.1					
ES 110 WP			554.0	OLORES					
				9.0					
ES 284 P			563.0	FORELLE					
				3.0					
WCOTY PZ X			575.5	DN-R LARAMIE YLK-KI	A 12.44AM	A 10.45PM	A 9.30PM		
				(66.0)					

(0.25) Thru Time (1.17) (1.23) (1.45)
18.5 Average speed per hour 51.4 40.8 37.7

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 between Dale and Laramie.
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. 19 January 10, 1954	
37	5	52	27	9	103	101	11	105		STATIONS	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	6.20PM	2.45PM	10.40AM		9.35AM	9.20AM	9.10AM	8.05AM	509.5	DN-R CHEYENNE YL N	OY
	6.23	2.49	10.43		9.38	9.23	9.13	8.08	510.8	1.3	Three Main Tracks
										DN TOWER A AY	AY
										8.2	Two Main Tracks
7.32PM		A 3.00PM		10.20AM					519.0	DN SPEER SP	SP
									525.8	6.8	
									534.2	EMKAY	
									542.7	LYNOH	
									542.7	8.5	
									549.5	HARRIMAN	
										6.8	
										PERKINS	
										4.8	
										8.2	
									519.0	BORIE	
									528.6	9.6	
										D GRANITE OA	OA
									536.5	7.9	Two Main Tracks
									540.4	BUFORD	
										3.9	
										SHERMAN	
										4.4	
8.23	7.21		11.42	11.10	10.25	10.10	10.01	8.55	554.3	DALE	
									548.8	3.1	
8.31	7.28		11.49	11.17	10.32	10.17	10.08	9.02	557.4	HERMOSA	
										8.9	
8.42	7.41		11.59AM	11.26	10.41	10.26	10.19	9.11	566.8	RED BUTTES	
										9.2	
										6.1	
									554.0	OLORES	
									563.0	9.0	
										FORELLE	
										3.0	Double Track
A 8.55PM	A 7.55PM		A 12.12PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	575.5	DN-R LARAMIE YLK-KI	
										(66.0)	

(1.23) (1.35) (0.15) (1.32) (1.20) (1.19) (1.19) (1.22) (1.19) Thru Time
40.8 41.7 25.6 43.0 42.0 60.1 50.1 49.3 50.1 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 between Dale and Laramie.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Council Bluffs	Time-Table No. 19		FIRST CLASS	
		January 10, 1954		17	
		STATIONS		Passenger	
					Daily
WOOTYPZ	575.5	DN-R LARAMIE YL KI-K	10.50PM		
CS 92 XP	583.6	8.1 HOWELL	10.59		
WS 58 XP	587.2	8.6 WYOMING	11.02		
CS 93	594.8	D 7.6 BOSLER FY	11.09		
ES 64 XP	600.1	COOPER LAKE	11.15		
CS 105 XP	603.4	8.8 LOOKOUT	11.19		
CS 81 XP	608.4	5.0 HARPER	11.23		
CS 128 WC	614.8	DN 8.7 ROOK RIVER OK	11.29		
ES 120	618.5	8.7 WILCOX	11.32		
CS 78 XP	626.3	7.8 RIDGE	11.39		
CS 128 XYP	632.4	D 6.1 MEDICINE BOW MB	11.45		
CS 81 XP	642.1	6.1 OOMO	11.54PM		
CS 80 XP	648.2	8.1 RAMSEY	12.01AM		
WS 118 W CZ	652.6	DN 4.4 HANNA YL HN	12.07		
ES 150 YPX	657.9	5.3 PERCY	12.13		
CS 71 XP	661.3	8.4 DANA	12.17		
CS 181 XP	666.5	5.2 EDSON	12.22		
CS 08 XP	671.4	D 5.7 WALCOTT WA	12.28		
CS 80 XP	677.1	8.7 FORT STEELE	12.34		
CS 123 XP	685.8	D 8.5 SINCLAIR GV	12.43		
WOOTYZXP	692.3	DN-R 8.5 RAWLINS YL RS	12.53		
CS 168 XP	699.3	7.1 HADSELL	12.58		
WS 70 XW	706.5	7.2 DALEY'S RANCH	1.07		
ES 125 P	710.2	8.7 RINER	1.15		
CS 81 XP	714.8	8.8 CHEROKEE	1.19		
WS 82 X	721.5	8.7 CRESTON	1.24		
CS 81 XP	725.5	4.0 LATHAM	1.32		
WS 124 W	733.7	DN 8.2 WAMSUTTER WM	1.36		
ES 106 YXP	738.6	4.9 FREWEN	1.44		
WS 121 XP	742.2	3.6 RED DESERT	1.49		
CS 71 XP	749.5	7.8 TIPTON	1.52		
WS 64 XP	752.9	3.4 ROBINSON	1.59		
ES 40	756.2	3.3 TABLE ROCK	2.03		
WS 60	761.2	5.0 MONELL	2.06		
ES 71 P	766.2	DN 5.0 BITTER CREEK YL BK	2.10		
WS 182 WC	775.4	9.2 BLACK BUTTES	2.15		
ES 189 YXP	780.7	5.9 HALLVILLE	2.23		
CS 122 XP	786.6	5.9 POINT OF ROCKS	2.28		
WS 70 XP	793.6	7.0 THAYER JUNCTION	2.33		
WS 115 X	798.1	4.5 SALT WELLS	2.40		
CS 182 WP	805.2	7.1 BAXTER	2.44		
XYP	811.6	6.4 DN ROCK SPRINGS YL SG	2.50		
CS 79 XP	818.5	6.9 KANDA	2.58		
WS 74 WCY	826.5	DN-R 8.0 GREEN RIVER YLGR	3.06		
ES 97 TZX		(251.0)			
CS 186 XP					
WOOTYPZ					

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

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 19	
January 10, 1954											STATIONS	
23	37	5	27	9	103	11	101	105	107			
Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
9.40PM	9.05PM	8.05PM	12.20PM	11.45AM	10.55AM	10.45AM	10.40AM	9.25AM	12.45AM	575.5	DN-R LARAMIE YL KI-K	
9.50	9.15	8.15	12.30	11.54	11.02	11.02	10.49	9.34	12.53	583.6	8.1 HOWELL	
9.55	9.19	8.19	12.33	11.57AM	11.06	11.09	10.52	9.37	12.56	587.2	8.6 WYOMING	
f 10.03	9.27	8.23	12.40	12.03PM	11.12	11.16	10.58	9.43	1.02	594.8	D 7.6 BOSLER FY	
10.09	9.33	8.28	12.45	12.09	11.16	11.21	11.01	9.46	1.05	600.1	5.3 COOPER LAKE	
10.13	9.37	8.34	12.49	12.13	11.19	11.25	11.05	9.50	1.09	603.4	3.3 LOOKOUT	
10.20	9.44	8.40	12.54	12.18	11.23	11.30	11.09	9.54	1.13	608.4	5.0 HARPER	
f 10.28	9.51	8.48	1.00	12.24	11.28	11.36	11.15	10.00	1.19	614.8	DN 6.4 ROOK RIVER OK	
10.33	9.56	8.53	1.04	12.27	11.31	11.40	11.18	10.03	1.22	618.5	8.7 WILCOX	
10.41	10.04	9.03	1.12	12.34	11.37	11.48	11.25	10.10	1.29	626.3	7.8 RIDGE	
f 10.49	10.11	9.09	1.18	12.40	11.43	11.54AM	11.31	10.16	1.35	632.4	D 6.1 MEDICINE BOW MB	
11.02	10.22	9.19	1.28	12.48	11.50	12.04PM	11.38	10.23	1.42	642.1	6.1 OOMO	
11.10	10.30	9.27	1.35	12.54	11.56AM	12.11	11.44	10.29	1.48	648.2	4.4 RAMSEY	
f 11.18	f 10.38	9.34	1.41	12.58	12.01PM	12.17	11.48	10.33	1.52	652.6	DN 4.4 HANNA YL HN	
11.25	10.44	9.42	1.47	1.04	12.07	12.23	11.54	10.39	1.57	657.9	5.3 PERCY	
11.29	10.47	9.46	1.51	1.08	12.10	12.27	11.58AM	10.43	2.00	661.3	8.4 DANA	
11.38	10.53	9.52	1.56	1.12	12.14	12.32	12.02PM	10.47	2.04	666.5	5.2 EDSON	
f 11.41	10.58	9.57	2.01	1.17	12.19	12.37	12.07	10.52	2.07	671.4	D 4.9 WALCOTT WA	
11.47	11.03	10.05	2.07	1.22	12.24	12.41	12.12	10.57	2.14	677.1	8.7 FORT STEELE	
f 11.55PM	11.10	10.17	2.16	1.30	12.32	12.50	12.20	11.05	2.22	685.8	D 8.5 SINCLAIR GV	
12.08AM	11.20	10.30	2.30	1.39	12.39	1.01	12.29	11.14	2.30	692.3	DN-R 8.5 RAWLINS YL RS	
12.18	11.30	10.40	2.35	1.44	12.40	1.12	12.30	11.15	2.31	699.3	7.1 HADSELL	
12.32	11.41	10.51	2.47	1.53	12.47	1.22	12.37	11.22	2.38	706.5	7.2 DALEY'S RANCH	
12.42	11.51	10.59	2.54	2.00	12.53	1.30	12.43	11.28	2.44	710.2	8.7 RINER	
12.46	11.56PM	11.03	2.57	2.03	12.56	1.33	12.46	11.31	2.47	714.8	8.8 CHEROKEE	
12.51	12.01AM	11.08	3.01	2.09	1.01	1.37	12.50	11.35	2.51	721.5	8.7 CRESTON	
12.59	12.08	11.17	3.10	2.17	1.07	1.45	12.57	11.42	2.57	725.5	4.0 LATHAM	
1.04	12.12	11.21	3.14	2.20	1.10	1.50	1.01	11.45	3.00	733.7	DN 8.2 WAMSUTTER WM	
f 1.14	12.21	11.29	3.23	2.27	1.17	1.58	1.07	11.52	3.07	738.6	4.9 FREWEN	
1.20	12.26	11.34	3.28	2.31	1.21	2.03	1.11	11.56	3.11	742.2	3.6 RED DESERT	
1.24	12.30	11.38	3.32	2.34	1.24	2.07	1.14	11.59AM	3.14	749.5	7.8 TIPTON	
f 1.32	12.39	11.47	3.40	2.42	1.31	2.15	1.21	12.06PM	3.21	752.9	3.4 ROBINSON	
1.36	12.43	11.51	3.43	2.45	1.34	2.18	1.24	12.09	3.24	756.2	3.3 TABLE ROCK	
1.40	12.46	11.55	3.46	2.48	1.38	2.21	1.27	12.12	3.27	761.2	5.0 MONELL	
1.45	12.50	11.59PM	3.50	2.52	1.41	2.27	1.31	12.16	3.31	766.2	DN 5.0 BITTER CREEK YL BK	
f 1.50	12.56	12.05AM	3.56	2.56	1.45	2.32	1.35	12.20	3.35	775.4	9.2 BLACK BUTTES	
1.59	1.06	12.15	4.06	3.04	1.53	2.41	1.43	12.28	3.42	780.7	5.9 HALLVILLE	
2.05	1.12	12.21	4.11	3.08	1.57	2.46	1.47	12.32	3.46	786.6	5.9 POINT OF ROCKS	
f 2.11	1.18	12.27	4.17	3.14	2.02	2.52	1.52	12.37	3.51	793.6	7.0 THAYER JUNCTION	
2.18	1.24	12.35	4.23	3.21	2.08	2.59	1.58	12.43	3.57	798.1	4.5 SALT WELLS	
2.23	1.29	12.40	4.28	3.25	2.12	3.04	2.02	12.47	4.01	805.2	7.1 BAXTER	
2.30	1.36	12.47	4.35	3.32	2.18	3.11	2.08	12.53	4.07	811.6	6.4 DN ROCK SPRINGS YL SG	
s 2.40	1.46	s 12.57	4.45	3.38	2.26	s 3.21	2.16	1.01	4.15	818.5	6.9 KANDA	
2.50	1.55	1.07	4.55	3.47	2.34	3.30	2.24	1.09	4.23	826.5	DN-R 8.0 GREEN RIVER YLGR	
A 3.00AM	A 2.05AM	A 1.20AM	A 5.15PM	A 4.05PM	A 2.50PM	A 3.45PM	A 2.40PM	A 1.25PM	A 4.36AM		(251.0)	

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

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

WESTWARD					FOURTH SUBDIVISION				Time-Table No. 19		FIRST CLASS	
SECOND CLASS					Distance from Council Bluffs	January 10, 1954		27		Passenger		
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.		263	225	259		257	STATIONS	Daily	Daily	Daily	Daily	
		Time Freight	Local Freight	Time Freight	Time Freight							
		Daily	Daily Ex. Sun.	Daily	Daily							
COPTWXZY		4.00PM		12.30PM	1.10AM	826.5	DN-R GREEN RIVER YL GR			5.30PM		
WS 61 PX						830.6	4.1 RIVIEW			5.37		
CS 82 P						834.4	3.8 PERU			5.42		
CS 120 P						839.7	5.3 BRYAN			5.47		
CS 118 P						847.3	7.6 WESTVAO			5.54		
WS 90 IPWXY		A 5.30PM			A 2.30AM	856.7	DN GRANGER YL GN			6.03		
ES 126 RCS						863.5	6.8 VERNE			6.10		
CS 125 P						868.2	OHUROH BUTTES			6.15		
CS 103 P						875.4	7.2 HAMPTON			6.22		
CS 103 P						879.2	3.8 ELKHURST			6.28		
CS 95 P						884.9	DN CARTER YL Q			6.35		
CS 185 CPXW						890.4	5.5 ANTELOPE			6.41		
CS 103 P						895.1	4.7 BRIDGER			6.46		
CS 131 P						900.0	4.3 LEROY			6.52		
WS 77 CS 83 PW						904.3	4.3 RAGAN			6.57		
WS 71 PX						907.1	2.8 SPRING VALLEY			7.01		
CS 125 P						911.3	4.2 ASPEN			7.06		
ES 44 X						913.1	DN ALTAMONT AP			7.12		
ES 122 PX						918.2	5.1 KNIGHT			7.18		
ES 64 PX						922.2	4.0 MILLIS			7.22		
CS 118 PX						926.7	4.5			7.30		
PTWXYZC						927.9	DN-R EVANSTON YL NA			7.40		
CS 124 P						931.2	1.2 ALMY JCT.					
CS 98 PWXY						937.1	3.3 WYUTA			7.48		
						942.1	DN WAHSATCH YL WH			7.56		
WS 118 ES 101 PW						946.2	5.0 CURVO			8.05		
CS 126 PWX						952.8	4.1 CASTLE ROCK			8.13		
						957.4	6.6 EMORY			8.22		
WS 130 CS 120 ES 101 CPTWX			2.45PM			962.2	DN ECHO YL HO			8.35		
CS 118 PX			f 2.55			968.0	3.8 HENEFER			8.40		
CS 118 PX			s 3.05			970.1	D DEVIL'S SLIDE ON			8.45		
CS 132 PWX			s 3.20			977.5	DN MOEGAN WB			8.54		
WS 122 ES 118 P			f 3.35			980.1	2.6 STODDARD			9.02		
						985.0	4.9 PETERSON					
						987.2	2.2 STRAWBERRY					
						989.6	2.4 GATEWAY			9.08		
ES 62 PX			f 3.55			994.6	5.0 UINTAH			9.16		
						999.4	4.8 RIVERDALE YL					
COPTWYZ		A 4.10PM		A 8.00PM		1002.0	DN-R OGDEN YL OG			A 9.30PM		

(1.30) (1.25) (7.30) (1.20) Thru Time (4.00)
 20.1 28.2 23.4 22.6 Average speed per hour 43.9

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				Time-Table No. 19		FIRST CLASS	
FIRST CLASS					Distance from Council Bluffs	January 10, 1954		27		Passenger		
11	9	103	101	105		107	17	23	37	5	STATIONS	Daily
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express		Daily	Daily
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily
4.50PM	4.40PM	3.00PM	2.50PM	1.35PM	4.45AM	3.50AM	3.40AM	2.20AM	1.55AM	826.5	DN-R GREEN RIVER YL GR	
4.57	4.47	3.05	2.55	1.40	4.50	3.57	3.47	2.27	2.02	830.6	4.1 RIVIEW	
5.02	4.52	3.09	2.59	1.44	4.54	4.02	3.52	2.32	2.07	834.4	3.8 PERU	
5.07	4.57	3.14	3.04	1.49	4.59	4.07	3.57	2.37	2.12	839.7	5.3 BRYAN	
5.14	5.04	3.20	3.10	1.55	5.05	4.14	4.04	2.44	2.19	847.3	7.6 WESTVAO	
A 5.25	5.15	3.29	3.19	A 2.05PM	5.14	Af 4.25AM	f 4.15	2.55	2.30	856.7	DN GRANGER YL GN	
	5.22	3.35	3.25		5.20		4.22	3.02	2.37	863.5	6.8 VERNE	
	5.27	3.39	3.29		5.24		4.27	3.07	2.42	868.2	OHUROH BUTTES	
	5.34	3.45	3.35		5.30		4.34	3.14	2.49	875.4	7.2 HAMPTON	
	5.39	3.49	3.39		5.34		4.38	3.19	2.54	879.2	3.8 ELKHURST	
	5.45	3.54	3.44		5.39		f 4.44	3.25	3.00	884.9	DN CARTER YL Q	
	5.50	3.59	3.49		5.44		4.50	3.30	3.05	890.4	5.5 ANTELOPE	
	5.55	4.03	3.53		5.48		4.55	3.35	3.10	895.1	4.7 BRIDGER	
	6.01	4.09	3.59		5.54		5.01	3.41	3.16	900.0	4.9 LEROY	
	6.06	4.13	4.03		5.58		f 5.08	3.46	3.21	904.3	4.3 RAGAN	
	6.10	4.16	4.06		6.01		5.12	3.50	3.25	907.1	2.8 SPRING VALLEY	
	6.15	4.20	4.10		6.05		f 5.18	3.55	3.30	911.3	4.2 ASPEN	
	6.21	4.24	4.14		6.09		f 5.24	4.01	3.36	913.1	DN ALTAMONT AP	
	6.27	4.29	4.19		6.14		5.30	4.07	3.42	918.2	5.1 KNIGHT	
	6.32	4.33	4.23		6.18		5.35	4.12	3.47	922.2	4.0 MILLIS	
	6.40	s 4.40	s 4.30		s 6.25		5.45	4.20	3.55	926.7	4.5	
	6.45						5.50	4.25	4.00	927.9	DN-R EVANSTON YL NA	
										927.9	1.2 ALMY JCT.	
	6.53	4.46	4.36		6.31		5.56	4.32	4.07	931.2	3.3 WYUTA	
	6.59	4.52	4.42		6.37		f 6.02	4.40	4.15	937.1	DN WAHSATCH YL WH	
	7.08	4.59	4.49		6.44		6.09	4.47	4.22	942.1	5.0 CURVO	
	7.16	5.06	4.56		6.51		6.17	4.55	4.30	946.2	4.1 CASTLE ROCK	
	7.25	5.14	5.04		6.59		6.25	5.04	4.39	952.8	6.6 EMORY	
										957.4	4.6 BASKIN	
	7.38	5.26	5.16		7.11		f 6.37	5.17	4.52	962.2	DN ECHO YL HO	
	7.43	5.30	5.20		7.15		6.42	5.22	4.57	968.0	3.8 HENEFER	
	7.48	5.34	5.24		7.19		6.47	5.27	5.02	970.1	4.1 D DEVIL'S SLIDE ON	
	7.57	5.43	5.33		7.28		f 6.56	5.36	5.11	977.5	DN MOEGAN WB	
										980.1	2.6 STODDARD	
	8.05	5.51	5.41		7.36		7.04	5.44	5.19	985.0	4.9 PETERSON	
										987.2	2.2 STRAWBERRY	
	8.11	5.56	5.46		7.41		7.10	5.50	5.25	989.6	2.4 GATEWAY	
	8.19	6.03	5.53		7.48		7.17	5.57	5.32	994.6	5.0 UINTAH	
										999.4	4.8 RIVERDALE YL	
	A 8.35PM	A 6.15PM	A 6.05PM		A 8.00AM		A 7.30AM	A 6.10AM	A 5.50AM	1002.0	DN-R OGDEN YL OG	

(0.35) (3.55) (3.15) (3.15) (0.30) (3.15) (0.35) (3.50) (3.50) (3.55) Thru Time
 51.8 44.8 54.1 54.1 60.4 54.1 51.8 45.8 45.8 44.8 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.
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 19
January 10, 1954

FIRST CLASS

Mile Post	STATIONS									
	12	108	10	28	104	102	106	38	18	24
	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
817.0	A 9.40AM	A 9.50AM	A 10.20AM	A 10.50AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
821.1	9.33	9.40	10.13	10.39	12.45	12.55	1.07	10.46	10.57	11.27
824.9	9.28	9.36	10.09	10.35	12.41	12.51	1.03	10.42	10.53	11.23
830.2	9.22	9.31	10.04	10.30	12.36	12.46	12.58	10.37	10.47	11.16
837.8	9.15	9.25	9.57	10.23	12.30	12.40	12.51	10.30	10.40	11.08
847.2	9.05AM	9.17	9.48	10.14	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
854.0		9.11	9.41	10.08	12.16	12.26		10.14		10.49
858.7		9.07	9.37	10.03	12.12	12.22		10.09		10.43
865.9		9.02	9.31	9.56	12.07	12.17		10.02		10.35
869.7		8.59	9.28	9.52	12.04PM	12.14		9.58		10.31
875.4		8.54	9.22	9.46	11.59AM	12.09		9.51		f 10.23
880.9		8.49	9.17	9.39	11.54	12.04PM		9.45		10.14
885.6		8.44	9.13	9.34	11.49	11.59AM		9.40		10.09
890.5		8.39	9.09	9.29	11.44	11.54		9.35		10.05
894.8		8.35	9.05	9.24	11.40	11.50		9.30		9.59
897.6		8.33	9.02	9.20	11.38	11.48		9.26		9.55
901.8		8.29	8.58	9.16	11.34	11.44		9.22		f 9.49
908.6		8.24	8.52	9.10	11.29	11.39		9.17		f 9.43
908.7		8.19	8.45	9.03	11.24	11.34		9.10		9.34
912.7		8.15	8.40	8.57	11.20	11.30		9.04		9.27
917.2		s 8.09	8.34	8.50	s 11.14	s 11.24		8.57		9.20
918.4			8.30	8.45				8.52		9.15
921.7		8.01	8.23	8.37	11.06	11.16		8.45		9.06
927.6		7.56	8.17	8.31	11.01	11.11		8.39		f 8.59
932.6		7.49	8.08	8.22	10.54	11.04		8.30		8.47
936.7		7.44	8.02	8.16	10.49	10.59		8.24		8.40
943.8		7.36	7.52	8.06	10.41	10.51		8.14		8.28
947.9										
952.7		7.23	7.38	7.51	10.28	10.38		8.00		f 8.11
958.5		7.19	7.33	7.46	10.24	10.34		7.55		8.04
960.6		7.15	7.28	7.41	10.20	10.30		7.50		7.59
968.0		7.08	7.20	7.32	10.13	10.23		7.41		f 7.50
970.6										
975.5		7.02	7.13	7.25	10.07	10.17		7.34		7.41
977.7										
980.1		6.57	7.07	7.19	10.02	10.12		7.28		7.34
985.1		6.50	7.01	7.12	9.55	10.05		7.22		7.27
989.9										
992.6		6.40AM	6.50AM	7.00AM	9.45AM	9.55AM		7.10PM		7.15PM

Thru Time.....	(0.35)	(3.10)	(3.30)	(3.50)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour.....	51.8	55.5	50.2	45.8	55.5	55.5	54.9	46.8	51.8	39.8

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

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Mile Post	STATIONS										Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
	254	264	226	262							
	Time Freight	Time Freight	Local Freight	Time Freight							
817.0	A 8.00AM	A 8.05AM		A 9.50PM							COPTWXYZ
821.1											WS 61 PX
824.9											CS 82 P
830.2											CS 120 P
837.8											CS 118 P
847.2		6.20AM		7.30PM							WS99 IPWXY ES 126 RCS
854.0											CS 125 P
858.7											CS 103 P
865.9											CS 103 P
869.7											CS 95 P
875.4											CS135 CPWX
880.9											CS 108 P
885.6											CS 131 P
890.5											WS 77 CS 88 PW
894.8											WS 71 PX
897.6											CS 125 P
901.8											ES 44 X
908.6											ES 132 PX
908.7											ES 64 PX
912.7											CS 118 P
917.2											CPTWXYZ
918.4											
921.7											CS 124 P
927.6											CS 68 PWXY
932.6											P
936.7											WS 118 ES 101 PW
943.8											CS 125 PWK
947.9											4
952.7			A 9.05AM								WS190 CS120 ES101 CPTWX
958.5			f 8.55								CS 118 PX
960.6			s 8.45								CS 118 PX
968.0			s 8.30								CS 132 PWK
970.6											
975.5											WS 122 ES 118 P
977.7											P
980.1											
985.1											FW
989.9											ES 62 PX
992.6	1.00AM		7.35AM								COPTWYZ

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

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

WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 19				SECOND CLASS					
212				January 10, 1954				211					
Mixed				STATIONS				Mixed					
Distance from Denver				Mile Post				Distance from Greeley					
IP			5.0	DN	SAND CREEK JCT YL SK	5.0							
15			8.2		WELBY	8.2							
31	P		9.8		QUIMBY	9.8							
36	P		13.8		EAST LAKE	13.8							
31	P		18.1		DARLOW	18.1							
56	IPWY		22.2	DN	ST. VRAINS YL VS	22.2							
			22.2		U. P. CROSSING	22.2							
42			24.3		GRADEN	24.3							
53	YP		26.1	D	FREDERICK YL FR	26.1							
			27.8		FIRESTONE	27.8							
19	P		30.2		HARNEY	30.2							
31	P		34.6		GOWANDA	34.6							
			38.3		WILD OAT	38.3							
21	WYP		4.35PM		DENT YL	42.8	A	9.43AM					
	WCTYP		5.05PM	DN-R	LA SALLE YL SA	50.6		9.30AM					
					(45.6)			Daily Except Sunday					
(0.30) Thru Time.....				(0.13) Thru Time.....				(0.13) Thru Time.....					
15.6 Average speed per hour.....				36.0 Average speed per hour.....				36.0 Average speed per hour.....					

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

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS		Time-Table No. 19	
211		January 10, 1954	
Mixed		STATIONS	
Distance from Denver		Mile Post	
21	WYP	9.43AM	0.0
		DENT YL	A 4.35PM
	P	f 9.48	1.7
		MILLIKEN YL M	f 4.30
		G. W. CROSSING	
	P	f 10.01	7.3
		KOENIG	f 4.11
		G. W. CROSSING	
	P	f 10.05	9.1
		KELIM	f 4.07
		BOYD LAKE	f 3.58
		REDMOND	f 3.53
42	P	f 10.27	19.5
		HARMONY	f 3.47
138	WCTYZP	A 10.40AM	25.0
		D-R FORT COLLINS YL FO	3.35PM
		O. & S. CROSSING	
		O. & S. CROSSING	
	P		27.9
		POUDRE YL	
	P		30.0
		BOETTOHER YL	
	P		38.5
		RIPPLE	
	Y		41.7
		BUCKEYE YL	
		(41.7)	
(0.57) Thru Time.....		(1.00) Thru Time.....	
26.3 Average speed per hour.....		25.0 Average speed per hour.....	

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—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 19	
212		January 10, 1954	
Mixed		STATIONS	
Distance from Denver		Mile Post	
55	WYZP		0.0
		DN-R BRIGHTON YL BI	
	P		4.2
		YOKALL	
		DIOK	
21	IWYP		8.1
		DN ST VRAINS YL VS	
		U. P. CROSSING	
		NATIONAL	
	P		10.9
		STATE COAL MINE JOT YL	
	P		11.4
		PARKDALE JCT YL	
	P		15.1
		ERIE	
		O. B. & Q. CROSSING	
		TABOR	
		LEYNER	
		LIGGETT	
	P		24.0
		VALMONT YL	
		C. & S. CROSSING	
	WYP		26.1
		ARA YL	
	P		27.6
		DN-R BOULDER YL BR	
		(27.6)	
(8.20) Thru Time.....		(8.30) Thru Time.....	
12.3 Average speed per hour.....		13.1 Average speed per hour.....	

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					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Greeley		Mile Post		Distance from Wadsworth	
247	WYZP		0 0 DN	GREELEY YL HG	0 0
			2.8	GREELEY JCT. YL	2.8
	YP		3.7	CLOVERLY	3.7
34	YP		6.0	ALDEN	6.0
			8.4	CHILL	8.4
37	P		10.4	D MATTHEWS	10.4
			13.8	BARNESVILLE	13.8
			14.5	BRIGGSDALE	14.5
29	YP		23.1	(28.1)	23.1
(8.20) Thru Time.....		(8.30) Thru Time.....		(8.30) Thru Time.....	
12.3 Average speed per hour.....		13.1 Average speed per hour.....		13.1 Average speed per hour.....	

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

WESTWARD—Pleasant Valley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
221		January 10, 1954		222	
Mixed		STATIONS		Mixed	
Distance from Cloverly		Mile Post		Distance from Thayer Jct.	
34	YP		0.0	CLOVERLY	0.0
			3.1	LOWE	3.1
	P		5.1	D GALETON	5.1
(5.1) Thru Time.....		(5.1) Thru Time.....		(5.1) Thru Time.....	
Average speed per hour.....		Average speed per hour.....		Average speed per hour.....	

WESTWARD—Encampment Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Wadsworth		Mile Post		Distance from Wadsworth	
			0.0	R WALCOTT WA	0.0
			6.8	MEADS	6.8
6		f 12.28	6.8	OVERLAND	12.3
7		f 12.54	12.3	FISH HATCHERY	20.6
1		f 1.27	20.6	SARATOGA	24.1
26	WY	s 1.56	24.1	DAHLSTROM	27.8
1		f 2.15	27.8	DAVIS	29.7
1		f 2.23	29.7	COO OREEK	32.7
13		f 2.36	32.7	CANYON	39.3
15		f 3.07	39.3	ENCAMPMENT	44.4
43	WYA	3.32PM	44.4	(44.4)	44.4
(3.31) Thru Time.....		(3.16) Thru Time.....		(3.16) Thru Time.....	
12.6 Average speed per hour.....		13.6 Average speed per hour.....		13.6 Average speed per hour.....	

WESTWARD—Superior Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Thayer Jct.		Mile Post		Distance from Thayer Jct.	
			0.0	XPY THAYER JUNCTION YL	0.0
			7.6	D SUPERIOR SU	7.6
			9.1	END OF TRACK	9.1
(9.1) Thru Time.....		(9.1) Thru Time.....		(9.1) Thru Time.....	
Average speed per hour.....		Average speed per hour.....		Average speed per hour.....	

WESTWARD—South Pass Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Rock Springs		Mile Post		Distance from Rock Springs	
WS74	WCY		0 0 DN-E	ROCK SPRINGS YL SG	0.0
ES	TZP		3.4	LIONKOL JUNCTION	3.4
			5.5	RELiance JUNCTION	5.5
			7.9	STANSBURY JUNCTION	7.9
			9.5	WINTON JUNCTION	9.5
(9.5) Thru Time.....		(9.5) Thru Time.....		(9.5) Thru Time.....	
Average speed per hour.....		Average speed per hour.....		Average speed per hour.....	

WESTWARD—Reliance Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Reliance Jct.		Mile Post		Distance from Reliance Jct.	
			0.0	RELiance JUNCTION	0.0
			1.7	RELiance MINE	1.7
			2.1	END OF TRACK	2.1
(3.1) Thru Time.....		(3.1) Thru Time.....		(3.1) Thru Time.....	
Average speed per hour.....		Average speed per hour.....		Average speed per hour.....	

WESTWARD—Winton Branch—EASTWARD					
SECOND CLASS		Time-Table No. 19		SECOND CLASS	
201		January 10, 1954		202	
Mixed		STATIONS		Mixed	
Distance from Winton Jct.		Mile Post		Distance from Winton Jct.	
			0.0	WINTON JUNCTION	0.0
			2.4	HAY	2.4
			5.0	WINTON YL	5.0
			5.2	END OF TRACK	5.2
(5.2) Thru Time.....		(5.2) Thru Time.....		(5.2) Thru Time.....	
Average speed per hour.....		Average speed per hour.....		Average speed per hour.....	

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

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 19 January 10, 1954		Mile Post
		STATIONS		
	0.0	PARKDALE JCT YL	0.0	
	1.9	PURITAN	1.9	
	3.1	END OF TRACK (3.1)	3.1	

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 19 January 10, 1954		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION	0.0	
	2.0	LIONKOL	2.0	
	2.5	END OF TRACK (2.5)	2.5	

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 19 January 10, 1954		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION	0.0	
	1.9	STANSBURY MINE	1.9	
	2.1	END OF TRACK (2.1)	2.1	

WESTWARD—Dines Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Hay	Time-Table No. 19 January 10, 1954		Mile Post
		STATIONS		
	0.0	HAY	0.0	
	1.6	DINES	1.6	
	1.9	END OF TRACK (1.9)	1.9	

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 3-72.

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 226 Local Freight	Distance from Echo	Time-Table No. 19 January 10, 1954		Mile Post	SECOND CLASS 225 Local Freight
			STATIONS			
WS120 CS120 ES101 CPTW	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	18.4		WANSHIP	18.4	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)		Daily Except Sunday
	(2.15)			Thru Time	(2.09)	
	12.6			Average speed per hour	13.0	

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 19 January 10, 1954		Mile Post
		STATIONS		
	0.0	KEETLEY JCT. YL	0.0	
	5.2	KEETLEY YL	5.2	
	7.0	CRANMER YL	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 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. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
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 air-dump cars.			35
1500 class Diesel-electric locomotives in road service.	50	50	50	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
Diesel-electric yard switch locomotives in road service.		35	35	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric locomotives running light, dynamic brake not in operation.			35	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
7000 and 7800 class engines.		75	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
3800 and 3900 class engines.		60	50	When using No. 14 turn-outs.	25	20	20
5000 and 9000 class engines.		50	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
MacArthur type engines with 63-in. drivers.		55	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
MacArthur type engines with 57-in. drivers.		35	35	All wye tracks.	6	6	6
Consolidation and Ten-Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
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				

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		

FIRST SUBDIVISION

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

SECOND SUBDIVISION

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

ON NO. 3 TRACK				ON NO. 1 TRACK			
Between Mile Posts— Perkins 553.5 and 554.0	60	50	40	Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS				ON NO. 2 TRACK			
Between Mile Posts— Cheyenne 515.6 and 515.7	60	50	40	Hermosa 563.6 and 550.0	70	60	40
518.8 and 519.1	60	50	40	550.0 and 549.3	50	40	30
Borie 522.1 and 522.3	60	50	40	Laramie			
523.3 and 523.6	60	50	40				
524.5 and 525.6	60	50	40				
Granite 528.7 and 529.5	55	45	35				
530.0 and 530.2	50	40	30				
530.2 and 535.1	60	50	40				
535.6 and 537.5	50	40	30				
537.9 and 545.1	55	45	35				
Germosa Tunnel	50	40	30				
547.0 and 548.1	55	45	35				
Hermosa							

THIRD SUBDIVISION

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

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

THIRD SUBDIVISION (Continued)

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

FOURTH SUBDIVISION

Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station. 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.	20	20	20
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 817.0 and 818.5	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	80	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0 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				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Evanston 920.6 and 921.2	70	60	50	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	Devils 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	65	55	45	927.4 and 926.5	60	50	25
Ogden				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.	Frnt.		Psgr.	Frnt.
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
			U. P. and S. P. roundhouse and shop limits.	8	8
When using cross-overs or turn-outs.	15	15	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
Over railroad crossings.	10	10			

BRANCHES

Branch	Psgr.	Frnt.	Branch	Psgr.	Frnt.
Boulder Branch Maximum Speed		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75		10 10
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.		15	Pleasant Valley Branch		15
Between Parkdale Jct. and Erie		15	Puritan Branch		15
Valmont Spur, M. P. 1, over C. & S. crossing		10	Lionkol Branch		10
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.		15
800 class engines.	45	40	Branches not otherwise shown.		15
3900, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur		5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.		10
Trains handling outfit cars.		20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
Between Mile Posts— Quimby 10.0 and 10.6	50	40	Park City Branch Maximum Speed		25
11.6 and 12.0	50	40	Trains handling outfit cars.		20
East Lake 14.3 and 14.6	50	40	Between Mile Posts— 0.0 and 4.3		15
St. Vrain 21.5 and 21.9	40	25	5.1 and 5.2		15
Frederick 25.6 and 25.8	40	25	13.2 and 13.5		15
Gowanda 37.9 and 38.0	50	40	14.8 and 21.0		15
Wild Cat 40.4 and 40.5	50	40	24.0 and 24.1		15
Fort Collins Branch Between Dent and Fort Collins.		30	25.1 and 25.2		15
Between Fort Collins and Buckeye.		25	26.3 and 28.4		15
Trains handling outfit cars.		20	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Dent, over west wye switch.		10	Ontario Branch		15
Fort Collins, within city limits.		15	Cranmer spur, between Keetley and end of track.		10
Fort Collins, over east cross-over switch.		5			
Greeley Branch		15			
Coalmont Branch Maximum speed.		20			
Between Mile Posts— 36 and 79		10			

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:

- s—regular stop;
- f—flag stop to receive or discharge traffic;
- A—arrive

6(A). The following letters placed in column with station name in time-table indicate:

- D—day operator
- N—night operator
- DN—day and night operator
- R—train register
- YL—yard limits

The following letters placed in columns provided in time-table indicate:

- C—coal
- I—interlocking
- O—oil
- P—dispatcher's telephone
- T—turntable
- W—water
- X—cross-over
- Y—wye
- Z—track scales
- AI—automatic interlocking signals
- CS—center siding
- ES—eastward siding
- WS—westward siding
- RCS—remote control switch

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

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Hanna	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Telegraph Office
29th Street	Yard Office	Rawlins	Yard Office
36th Street	Telegraph Office	Rawlins	Engine Dispatcher's Office
36th Street	Register Room	Rock Springs	Telegraph Office
Pullman	Yard Office	Rock Springs	Roundhouse Foreman's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Train Dispatcher's Office
Brighton	Telegraph Office	Green River	Telegraph Office
La Salle	Telegraph Office	Green River	Engine Crew Dispatcher's Office
Greeley	Telegraph Office	Green River	Switchmen's Locker Room
Eaton	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Yard Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Yard Office	Ogden	Enginemen's Wash Room
Laramie	Depot Telegraph Office	Ogden	RD—28th St. Telegraph Office
Laramie	Engine Dispatcher's Office	Fort Collins	Telegraph Office