

**EIGHTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts— <b>Uintah</b> 985.5 and 985.8	70	60	60	50	ON EASTWARD TRACK Between Mile Posts— <b>Wyuta</b> 921.2 and 920.6	70	60	60	50
987.9 and 989.0	65	55	55	45	919.1 and 915.9	50	40	40	25
<b>Ogden</b>					<b>Evanston</b>				

**BRANCHES**

Location	Str.	De-Psgr.	Psgr.	Fr.	Description	Str.	De-Psgr.	Psgr.	Fr.
All branches, except Lionkol Branch.			15	15	5000 class engines. on curves as follows:				
Lionkol Branch.				10	South Pass Branch, between M.P. 0.2 and 1.5;				
Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on High Line.				5	Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7;				
Cranmer spur, between Keetley and end of track.				5	Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0;				
5000 class engines through turnouts on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.				4	Winton Branch, at M.P. 4.3;				
					Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.				6

**A. E. STODDARD**  
General Manager

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

**B. F. WELLS**  
General Superintendent

- E. HICKS, Superintendent**.....Cheyenne, Wyo.  
**E. T. WATSON, Asst. Superintendent**.....Cheyenne, Wyo.  
**C. E. BRETERNITZ, Asst. Superintendent**.....Laramie, Wyo.  
**H. A. ACHENBACH, Trainmaster**.....Laramie, Wyo.  
**E. F. DEARDEN, Trainmaster**.....Rawlins, Wyo.  
**F. E. TERWILLEGGER, Asst. Superintendent**.....Green River, Wyo.  
**O. A. DURRANT, Trainmaster**.....Ogden, Utah  
**J. J. DALY, Master Mechanic**.....Cheyenne, Wyo.  
**D. P. CLIFFORD, Road Foreman of Engines**.....Cheyenne, Wyo.  
**E. J. MOORE, Road Foreman of Engines**.....Laramie, Wyo.  
**G. L. LIEBAU, Road Foreman of Engines**.....Laramie, Wyo.  
**M. N. ANDERSON, Road Foreman of Engines**.....Rawlins, Wyo.  
**H. C. LUSTY, Road Foreman of Engines**.....Evanston, Wyo.  
**R. M. WARNER, Pass. Road Foreman of Engines**.....Cheyenne, Wyo.  
**T. L. PIDCOCK, Division Engineer**.....Cheyenne, Wyo.  
**J. E. SWANSON, General Roadmaster**.....Cheyenne, Wyo.

**Fifth and Sixth Subdivisions and Branches**

- J. M. KELLEY, Chief Train Dispatcher**.....Cheyenne, Wyo.  
**E. GOWDY, Asst. Chief Train Dispatcher**.....Cheyenne, Wyo.  
**E. M. PROUTY, Asst. Chief Train Dispatcher**.....Cheyenne, Wyo.

**Seventh and Eighth Subdivisions and Branches**

- W. S. WHITTAKER, Chief Train Dispatcher**.....Green River, Wyo.  
**BURT FOSTER, Asst. Chief Train Dispatcher**.....Green River, Wyo.  
**L. G. MALZAHN, Asst. Chief Train Dispatcher**.....Green River, Wyo.

**RAILROAD SURGEONS ARE LOCATED AS SHOWN BELOW:**

NAME	TITLE	PLACE	TERRITORY
Adolph Sachs	Medical Director	Omaha, Neb.	
Lynn T. Hall	Asst. Med. Director	Omaha, Neb.	
Galen A. Fox	Division Surgeon	Cheyenne, Wyo.	Wyoming Division
Shingle and Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne to Carr
W. A. Bunten	Surgeon	Cheyenne, Wyo.	Cheyenne.
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne to Hanna
E. W. DeKay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna
Jack Rowlett	Surgeon	Laramie, Wyo.	Laramie to Hanna.
E. C. Pelton	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.
O. S. Pavy	Surgeon	Laramie, Wyo.	Laramie to Rawlins.
E. W. McNamara	Surgeon	Hanna, Wyo.	Encampment to Walcott.
R. A. Corbett	Surgeon	Saratoga, Wyo.	Hanna to Rock Springs.
O. E. Plummer	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
R. D. Baker	Surgeon	Rawlins, Wyo.	Rock Springs to Evanston.
P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Rock Springs to Evanston.
R. C. Stratton	Surgeon	Green River, Wyo.	Green River to Morgan.
A. T. Sudman	Surgeon	Green River, Wyo.	Green River to Morgan.
Holland & Waters	Surgeon	Evanston, Wyo.	Devil's Slide, Utah.
J. S. Hellewell	Surgeon	Evanston, Wyo.	Devil's Slide to Ogden.
H. T. High	Surgeon	Devil's Slide, Utah	Ogden, Utah.
J. R. Morrell	Surgeon	Ogden, Utah.	Ogden to Green River
L. S. Sycamore	Surgeon	Ogden, Utah.	Ogden.
K. A. Stratford	Surgeon	Ogden, Utah.	Ogden.
L. R. Pugmire	Oculist and Aurist	Ogden, Utah.	Ogden.
R. W. Pugmire	Oculist and Aurist	Ogden, Utah.	Ogden.

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**WYOMING DIVISION**

**TIME-TABLE  
No. 158**

**Effective Sunday,**

**February 16, 1947**

**at 12:01 A. M. Mountain Time**

**TODAY IS SAFETY DAY**

**FOR EMPLOYEES ONLY**



WESTWARD		FIFTH SUBDIVISION		FIRST CLASS	
SECOND CLASS		Time-Table No. 158 February 16, 1947	FIRST CLASS		STATIONS
Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Council Bluffs		23	7	
			Challenger Passenger	Challenger Passenger	
		Daily	Daily		
WCOTY PZ X	509.5	DN-R CHEYENNE YL OY N	9.40PM	8.00PM	
IP	510.8	DN TOWER A YL AY	9.43	8.03	
XP	514.0	CORLETT JUNCTION			
ES 93 XWP	514.9	CORLETT	9.50	8.10	
WS 110 ES 110 XIP	519.0	DN BORIE BO	9.58	8.18	
WS 93 WP ES 110 X	524.0	OTTO	10.06	8.26	
WS 137 ES 76 XWP	528.6	DN GRANITE CANON YLOA	10.14	8.34	
WS 61 P	531.8	OZONE	10.21	8.41	
WS105 WYP ES 90 X	536.5	DN BUFORD YL	10.29	8.49	
CS 95 YXP	540.4	DN SHERMAN S	10.37	8.57	
ES 63 WXP	543.0	DALE CREEK	10.42	9.02	
CS 82 XP	548.4	DN HERMOSA HM	10.50	9.10	
WS 133 WP	557.0	RED BUTTES	11.03	9.23	
ES 79 P		HEARD			
ES 110 WP		COLORES			
ES 70 P		SATANKA			
ES 69 P		FORELLE			
WCOTY PZ X	566.3	DN-R LARAMIE YL K KI	11.20PM	9.40PM	
		(56.8)			

..... Thru Time ..... (1.40) (1.40)  
 ..... Average speed per hour ..... 34.1 34.1

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

WESTWARD		FIFTH SUBDIVISION		FIRST CLASS									
SECOND CLASS		Time-Table No. 158 February 16, 1947	FIRST CLASS		STATIONS								
Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Council Bluffs		21	37		17	5	43	27	1	103	101	105
			Passenger	Passenger		Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily		
	509.5	7.30PM			6.55PM	12.40PM	10.05AM	10.00AM	9.55AM	9.55AM	7.20AM	509.5	DN-R CHEYENNE YL OY N
	510.8	7.33			6.58	12.43	10.08	10.03	9.58	9.58	7.23	510.8	DN TOWER A YL AY
	514.0											514.0	CORLETT JUNCTION
	514.9	7.40			7.05	12.50	10.15	10.09	10.02	10.02	7.27	514.9	CORLETT
	519.0	7.48	7.35PM	7.20PM	7.11	12.57	10.23	10.16	10.09	10.09	7.34	519.0	DN BORIE BO
	524.0	7.56	7.45	7.30	7.19	1.05	10.31	10.24	10.18	10.18	7.43	524.0	OTTO
	528.6	8.04	7.53	7.38	7.27	1.14	10.39	10.32	10.26	10.26	7.51	528.6	DN GRANITE CANON YLOA
	531.8	8.11	8.00	7.45	7.33	1.22	10.46	10.38	10.32	10.32	7.57	531.8	OZONE
	536.5	8.19	8.08	7.53	7.40	1.30	10.54	10.45	10.38	10.38	8.04	536.5	DN BUFORD YL
	540.4	8.27	8.15	8.00	7.47	1.37	11.01	10.52	10.44	10.44	8.10	540.4	DN SHERMAN S
	543.0	8.32	8.18	8.03	7.50	1.40	11.04	10.55	10.47	10.47	8.13	543.0	DALE CREEK
	548.4	8.40	8.26	8.11	7.57	1.50	11.12	11.02	10.54	10.54	8.20	548.4	DN HERMOSA HM
	557.0	8.53	8.39	8.24	8.10	2.05	11.25	11.15	11.02	11.02	8.29	557.0	RED BUTTES
													HEARD
													COLORES
													SATANKA
													FORELLE
	566.3	A 9.10PM	A 8.55PM	A 8.40PM	A 8.25PM	A 2.20PM	A 11.40AM	A 11.30AM	A 11.16AM	A 11.16AM	A 8.44AM	566.3	DN-R LARAMIE YL K KI
													(56.8)

..... Thru Time ..... (1.40) (1.20) (1.20) (1.30) (1.40) (1.35) (1.30) (1.21) (1.21) (1.24)  
 ..... Average speed per hour ..... 34.1 35.5 35.5 37.9 34.1 35.9 37.9 42.1 42.1 40.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.



**WESTWARD**

**SIXTH SUBDIVISION**

**SECOND CLASS**

**Time-Table No. 158**  
February 16, 1947

**FIRST CLASS**

**23**  
Challenger Passenger  
Daily

**7**  
Challenger Passenger  
Daily

**STATIONS**

Distance from Council Bluffs

WCOTY PZ X			DN-R LARAMIE YL KI	566.0			11.30PM	9.50PM
CS 92 XP			8.1 HOWELL	574.1			11.41	10.01
WS 53 XP			3.6 WYOMING	577.7			11.45	10.05
WS 47 XP CS 93			D 7.6 BOSLER FY	585.3			11.53	10.13
ES 64 XP			5.3 COOPER LAKE	590.6			11.59PM	10.19
CS 105 XYP			D 3.3 LOOKOUT XN	593.9			12.04AM	10.24
CS 81 XP			5.0 HARPER	598.9			12.10	10.30
CS 128 WC YXP			6.4 DN ROCK RIVER OK	605.3			12.18	10.38
WS 58 XP ES 120			3.7 WILCOX	609.0			12.23	10.43
CS 73 XP			7.8 RIDGE	616.8			12.32	10.52
CS128XWYP			D 6.1 MEDICINE BOW MB	622.9			12.40	11.00
P			4.1 CALVIN	627.0			12.46	11.06
CS 81 XP			5.6 COMO	632.6			12.53	11.13
CS 80 XP			6.1 RAMSEY	638.7			1.01	11.21
WB 118 WCZ ES 150 YPX			4.4 DN HANNA YL HN	643.1			1.10	11.30
WS 56 XP ES 82 XP			5.3 PERCY	648.4			1.19	11.39
CS 71 XP			3.4 DANA	651.8			1.23	11.43
CS 131 XP			5.2 EDSON	657.0			1.29	11.49
CS 68 XP			D 4.9 WALCOTT WA	661.9			1.35	11.55PM
CS 71 XWP			5.7 FORT STEELE	667.6			1.41	12.01AM
CS 123 XP			D 8.7 SINCLAIR GV	676.3			1.51	12.11
WCTYZXP			6.5 DN-R RAWLINS YL RS	682.8			A 2.05AM	A12.25AM
			(116.8)					

BLOCK SIGNALS

Double Track

..... Thru Time..... (2.35) (2.35)  
..... Average speed per hour..... 45.2 45.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.

**WESTWARD**

**SIXTH SUBDIVISION**

**FIRST CLASS**

**21** Passenger Daily

**37** Passenger Daily

**17** Passenger Daily

**5** Mail and Express Daily

**43** Passenger Daily

**27** Passenger Daily

**1** Passenger Daily

**103** Streamliner Passenger Tuesday Thursday Saturday

**101** Streamliner Passenger Sunday Wednesday Friday

**105** Streamliner Passenger Daily

Distance from Council Bluffs

**Time-Table No. 158**  
February 16, 1947

**STATIONS**

9.20PM	9.05PM	8.50PM	8.35PM	2.30PM	11.50AM	11.40AM	11.17AM	11.17AM	8.45AM	566.0	DN-R LARAMIE YL KI
9.30	9.15	9.00	8.45	2.40	11.59AM	11.49	11.24	11.24	8.52	574.1	8.1 HOWELL
9.34	9.19	9.04	8.49	2.44	12.02PM	11.52	11.27	11.27	8.55	577.7	3.6 WYOMING
9.42	9.27	9.12	8.57	f 2.54	12.09	11.59AM	11.33	11.33	9.01	585.3	D 7.6 BOSLER FY
9.47	9.32	9.17	9.02	3.00	12.15	12.05PM	11.37	11.37	9.05	590.6	5.3 COOPER LAKE
9.52	9.37	9.22	9.07	f 3.07	12.19	12.09	11.40	11.40	9.08	593.9	D 3.3 LOOKOUT XN
9.58	9.43	9.28	9.13	3.14	12.24	12.14	11.44	11.44	9.12	598.9	5.0 HARPER
10.06	9.51	9.36	9.21	s 3.26	12.30	12.20	11.50	11.50	9.18	605.3	6.4 DN ROCK RIVER OK
10.11	9.56	9.41	9.26	3.32	12.35	12.25	11.53	11.53	9.22	609.0	3.7 WILCOX
10.19	10.04	9.49	9.34	3.41	12.43	12.33	11.59AM	11.59AM	9.29	616.8	7.8 RIDGE
10.27	10.12	9.57	9.42	s 3.52	12.50	12.40	12.05PM	12.05PM	9.34	622.9	D 6.1 MEDICINE BOW MB
10.33	10.18	10.03	9.48	3.57	12.54	12.44	12.08	12.08	9.37	627.0	4.1 CALVIN
10.40	10.25	10.10	9.55	f 4.04	1.00	12.50	12.13	12.13	9.43	632.6	5.6 COMO
10.48	10.33	10.18	10.03	4.12	1.08	12.58	12.19	12.19	9.49	638.7	6.1 RAMSEY
10.57	10.42	10.27	10.12	s 4.23	1.14	1.04	12.23	12.23	9.54	643.1	4.4 DN HANNA YL HN
11.06	10.51	10.36	10.21	4.33	1.21	1.11	12.29	12.29	10.00	648.4	5.3 PERCY
11.10	10.55	10.40	10.25	f 4.38	1.25	1.15	12.33	12.33	10.04	651.8	3.4 DANA
11.16	11.01	10.46	10.31	4.44	1.30	1.20	12.37	12.37	10.08	657.0	5.2 EDSON
11.22	11.07	10.52	10.37	s 4.55	1.35	1.25	12.42	12.42	10.13	661.9	D 4.9 WALCOTT WA
11.28	11.13	10.58	10.43	f 5.05	1.41	1.31	12.47	12.47	10.18	667.6	5.7 FORT STEELE
11.38	11.23	11.08	10.53	s 5.15	1.50	1.40	12.55	12.55	10.26	676.3	D 8.7 SINCLAIR GV
A11.50PM	A11.35PM	A11.20PM	A11.05PM	A 5.27PM	A 2.00PM	A 1.50PM	A 1.03PM	A 1.03PM	A10.34AM	682.8	6.5 DN-R RAWLINS YL RS
											(116.8)

BLOCK SIGNALS

Double Track

(2.30) 46.7 (2.30) 46.7 (2.30) 46.7 (2.30) 46.7 (2.57) 39.6 (2.10) 53.9 (2.10) 53.9 (1.46) 66.1 (1.46) 66.1 (1.49) 64.3

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106, must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
No. 43 will stop at Fort Steele, daily except Sundays and Holidays, to pick up U. S. mail for Rawlins.  
Rule D-83 will apply to all trains.

Train	At	Discharge Passengers from	Pick Up Passengers Destined to
7	Any Station...	.....	Revenue coach or tourist car passengers for Salt Lake or beyond.
17	Any Station...	.....	North of Granger.
21	Any Station...	.....	Revenue sleeping car passengers for Ogden or beyond.
23	Any Station...	.....	Revenue coach or tourist car passengers for Ogden or beyond.

SIXTH SUBDIVISION EASTWARD

Time-Table No. 158

February 16, 1947

FIRST CLASS

STATIONS	Mile Post	FIRST CLASS									
		38 Passenger	18 Passenger	6 Mail and Express	24 Challenger Passenger	22 Passenger	8 Challenger Passenger	44 Passenger	2 Passenger	28 Passenger	102 Streamliner Passenger
DN-R LARAMIE YL KI K	566.0	A 3.50AM	A 4.25AM	A 5.25AM	A 5.45AM	A 6.00AM	A 7.00AM	A 12.45PM	A 3.40PM	A 4.45PM	A 5.17PM
8.1 HOWELL	574.1	3.38	4.14	5.12	5.33	5.48	6.47	12.30	3.27	4.34	5.08
3.6 WYOMING	577.7	3.35	4.11	5.09	5.29	5.44	6.42	12.26	3.23	4.31	5.05
D BOSLER FY	585.3	3.27	4.03	5.01	5.19	5.34	6.34	f 12.17	3.14	4.23	4.58
5.3 COOPER LAKE	590.6	3.22	3.58	4.55	5.12	5.27	6.28	12.07	3.08	4.17	4.53
D LOOKOUT XN	593.9	3.19	3.55	4.52	5.08	5.23	6.24	12.03PM	3.05	4.14	4.50
5.0 HARPER	598.9	3.14	3.50	4.46	5.01	5.16	6.18	11.55AM	2.59	4.08	4.45
6.4 DN ROCK RIVER OK	605.3	3.05	3.41	4.37	4.51	5.06	6.08	s 11.44	2.49	3.59	4.38
3.7 WILCOX	609.0	3.00	3.36	4.32	4.46	5.01	6.03	11.32	2.44	3.54	4.34
7.8 RIDGE	616.8	2.51	3.27	4.23	4.36	4.51	5.53	11.21	2.34	3.44	4.26
D MEDICINE BOW MB	622.9	2.43	3.20	4.15	4.28	4.43	5.45	s 11.12	2.26	3.36	4.20
4.1 CALVIN	627.0	2.38	3.15	4.10	4.23	4.38	5.40	11.01	2.21	3.31	4.16
5.6 COMO	632.6	2.32	3.09	4.04	4.17	4.32	5.33	10.55	2.15	3.25	4.11
6.1 RAMSEY	638.7	2.26	3.03	3.58	4.11	4.26	5.25	10.48	2.09	3.19	4.05
4.4 DN HANNA YL HN	643.1	2.20	2.57	3.52	4.04	4.19	5.16	s 10.38	2.02	3.12	4.00
5.3 PERCY	648.4	2.12	2.49	3.44	3.56	4.11	5.08	10.25	1.54	3.04	3.55
3.4 DANA	651.8	2.07	2.45	3.39	3.52	4.07	5.03	10.20	1.50	3.00	3.51
5.2 EDSON	657.0	2.01	2.40	3.33	3.45	4.00	4.57	10.14	1.44	2.54	3.46
4.9 D WALCOTT WA	661.9	1.55	2.34	3.27	3.38	3.53	4.51	s 10.06	1.37	2.47	3.41
5.7 FORT STEELE	667.6	1.49	2.28	3.21	3.31	3.46	4.44	9.56	1.31	2.41	3.35
8.7 D SINCLAIR GV	676.3	1.41	2.20	3.13	3.23	3.38	4.34	s 9.46	1.23	2.33	3.28
6.5 DN-R RAWLINS YL RS	682.8	1.33AM	2.13AM	3.05AM	3.15AM	3.30AM	4.25AM	9.35AM	1.15PM	2.25PM	3.21PM
(116.8)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sunday Wed. Fri.

BLOCK SIGNALS

Double Track

Thru Time . . . . . (2.17) (2.12) (2.20) (2.30) (2.30) (2.35) (3.10) (2.25) (2.20) (1.56)  
Average speed per hour . . . . . 51.2 53.1 50.1 46.7 46.7 45.2 36.9 48.3 50.1 60.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
8	Any Station...	Revenue coach or tourist car passengers from Salt Lake or beyond.	
18	Any Station...	North of Granger.	
22	Any Station...	Ogden or beyond.	
24	Any Station...	Revenue coach or tourist car passengers from Ogden or beyond.	

SIXTH SUBDIVISION EASTWARD

Time-Table No. 158

February 16, 1947

FIRST CLASS

SECOND CLASS

FIRST CLASS		Mile Post	SECOND CLASS		Car Capacity of Stairs, etc. See Rule 6 (A)
104 Streamliner Passenger	106 Streamliner Passenger		104 Streamliner Passenger	106 Streamliner Passenger	
A 5.17PM	A 6.52PM	566.0	DN-R LARAMIE YL KI K		WCOTY PZ X
5.08	6.43	574.1	8.1 HOWELL		CS 92 XP
5.05	6.40	577.7	3.6 WYOMING		WS 53 XP
4.58	6.33	585.3	D BOSLER FY		WS 47 XP
4.53	6.28	590.6	5.3 COOPER LAKE		CS 93
4.50	6.25	593.9	3.3 D LOOKOUT XN		ES 64 XP
4.45	6.20	598.9	5.0 HARPER		CS 105 XYP
4.38	6.13	605.3	6.4 DN ROCK RIVER OK		CS 81 XP
4.34	6.09	609.0	3.7 WILCOX		CS 128 WC YPX
4.26	6.01	616.8	7.8 RIDGE		WS 58 XP
4.20	5.55	622.9	6.1 D MEDICINE BOW MB		ES 120
4.16	5.51	627.0	4.1 CALVIN		CS 73 XP
4.11	5.46	632.6	5.6 COMO		CS128XWYP
4.05	5.40	638.7	6.1 RAMSEY		P
4.00	5.35	643.1	4.4 DN HANNA YL HN		CS 81 XP
3.55	5.30	648.4	5.3 PERCY		CS 80 XP
3.51	5.26	651.8	3.4 DANA		WB 118 WCZ
3.46	5.21	657.0	5.2 EDSON		ES 150 YPX
3.41	5.16	661.9	4.9 D WALCOTT WA		WS 56
3.35	5.10	667.6	5.7 FORT STEELE		ES 82 XP
3.28	5.03	676.3	8.7 D SINCLAIR GV		CS 71 XP
3.21PM	4.56PM	682.8	6.5 DN-R RAWLINS YL RS		CS 131 XP
(1.56) 60.4	(1.56) 60.4		(116.8)		CS 68 XP
					CS 71 XWP
					CS 123 XP
					WCTYZXP

BLOCK SIGNALS

Double Track

Thru Time . . . . . (1.56) (1.56) (1.56) (1.56) (1.56) (1.56) (1.56) (1.56) (1.56) (1.56)  
Average speed per hour . . . . . 60.4 60.4 60.4 60.4 60.4 60.4 60.4 60.4 60.4 60.4

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106, must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.

WESTWARD		SEVENTH SUBDIVISION		FIRST CLASS	
SECOND CLASS		Time-Table No. 158 February 16, 1947	STATIONS	37	17
				Passenger	Passenger
				Daily	Daily
WCTYZXP		682.8	DN-R RAWLINS YL RS	11.45PM	11.30PM
WS 71 XP		686.0	3.2 FERRIS	11.51	11.36
CS 117 XP		689.8	3.8 HADSELL	11.56PM	11.41
ES 81 XP		693.0	3.2 KNOBS	12.01AM	11.45
WS 65 XP		697.0	4.0 DALEY'S RANOH	12.05	11.49
WS 70 XW ES 125 P		700.0	3.7 RINER	12.10	11.54
CS 81 XP		705.3	4.6 CHEROKEE	12.16	11.59PM
WS 62 X CS 81 YP		712.0	6.7 ORESTON	12.25	12.09AM
CS 81 XP		716.0	4.0 LATHAM	12.29	12.13
WS 124 WC ES 106 YXP		724.2	8.2 DN WAMSUTTER WM	12.38	12.22
WS 121 XP		729.1	4.9 FREWEN	12.43	12.27
CS 71 XP		732.7	3.6 RED DESERT	12.47	12.31
WS 64 XP ES 67		740.0	7.3 TIPTON	12.57	12.41
WS 104 X YP		743.4	3.4 ROBINSON	1.01	12.45
WS 125 ES 106 P		746.7	3.8 TABLE ROCK	1.05	12.49
WS 60 ES 71 P		751.7	5.0 MONELL	1.09	12.53
WS 152 WC ES 169 YXP		756.7	5.0 DN BITTER CREEK YL BK	1.15	12.59
CS 122 XP		765.9	9.2 BLACK BUTTES	1.24	1.09
WS 70 XP		771.2	5.3 HALLVILLE	1.29	1.15
WS 115 X CS 132 WP		777.1	5.9 D POINT OF ROCKS RO	1.35	1.21
CS 90 XYP		784.1	7.0 THAYER JUNCTION YL	1.44	1.30
CS 79 XP		788.6	4.5 SALT WELLS	1.50	1.36
CS 120 XP		795.7	7.1 BAXTER	1.57	1.44
		796.5	0.8 GUNN JUNCTION		
WS 74 WCY ES 97 TZX		802.1	5.6 DN ROCK SPRINGS YL SG	s 2.12	s 2.00
CS 135 XP		809.0	6.9 KANDA	2.22	2.10
WCOTYPZ		817.0	8.0 YL GY DN-R GREEN RIVER GR	A 2.35AM	A 2.25AM

..... Thru Time ..... (2.50) (2.55)  
 ..... Average speed per hour ..... 47.4 46.0

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

WESTWARD		SEVENTH SUBDIVISION		FIRST CLASS						Distance from Council Bluffs	Time-Table No. 158 February 16, 1947	
5	43	27	1	103	101	105	23	7	21		STATIONS	
Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Challenger Passenger	Challenger Passenger	Passenger			
Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Sunday Wednesday Friday	Daily	Daily	Daily	Daily			
11.15PM	5.37PM	2.10PM	2.00PM	1.04PM	1.04PM	10.35AM	2.15AM	12.35AM	12.01AM	682.8	DN-R RAWLINS YL RS	
11.21	5.43	2.16	2.06	1.09	1.09	10.40	2.21	12.41	12.07	686.0	3.2 FERRIS	
11.26	5.48	2.21	2.11	1.12	1.12	10.43	2.26	12.46	12.12	689.8	3.8 HADSELL	
11.30	5.53	2.25	2.15	1.15	1.15	10.46	2.30	12.50	12.16	693.0	3.2 KNOBS	
11.34	5.58	2.29	2.19	1.18	1.18	10.49	2.34	12.54	12.20	697.0	4.0 DALEY'S RANOH	
11.39	f 6.03	2.32	2.22	1.21	1.21	10.52	2.39	12.59	12.25	700.0	3.7 RINER	
11.45	6.09	2.36	2.26	1.25	1.25	10.56	2.44	1.04	12.30	705.3	4.6 CHEROKEE	
11.54	f 6.18	2.44	2.34	1.32	1.32	11.03	2.53	1.13	12.39	712.0	6.7 ORESTON	
11.58PM	6.22	2.48	2.38	1.35	1.35	11.06	2.57	1.17	12.43	716.0	4.0 LATHAM	
12.07AM	s 6.33	2.56	2.46	1.42	1.42	11.13	3.07	1.27	12.53	724.2	8.2 DN WAMSUTTER WM	
12.12	6.38	3.01	2.51	1.46	1.46	11.17	3.13	1.33	12.59	729.1	4.9 FREWEN	
12.16	6.42	3.04	2.54	1.50	1.50	11.21	3.17	1.37	1.03	732.7	3.6 RED DESERT	
12.26	f 6.52	3.13	3.03	1.56	1.56	11.27	3.27	1.47	1.13	740.0	7.3 TIPTON	
12.30	6.56	3.16	3.06	1.59	1.59	11.30	3.31	1.51	1.17	743.4	3.4 ROBINSON	
12.34	7.00	3.19	3.09	2.02	2.02	11.33	3.35	1.55	1.21	746.7	3.8 TABLE ROCK	
12.38	7.06	3.23	3.13	2.06	2.06	11.37	3.40	2.00	1.26	751.7	5.0 MONELL	
12.44	s 7.16	3.28	3.18	2.10	2.10	11.41	3.47	2.07	1.33	756.7	5.0 DN BITTER CREEK YL BK	
12.54	f 7.26	3.37	3.27	2.18	2.18	11.49	3.57	2.17	1.43	765.9	9.2 BLACK BUTTES	
1.00	7.33	3.42	3.32	2.22	2.22	11.53	4.03	2.23	1.49	771.2	5.3 HALLVILLE	
1.06	s 7.40	3.48	3.38	2.28	2.28	11.59AM	4.10	2.30	1.56	777.1	5.9 D POINT OF ROCKS RO	
1.15	f 7.49	3.57	3.47	2.36	2.36	12.07PM	4.20	2.40	2.05	784.1	7.0 THAYER JUNCTION YL	
1.21	7.55	4.03	3.53	2.40	2.40	12.11	4.26	2.46	2.10	788.6	4.5 SALT WELLS	
1.29	8.03	4.10	4.00	2.47	2.47	12.18	4.34	2.54	2.17	795.7	7.1 BAXTER	
										796.5	0.8 GUNN JUNCTION	
s 1.45	s 8.22	4.22	4.12	2.55	2.55	12.26	s 4.50	s 3.10	s 2.30	802.1	5.6 DN ROCK SPRINGS YL SG	
1.55	8.31	4.31	4.22	3.02	3.02	12.33	5.00	3.20	2.38	809.0	6.9 KANDA	
A 2.10AM	A 8.45PM	A 4.45PM	A 4.40PM	A 3.14PM	A 3.14PM	A 12.45PM	A 5.15AM	A 3.35AM	A 2.50AM	817.0	8.0 YL GY DN-R GREEN RIVER GR	

(2.55) (3.08) (2.35) (2.40) (2.10) (2.10) (2.10) (3.00) (3.00) (2.49) ..... Thru Time  
 46.0 42.1 51.9 50.3 61.9 61.9 61.9 44.7 44.7 47.6 ..... Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
1	Rock Springs	.....	South of Ogden.
7	Any Station	.....	Revenue coach or tourist car passengers for Salt Lake or beyond.
17	Any Station	.....	Pocatello or beyond.
21	Any Station	.....	Revenue sleeping car passengers for Ogden or beyond.
23	Any Station	.....	Revenue coach or tourist car passengers for Ogden or beyond.
27	Rock Springs	Omaha and Denver or beyond.	West of Ogden.

**SEVENTH SUBDIVISION EASTWARD**

**Time-Table No. 158**

February 16, 1947

**FIRST CLASS**

6	22	8	44	2	28	102	104	106	38
Mail and Express	Passenger	Challenger Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger

**STATIONS**

Mile Post

DN-R RAWLINS YL RS 3.2	682.8	A 2.55AM	A 3.20AM	A 4.15AM	A 9.20AM	A 1.05PM	A 2.15PM	A 3.20PM	A 3.20PM	A 4.55PM	A 1.23AM
FERRIS 3.8	686.0	2.48	3.12	4.08	9.07	12.58	2.08	3.14	3.14	4.49	1.17
HADSELL 3.2	689.8	2.44	3.07	4.03	9.03	12.54	2.04	3.10	3.10	4.45	1.13
KNOBS 4.0	693.0	2.39	3.01	3.57	8.58	12.50	1.59	3.07	3.07	4.42	1.08
DALEY'S RANOH 3.7	697.0	2.35	2.56	3.52	8.53	12.46	1.55	3.04	3.04	4.39	1.04
RINER 4.6	700.7	2.32	2.51	3.47	f 8.49	12.43	1.52	3.01	3.01	4.36	1.01
CHEROKEE 6.7	705.3	2.27	2.46	3.42	8.44	12.38	1.47	2.56	2.56	4.31	12.57
CRESTON 4.0	712.0	2.20	2.39	3.35	f 8.37	12.31	1.40	2.50	2.50	4.25	12.50
LATHAM 8.2	716.0	2.15	2.33	3.29	8.29	12.26	1.35	2.45	2.45	4.20	12.45
DN WAMSUTTER WM 4.9	724.2	2.06	2.23	3.19	s 8.19	12.17	1.26	2.37	2.37	4.12	12.36
FREWEN 3.6	729.1	2.01	2.16	3.12	8.10	12.12	1.21	2.33	2.33	4.08	12.31
RED DESERT 7.3	732.7	1.58	2.12	3.08	8.06	12.09	1.18	2.30	2.30	4.05	12.28
TIPTON 3.4	740.0	1.50	2.04	3.00	f 7.58	12.01PM	1.10	2.23	2.23	3.58	12.20
ROBINSON 3.3	743.4	1.46	1.59	2.55	7.52	11.56AM	1.06	2.20	2.20	3.55	12.16
TABLE ROCK 5.0	746.7	1.43 <sup>24</sup>	1.55	2.51	7.47	11.53	1.03	2.17	2.17	3.52	12.13
MONELL 5.0	751.7	1.38	1.49	2.45	7.41	11.48	12.58	2.12	2.12	3.47	12.08
DN BITTER CREEK YL BK 9.2	756.7	1.32	1.43	2.39	s 7.35	11.42	12.52	2.08	2.08	3.43	12.02AM
BLACK BUTTES 5.3	765.9	1.23	1.33	2.29	7.20	11.33	12.43	1.59	1.59	3.34	11.53PM
HALLVILLE 5.9	771.2	1.18	1.26	2.22	7.14	11.28	12.38	1.53	1.53	3.28	11.48
D POINT OF ROCKS RO 7.0	777.1	1.12	1.19	2.15	f 7.07	11.22	12.32	1.47	1.47	3.22	11.42
THAYER JUNCTION YL 4.5	784.1	1.03	1.10	2.05	6.55	11.13	12.23	1.39	1.39	3.14	11.33
SALT WELLS 7.1	788.6	12.58	1.04	1.59	6.48	11.08	12.18	1.35	1.35	3.10	11.28
BAXTER 0.8	795.7	12.51	12.57	1.52	6.40	11.01	12.11PM	1.29	1.29	3.04	11.21
GUNN JUNCTION 5.6	796.5										
DN ROCK SPRINGS YL SG 6.9	802.1	s 12.38	s 12.45	s 1.40	s 6.22	10.49	11.59AM	1.22	1.22	2.57	s 11.08
KANDA 8.0	809.0	12.31	12.36	1.31	6.12	10.41	11.51	1.15	1.15	2.50	11.01
DN-R GREEN RIVER YL GR (134.2)	817.0	12.20AM	12.25AM	1.20AM	6.00AM	10.30AM	11.40AM	1.05PM	1.05PM	2.40PM	10.50PM

BLOCK SIGNALS

DOUBLE TRACK

Thru Time.....	(2.35)	(2.55)	(2.55)	(3.20)	(2.35)	(2.35)	(2.15)	(2.15)	(2.15)	(2.33)
Average speed per hour.....	51.9	46.0	46.0	40.3	51.9	51.9	59.6	59.6	59.6	52.6

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS			
Train	At	Discharge Passengers from	Pick Up Passengers Destined to
2	Rock Springs..	South of Ogden.	
8	Any Station...	Revenue coach or tourist car passengers from Salt Lake or beyond.	
18	Any Station...	Granger or beyond.	
22	Any Station...	Ogden or beyond.	
24	Any Station...	Revenue coach or tourist car passengers from Ogden or beyond.	
28	Rock Springs..	West of Ogden.....	Omaha or beyond.

**SEVENTH SUBDIVISION EASTWARD**

**Time-Table No. 158**

February 16, 1947

**FIRST CLASS**

18	24				
Passenger	Passenger				

**STATIONS**

Mile Post

A 2.03AM	A 3.05AM				
1.57	2.58				
1.53	2.54				
1.48	2.48				
1.44	2.43				
1.41	2.39				
1.37	2.34				
1.30	2.27				
1.25	2.21				
1.16	2.11				
1.11	2.06				
1.08	2.03				
1.00	1.55				
12.56	1.51				
12.53	1.43 <sup>6</sup>				
12.48	1.31				
12.42	1.25				
12.33	1.13				
12.28	1.06				
12.22	12.59				
12.13	12.50				
12.08	12.43				
12.01AM	12.34				
s 11.48PM	s 12.20				
11.41	12.08AM				
11.30PM	11.55PM				
Daily	Daily				

DOUBLE TRACK

DN-R RAWLINS YL RS 3.2	682.8				
FERRIS 3.8	686.0				
HADSELL 3.2	689.8				
KNOBS 4.0	693.0				
DALEY'S RANOH 3.7	697.0				
RINER 4.6	700.7				
CHEROKEE 6.7	705.3				
CRESTON 4.0	712.0				
LATHAM 8.2	716.0				
DN WAMSUTTER WM 4.9	724.2				
FREWEN 3.6	729.1				
RED DESERT 7.3	732.7				
TIPTON 3.4	740.0				
ROBINSON 3.3	743.4				
TABLE ROCK 5.0	746.7				
MONELL 5.0	751.7				
DN BITTER CREEK YL BK 9.2	756.7				
BLACK BUTTES 5.3	765.9				
HALLVILLE 5.9	771.2				
D POINT OF ROCKS RO 7.0	777.1				
THAYER JUNCTION YL 4.5	784.1				
SALT WELLS 7.1	788.6				
BAXTER 0.8	795.7				
GUNN JUNCTION 5.6	796.5				
DN ROCK SPRINGS YL SG 6.9	802.1				
KANDA 8.0	809.0				
DN-R GREEN RIVER YL GR (134.2)	817.0				

DOUBLE TRACK

Thru Time.....	(2.33)	(3.10)			
Average speed per hour.....	52.6	42.4			

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
 other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.

**WESTWARD EIGHTH SUBDIVISION**

**SECOND CLASS**

**225**  
Mixed  
Daily Ex.  
Sunday

**699**  
Time  
Freight  
Daily

Distance from  
Council Bluffs

**Time-Table No. 158**

February 16, 1947

**STATIONS**

**FIRST CLASS**

**41**  
Mail and  
Express  
Daily

**43**  
Passenger  
Daily

**11**  
Passenger  
Daily

**27**  
Passenger  
Daily

WCOTYPZ XP				2.10AM	817.0
WS 61 XP					821.1
CS 82 XP					824.9
CS 81 XP					830.2
CS 118 XP					837.8
WS 99 IXWYP ES 60				A3.30AM	847.2
CS 125 XP					854.0
CS 103 XP					858.7
CS 103 XP					865.9
CS 95 XP					869.7
CS 135 XWCP					875.4
CS 103 XP					880.9
CS 131 XP					885.6
WS 77 W CS 83 XP					890.5
WS 71 XP					894.8
WS 71 XP CS 82	7	Any Station	Discharge Passengers from	Pick Up Passengers Destined to	897.6
WS 68 ES 71 IXP	23	Any Station		Revenue coach and tourist car passengers for Salt Lake City or beyond. West of Ogden.	901.8
ES 64 ES 62 IXP					903.6
ES 64 XP					908.7
CS 118 XP					912.7
WCTYZ XP					917.2
CS 124 XP W					921.7
CS 98 YXP P					927.6
WS 118 ES 101 WP					932.6
CS 125 XWP					936.7
XP					943.3
XP					948.2
WS 120 CS 120 ES 101 WCTXP				3.40PM	952.7
CS 118 XP				f3.50	956.5
CS 118 XP				s4.40	960.6
CS 132 XWP				s4.55	968.0
X				f5.00	970.6
CS 118 XP				f5.10	975.5
XP					977.7
XP					980.1
WS 52 ES 62 P				5.23	985.1
WCTYZ XP				f5.38	985.1
				A6.00PM	992.6

DN-R GREEN RIVER YL GY GR	10.00PM	9.00PM	5.25PM	5.05PM
4.1				
RIVIEW	10.07	9.08	5.32	5.12
3.8				
PERU	10.14	9.14	5.37	5.18
5.3				
BRYAN	10.21	9.21	5.42	5.24
7.6				
WESTVACO	10.29	9.30	5.49	5.32
9.4				
DN GRANGER YL GN	A 10.40PM	s 9.42	A 6.00PM	5.43
6.8				
VERNE		9.49		5.51
4.7				
OHUROH BUTTES		9.55		5.56
7.2				
HAMPTON		10.05		6.04
3.8				
ELKHURST		10.10		6.09
5.7				
DN CARTER YL Q		s 10.20		6.15
5.5				
ANTELOPE		10.27		6.21
4.7				
BRIDGER		10.33		6.26
4.9				
LEROY		10.40		6.31
4.3				
RAGAN		10.46		6.37
2.8				
SPRING VALLEY		10.50		6.41
4.2				
DN ASPEN YL WX		s 10.57		6.46
1.8				
DN ALTAMONT YL AP		s 11.03		6.52
5.1				
KNIGHT		11.10		6.59
4.0				
MILLIS		11.16		7.04
4.5				
DN-R EVANSTON YL NA		11.25		7.12
4.5		11.35		7.20
WYUTA		11.42		7.27
5.9				
DN WAHSATOH YL WH		f 11.49		7.35
5.0				
CURVO		11.58PM		7.43
4.1				
CASTLE ROCK		12.06AM		7.50
6.6				
EMORY		12.13		7.58
4.9				
BASKIN		12.20		8.03
4.5				
DN ECHO YL HO		s 12.29		8.09
3.8				
D HENEFER NF		12.34		8.15
4.1				
D DEVIL'S SLIDE ON		12.39		8.20
7.4				
DN MORGAN WB		s 12.51		8.29
2.6				
STODDARD				
4.9				
PETERSON		1.00		8.38
2.2				
STRAWBERRY				
2.4				
GATEWAY		1.08		8.44
5.0				
UINTAH		1.15		8.51
7.5				
DN-R OGDEN YL OG		A 1.30AM		A 9.05PM
(175.6)				

BLOCK SIGNALS

Double Track

Double Track

(2.20) (1.20) .....Thru Time..... (0.40) (4.30) (0.35) (4.00)  
17.1 22.7 .....Average speed per hour..... 45.3 39.0 51.8 43.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.  
Trains are governed by Ogden Union Railway and Depot Company rules and regulations while using their tracks at Ogden.

**WESTWARD EIGHTH SUBDIVISION**

**FIRST CLASS**

**1**  
Passenger  
Daily

**103**  
Streamliner  
Passenger  
Tuesday  
Thurs.-Sat.

**101**  
Streamliner  
Passenger  
Sunday  
Wed.-Fri.

**105**  
Streamliner  
Passenger  
Daily

**23**  
Passenger  
Daily

**7**  
Passenger  
Daily

**21**  
Passenger  
Daily

**17**  
Passenger  
Daily

**37**  
Passenger  
Daily

**5**  
Mail and  
Express  
Daily

Distance from  
Council Bluffs

**Time-Table No. 158**

February 16, 1947

**STATIONS**

5.00PM	3.19PM	3.19PM	12.50PM	5.30AM	3.55AM	3.30AM	3.15AM	2.45AM	2.30AM	817.0
5.07	3.24	3.24	12.55	5.37	4.02	3.38	3.22	2.52	2.38	821.1
5.13	3.28	3.28	12.59	5.43	4.08	3.44	3.27	2.57	2.44	824.9
5.19	3.33	3.33	1.04	5.49	4.14	3.51	3.32	3.02	2.50	830.2
5.27	3.39	3.39	1.10	5.57	4.22	3.59	3.39	3.09	2.58	837.8
5.38	3.48	3.48	A 1.20PM	6.08	4.33	4.10	A 3.50AM	3.20	3.08	847.2
5.45	3.55	3.55		6.15	4.40	4.17		3.28	3.15	854.0
5.50	3.59	3.59		6.20	4.45	4.22		3.33	3.20	858.7
5.58	4.06	4.06		6.28	4.53	4.30		3.42	3.28	865.9
6.03	4.10	4.10		6.33	4.58	4.34		3.47	3.32	869.7
6.09	4.16	4.16		6.39	5.04	4.41		3.54	3.40	875.4
6.15	4.21	4.21		6.45	5.10	4.47		4.00	3.46	880.9
6.20	4.26	4.26		6.50	5.15	4.52		4.05	3.51	885.6
6.26	4.31	4.31		6.56	5.21	4.58		4.11	3.57	890.5
6.31	4.35	4.35		7.01	5.26	5.03		4.16	4.02	894.8
6.35	4.38	4.38		7.05	5.30	5.07		4.20	4.06	897.6
6.40	4.43	4.43		7.10	5.35	5.13		4.25	4.13	901.8
6.46	4.48	4.48		7.16	5.41	5.19		4.31	4.19	903.6
6.53	4.54	4.54		7.23	5.48	5.26		4.38	4.26	908.7
6.58	4.58	4.58		7.28	5.53	5.30		4.43	4.30	912.7
7.05	s 5.03	s 5.03		7.35	6.00	5.38		4.50	4.38	917.2
7.10				7.45	6.10	5.48		5.00	4.48	921.7
7.18	5.08	5.08		7.51	6.16	5.54		5.06	4.54	927.6
7.27	5.13	5.13		7.59	6.24	6.02		5.14	5.02	927.6
7.35	5.20	5.20		8.06	6.33	6.11		5.21	5.11	932.6
7.42	5.28	5.28		8.13	6.41	6.19		5.28	5.19	936.7
7.50	5.37	5.37		8.21	6.49	6.27		5.36	5.27	943.3
7.57	5.43	5.43		8.27	6.56	6.34		5.42	5.34	948.2
8.04	5.48	5.48		8.34	7.03	6.41		5.49	5.41	952.7
8.10	5.52	5.52		8.40	7.08	6.46		5.55	5.46	956.5
8.15	5.56	5.56		8.45	7.13	6.51		6.00	5.51	960.6
8.24	6.04	6.04		8.54	7.22	7.01		6.09	6.01	968.0
										970.6
8.33	6.12	6.12		9.03	7.31	7.10		6.18	6.10	975.5
										977.7
8.39	6.17	6.17		9.09	7.39	7.18		6.24	6.18	980.1
8.46	6.23	6.23		9.16	7.46	7.25		6.31	6.25	985.1
A 9.00PM	A 6.35PM	A 6.35PM		A 9.30AM	A 8.00AM	A 7.40AM		A 6.45AM	A 6.40AM	992.6

BLOCK SIGNALS

Double Track

Double Track

(4.00) (3.16) (3.16) (0.30) (4.00) (4.05) (4.10) (0.35) (4.00) (4.10) .....Thru Time  
43.9 53.8 53.8 60.4 43.9 43.0 42.1 51.8 43.9 42.1 .....Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
When instructed by train dispatcher to clear a train or trains, the following will govern:  
Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains;  
other first-class trains must be cleared ten minutes by second-class and extra trains.  
Rule D-83 will apply to all trains.  
Trains are governed by Ogden Union Railway and Depot Company rules and regulations while using their tracks at Ogden.

**EIGHTH SUBDIVISION EASTWARD**

**Time-Table No. 158**

February 16, 1947

**FIRST CLASS**

Mile Post	STATIONS	42	44	12	2	28	102	104	106	38	18
		Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

BLOCK SIGNALS	DN-R GREEN RIVER <sup>YL GR</sup>	817.0	A 5.15AM	A 5.30AM	A10.00AM	A10.10AM	A11.20AM	A 1.00PM	A 1.00PM	A 2.35PM	A10.40PM	A11.10PM
	RIVIEW <sup>4.1</sup>	821.1	5.08	5.18	9.53	10.03	11.13	12.55	12.55	2.30	10.33	11.03
	PERU <sup>3.8</sup>	824.9	5.04	5.13	9.49	9.59	11.09	12.51	12.51	2.26	10.29	10.59
	BRYAN <sup>5.3</sup>	830.2	4.58	5.06	9.43	9.53	11.03	12.46	12.46	2.21	10.23	10.53
	WESTVACO <sup>7.6</sup>	837.8	4.50	4.58	9.35	9.45	10.55	12.40	12.40	2.15	10.15	10.45
	DN GRANGER <sup>YL GN</sup>	847.2	s 4.40AM	f 4.48	9.25AM	9.36	10.46	12.31	12.31	2.05PM	10.05	10.35PM
	VERNE <sup>6.8</sup>	854.0		4.39		9.29	10.39	12.25	12.25		9.58	
	OHURCH BUTTES <sup>4.7</sup>	857.7		4.33		9.25	10.35	12.21	12.21		9.54	
	HAMPTON <sup>7.2</sup>	865.9		4.24		9.18	10.28	12.15	12.15		9.47	
	ELKHURST <sup>3.8</sup>	869.7		4.19		9.14	10.24	12.11	12.11		9.43	
	DN CARTER <sup>YL Q</sup>	875.4		s 4.10		9.08	10.18	12.06	12.06		9.37	
	ANTELOPE <sup>5.7</sup>	880.9		4.01		9.01	10.11	12.01PM	12.01PM		9.31	
	BRIDGER <sup>4.7</sup>	885.6		3.54		8.56	10.06	11.56AM	11.56AM		9.26	
	LEROY <sup>4.9</sup>	890.5		3.46		8.50	10.00	11.52	11.52		9.20	
	RAGAN <sup>4.3</sup>	894.8		3.38		8.45	9.55	11.48	11.48		9.15	
	SPRING VALLEY <sup>2.8</sup>	897.6		3.33		8.42	9.52	11.46	11.46		9.12	
	DN ASPEN <sup>YL WX</sup>	901.8		f 3.27		8.37	9.47	11.42	11.42		9.07	
	DN ALTAMONT <sup>YL AP</sup>	903.6		f 3.20		8.31	9.41	11.38	11.38		9.01	
	KNIGHT <sup>5.1</sup>	908.7		3.11		8.24	9.34	11.33	11.33		8.54	
	MILLIS <sup>4.0</sup>	912.7		3.05		8.18	9.28	11.29	11.29		8.48	
	DN-R EVANSTON <sup>YL NA</sup>	917.2		<del>2.55</del> 2.40		8.10 8.00	9.20 9.10	s 11.22	s 11.22		8.40 8.30	
	WYUTA <sup>4.5</sup>	921.7		2.31		7.53	9.03	11.15	11.15		8.23	
	DN WAHSATCH <sup>YL WH</sup>	927.6		f 2.23		7.47	8.57	11.09	11.09		8.17	
	CURVO <sup>5.0</sup>	932.6		2.13		7.38	8.48	11.01	11.01		8.08	
	CASTLE ROCK <sup>4.1</sup>	936.7		2.04		7.32	8.42	10.55	10.55		8.02	
	EMORY <sup>6.6</sup>	943.3		1.55		7.22	8.32	10.47	10.47		7.53	
	BASKIN <sup>4.9</sup>	948.2		1.47		7.14	8.24	10.40	10.40		7.44	
	DN ECHO <sup>YL HO</sup>	952.7		f 1.37		7.06	8.16	10.33	10.33		7.36	
	HENEFER <sup>3.8</sup>	956.5		1.27		7.00	8.10	10.29	10.29		7.30	
	DEVIL'S SLIDE <sup>4.1</sup>	960.6		1.21		6.55	8.05	10.25	10.25		7.25	
DN MORGAN <sup>WB</sup>	968.0		f 1.10		6.45	7.55	10.18	10.18		7.15		
STODDARD <sup>7.4</sup>	970.6											
PETERSON <sup>4.9</sup>	975.5		12.59		6.37	7.47	10.12	10.12		7.07		
STRAWBERRY <sup>2.2</sup>	977.7											
GATEWAY <sup>2.4</sup>	980.1		12.49		6.30	7.40	10.07	10.07		7.00		
UINTAH <sup>5.0</sup>	985.1		12.40		6.23	7.33	10.00	10.00		6.53		
DN-R OGDEN <sup>YL OG</sup>	992.6		12.25AM		6.10AM	7.20AM	9.50AM	9.50AM		6.40PM		
(175.6)		Daily	Daily	Daily	Daily	Daily	Sunday Wed.-Fri.	Tuesday Thurs.-Sat.	Daily	Daily	Daily	

Thru Time.....	0.35)	(5.05)	(0.35)	(4.00)	(4.00)	(3.10)	(3.10)	(0.30)	(4.00)	(0.35)
Average speed per hour.....	51.8	34.5	51.8	43.9	43.9	55.5	55.5	60.4	43.9	51.8

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 Trains are governed by Ogden Union Railway and Depot Company rules and regulations while using their tracks at Ogden.

**EIGHTH SUBDIVISION EASTWARD**

**Time-Table No. 158**

February 16, 1947

**FIRST CLASS**

Mile Post	STATIONS	22	24	6	8
		Passenger	Passenger	Mail and Express	Passenger

**SECOND CLASS**

Mile Post	STATIONS	226	174	162	Car Capacity of Sidings, etc. See Rule 6 (A)
		Mixed	Time Freight	Time Freight	

BLOCK SIGNALS	A11.30PM	A11.40PM	A11.55PM	A 1.05AM	DN-R GREEN RIVER <sup>YL GR</sup>	817.0		A 5.10AM	A 8.00PM		WCOTYPZ	XP	
	11.21	11.33	11.49	12.57	RIVIEW <sup>4.1</sup>	821.1					WS 61	XP	
	11.17	11.29	11.45	12.53	PERU <sup>3.8</sup>	824.9					CS 82	XP	
	11.10	11.22	11.39	12.46	BRYAN <sup>5.3</sup>	830.2					CS 81	XP	
	11.02	11.14	11.31	12.38	WESTVACO <sup>7.6</sup>	837.8					CS 118	XP	
	10.52	11.04	11.22	12.28	DN GRANGER <sup>YL GN</sup>	847.2		3.30AM	6.40PM		WS 99 IXWYP	ES 60	ES 68
	10.44	10.57	11.15	12.20	VERNE <sup>6.8</sup>	854.0					CS 125	XP	
	10.39	10.53	11.11	12.15	OHURCH BUTTES <sup>4.7</sup>	857.7					CS 103	XP	
	10.31	10.46	11.04	12.08	HAMPTON <sup>7.2</sup>	865.9					CS 103	XP	
	10.26	10.41	11.00	12.03AM	ELKHURST <sup>3.8</sup>	869.7					CS 95	XP	
	10.19	10.34	10.54	11.56PM	DN CARTER <sup>YL Q</sup>	875.4					CS 135	XWCP	
	10.12	10.27	10.47	11.49	ANTELOPE <sup>5.7</sup>	880.9		CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS				CS 103	XP
	10.07	10.22	10.42	11.44	BRIDGER <sup>4.7</sup>	885.6					CS 131	XP	
	10.01	10.16	10.36	11.38	LEROY <sup>4.9</sup>	890.5					WS 77	W	
	9.56	10.11	10.31	11.33	RAGAN <sup>4.3</sup>	894.8					CS 83	XP	
	9.53	10.08	10.28	11.30	SPRING VALLEY <sup>2.8</sup>	897.6					WS 71	XP	
	9.48	10.03	10.23	11.25	DN ASPEN <sup>YL WX</sup>	901.8					CS 82	XP	
	9.42	9.57	10.17	11.19	DN ALTAMONT <sup>YL AP</sup>	903.6					WS 71	XP	
	9.35	9.50	10.10	11.12	KNIGHT <sup>5.1</sup>	908.7					WS 68	60	
	9.27	9.42	10.05	11.04	MILLIS <sup>4.0</sup>	912.7					ES 71	IXP	
	9.18	9.33	9.58	10.55	DN-R EVANSTON <sup>YL NA</sup>	917.2					ES 64	84	
	9.08	9.23	9.48	10.45	WYUTA <sup>4.5</sup>	921.7					ES 62	IXP	
	9.01	9.16	9.41	10.37	DN WAHSATCH <sup>YL WH</sup>	927.6					ES 64	XP	
	8.55	9.10	9.35	10.31	CURVO <sup>5.0</sup>	932.6					CS 118	XP	
	8.46	9.01	9.27	10.21	CASTLE ROCK <sup>4.1</sup>	936.7					WCTYZ	XP	
	8.40	8.54	9.20	10.14	EMORY <sup>6.6</sup>	943.3					CS 124	XP	
	8.30	8.44	9.11	10.04	BASKIN <sup>4.9</sup>	948.2					CS 98	YXP	
	8.22	8.36	9.04	9.55	DN ECHO <sup>YL HO</sup>	952.7					CS 125	XWP	
	8.13	8.28	8.55	9.45	HENEFER <sup>3.8</sup>	956.5					WS 118	CS 120	
	8.07	8.23	8.48	9.40	DEVIL'S SLIDE <sup>4.1</sup>	960.6					ES 101	WCTXP	
8.02	8.18	8.44	9.33	DN MORGAN <sup>WB</sup>	968.0					CS 118	XP		
7.52	8.08	8.35	9.23	STODDARD <sup>7.4</sup>	970.6					CS 118	XP		
7.42	7.58	8.26	9.14	PETERSON <sup>4.9</sup>	975.5					CS 132	XWP		
7.35	7.50	8.20	9.06	STRAWBERRY <sup>2.2</sup>	977.7						X		
7.28	7.43	8.12	8.58	GATEWAY <sup>2.4</sup>	980.1					CS 118	XP		
7.15PM	7.30PM	8.00PM	8.45PM	UINTAH <sup>5.0</sup>	985.1						WP		
Daily	Daily	Daily	Daily	DN-R OGDEN <sup>YL OG</sup>	992.6					WS 52	P		
				(175.6)						ES 62	XP		
										WCOTYZ	XP		

Thru Time.....	(4.15)	(4.10)	(3.55)	(4.20)	.....Thru Time.....	(1.30)	(1.40)	(1.20)
Average speed per hour.....	41.3	42.1	44.8	40.5	.....Average speed per hour.....	26.6	18.1	22.7

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained.  
 The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with.  
 Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99.  
 When instructed by train dispatcher to clear a train or trains, the following will govern:  
 Nos. 101, 102, 103, 104, 105 and 106 must be cleared five minutes by first-class trains and fifteen minutes by second-class and extra trains; other first-class trains must be cleared ten minutes by second-class and extra trains.  
 Rule D-83 will apply to all trains.  
 Trains are governed by Ogden Union Railway and Depot Company rules and regulations while using their tracks at Ogden.

**WESTWARD—Superior Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Thayer Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
90 XPY	0.0	THAYER JUNCTION	YL	0.0
	7.6	SUPERIOR	SU	7.6
WP	9.1	END OF TRACK		9.1
	(9.1)			

**WESTWARD—South Pass Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Rock Springs	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
WS74 WCY ES 96 T2P	0.0	DN-R ROCK SPRINGS	YL SG	0.0
	3.4	LIONKOL JUNCTION		3.4
	5.5	RELIANCE JUNCTION		5.5
	7.9	STANSBURY JUNCTION		7.9
	9.5	WINTON JUNCTION		9.5

**WESTWARD—Reliance Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Reliance Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
	0.0	RELIANCE JUNCTION		0.0
	1.7	RELIANCE MINE		1.7
	2.1	END OF TRACK		2.1

**WESTWARD—Winton Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Winton Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
	0.0	WINTON JUNCTION		0.0
	2.4	HAY		2.4
	5.0	WINTON	YL	5.0
	5.2	END OF TRACK		5.2

**WESTWARD—Park City Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	226 Mixed Daily Except Sunday	Distance from Echo	Time-Table No. 158 February 16, 1947		Mile Post	225 Mixed
			STATIONS			
WS120 CS120 ES 101 WCTP	9.00AM	0.0	DN-R ECHO	YL HO	0.0	A3.10PM
18	ZP s 9.30	5.7	D COALVILLE	YL VE	5.7	s 2.45
	f 9.45	8.6	HOYTSTVILLE		8.6	f 2.30
16	P f 10.05	13.4	WANSHIP		13.4	f 2.10
12	P f 10.35	20.3	ATKINSON		20.3	f 1.40
	W	24.0	HOMER SPUR		24.0	
16	P 10.52	24.5	KEETLEY JCT.	YL	24.5	1.20
	Y	27.4	FREIGHT YARD JOT.	YL	27.4	1.05
	YWP A 11.15AM	28.4	D-R PARK CITY	YL KD	28.4	1.00PM
		(28.4)				Daily Ex. Sun.

(2.15) ..... Thru Time ..... (2.10)  
12.6 ..... Average speed per hour ..... 13.1

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

**WESTWARD—Gunn Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Gunn Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
	0.0	GUNN JUNCTION		0.0
	3.7	GUNN		3.7
	3.9	END OF TRACK		3.9
	(3.9)			

**WESTWARD—Lionkol Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Lionkol Jct.	Time-Table No. 158 February 16, 1947		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)	Distance from Stansbury Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1

**WESTWARD—Dines Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Hay	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
	0.0	HAY		0.0
	1.6	DINES		1.6
	1.9	END OF TRACK		1.9
	(1.9)			

**WESTWARD—Ontario Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 6 (A)	Distance from Keetley Jct.	Time-Table No. 158 February 16, 1947		Mile Post
		STATIONS		
P	0.0	KEETLEY JCT.	YL	0.0
P	5.2	KEETLEY	YL	5.2

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

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

When a streamline train with cars having AHSC brake equipment is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

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

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

**GENERAL**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr	Psg.	Fr't.		Str.	De-Psgr	Psg.	Fr't.
Inspection bus cars.			40	40	Trains handling scale test cars.				30
When caboose is handled in train consisting of passenger train equipment.			50		Trains handling gravel loaded in wooden Hart Convertible cars or steel hopper cars.				35
800, 7000, 7800 and Pacific type engines.			75	50	Trains handling company roadway machines on their own wheels: On straight track.				30
3900 class engines.			60	50	On curves.				25
5000 and 9000 class engines.			50	50	Within yard limits and passing fueling stations.	50	50	40	25
MacArthur type engines with 63-in. drivers.			55	50	Through tunnels.	40	40	40	25
MacArthur type engines with 57-in. drivers.			35	35	Over spring switches, when using turnouts.	15	15	15	15
Consolidation and Ten-Wheeler type engines.			35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20	20
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.			35	35	When using cross-overs or turnouts.	15	15	15	15
0-6-0 and 0-8-0 type yard engines.			20	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Engines running backward.	20	20	20	20	All wye tracks.			6	6
Trains handling air-dump cars.				35					
Freight trains designated as lumber trains.			40						

**FIFTH SUBDIVISION**

Location	Str.	De-Psgr	Psg.	Fr't.	Location	Str.	De-Psgr	Psg.	Fr't.
Maximum speed.	80	75	60	40	Cheyenne, overslip switches in middle freight yard.				10
Light Engines				40	Tower A, through cross-overs.	10	10	10	10
Sherman to Cheyenne, eastward.	70	60			Granite Canon on No. 1, 2 and 3 pit tracks.				6
4000 class engines.			45	40	Buford, yard and gravel tracks.				6
Freight engines not otherwise shown.			50		Hermosa tunnel.	40	30	30	25
When more than 50% of the tonnage is gravel.				30	Westward solid express trains, between M.P. 549.7 and 557.0.		30	30	
Cheyenne passenger sheds.	10	10	10	10					

ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—					
<b>Cheyenne</b> 510.4 and 511.8	50	40	40	25	<b>Forelle</b> 562.2 and 549.8	60	50	50	40
<b>Corlett</b> 515.6 and 515.7	60	50	50	40	<b>Hermosa</b> 548.1 and 547.0	55	45	45	35
518.8 and 519.1	60	50	50	40	Hermosa Tunnel	40	30	30	25
<b>Borie</b> 522.1 and 522.3	60	50	50	40	545.1 and 537.9	55	45	45	35
523.3 and 523.6	60	50	50	40	537.5 and 535.6	50	40	40	25

**FIFTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Otto</b> 524.5 and 525.6	60	50	50	40	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Buford</b> 535.1 and 530.2	60	50	50	40
<b>Granite Canon</b> 528.7 and 529.5	50	40	40	25	530.2 and 530.0	50	40	40	35
530.0 and 535.1	55	45	45	35	529.5 and 528.7	50	40	40	25
<b>Ozone</b> 535.6 and 537.5	50	40	40	25	<b>Granite Canon</b> 525.6 and 524.5	60	50	50	40
537.9 and 545.1	45	40	40	35	<b>Otto</b> 523.6 and 523.4	65	55	55	40
Hermosa Tunnel	40	30	30	25	522.3 and 522.1	60	50	50	40
547.0 and 548.1	55	45	45	35	<b>Borie</b> 519.1 and 518.8	60	50	50	40
<b>Hermosa</b> 549.3 and 549.6	50	40	40	30	515.7 and 515.6	60	55	55	40
549.6 and 551.1	60	50	50	40	<b>Corlett</b> 511.8 and 510.4	50	40	40	25
551.1 and 552.0	40	35	35	30	<b>Cheyenne</b>				
552.0 and 553.5	60	50	50	40					
<b>Red Buttes</b> 559.5 and 561.4	60	50	50	40					
565.2 and 565.3	30	25	25	20					
565.3 and 565.6	50	40	40	25					
<b>Laramie</b>									

**SIXTH SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
Maximum speed.	90	75	75	50	Laramie, ice house tracks 1 and 2.				6
4000 class engines.			50	50	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.				10
Freight engines not otherwise shown.			50		Sinclair, refining company tracks.				6
Light engines.				45	Rawlins, east standpipe.	15	15	15	15
When more than 50% of the tonnage is gravel.				40					
Laramie, long leads 1, 2 and 3.				10					

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Laramie</b> 566.8 and 567.2	50	40	40	25	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Rawlins</b> 682.5 and 680.4	50	40	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	60	50	678.5 and 678.1	80	70	70	50
<b>Cooper Lake</b> 593.3 and 593.7	70	60	60	50	<b>Sinclair</b> 668.3 and 667.4	60	50	50	40
<b>Lookout</b> 598.5 and 599.7	70	60	60	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	60	50

**SIXTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Harper</b> 601.1 and 602.2	60	50	50	40	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Walcott</b> 661.5 and 661.0	70	60	60	50
602.7 and 603.1	75	55	55	50	659.2 and 658.4	70	60	60	50
603.9 and 604.6	60	50	50	40	658.1 and 657.2	55	45	45	35
<b>Rock River</b> 604.6 and 605.5 snow shed	40	40	40	25	<b>Edson</b> 656.4 and 653.1	70	60	60	50
<b>Wilcox</b> 609.5 and 611.6	70	60	60	50	652.5 and 652.2	60	50	50	40
615.9 and 616.4	55	45	45	40	<b>Dana</b> 650.7 and 650.2	70	60	60	50
<b>Ridge</b> 617.2 and 617.6	70	60	60	50	<b>Percy</b> 648.0 and 647.5	70	60	60	50
621.8 and 622.4	75	65	65	50	646.3 and 645.1	70	60	60	50
<b>Calvin</b> 627.1 and 628.7	50	45	45	35	<b>Hanna</b> 643.7 and 642.5	50	40	40	25
629.4 and 629.9	60	50	50	40	640.2 and 639.3	60	50	50	40
630.9 and 637.8	70	60	60	50	<b>Ramsey</b> 637.8 and 630.9	70	60	60	50
<b>Ramsey</b> 639.3 and 640.2	60	50	50	40	629.9 and 629.4	60	50	50	40
642.5 and 643.7	50	40	40	25	628.7 and 627.1	50	45	45	35
<b>Hanna</b> 645.1 and 646.3	70	60	60	50	<b>Medicine Bow</b> 622.4 and 621.8	75	65	65	50
647.5 and 648.0	70	60	60	50	617.6 and 617.2	60	50	50	40
<b>Percy</b> 650.2 and 650.7	70	60	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	45	40
<b>Dana</b> 652.2 and 652.5	60	50	50	40	611.6 and 609.5	70	60	60	50
653.1 and 656.4	70	60	60	50	<b>Rock River</b> 605.5 and 604.6 snow shed	40	40	40	25
<b>Edson</b> 657.2 and 658.1	55	45	45	35	604.6 and 603.9	60	50	50	40
658.4 and 659.2	70	60	60	50	602.2 and 601.1	60	50	50	40
661.0 and 661.5	70	60	60	50	599.7 and 598.5	70	60	60	50
<b>Walcott</b> 662.8 and 666.5	70	60	60	50	<b>Harper</b> 596.8 and 596.5	70	60	60	50
<b>Fort Steele</b> 667.4 and 668.3	60	50	50	40	<b>Lookout</b> 593.7 and 593.3	70	60	60	50
<b>Sinclair</b> 678.1 and 678.5	80	70	70	50	<b>Cooper Lake</b> 588.4 and 587.7	70	60	60	50
680.4 and 682.5	50	40	40	25	<b>Howell</b> 567.2 and 566.8	50	40	40	25
<b>Rawlins</b>					<b>Laramie</b>				

**SEVENTH SUBDIVISION**

Maximum speed.	90	75	75	50	Thayer Junction, through switch between highway crossing and center siding.	6	6	6	6
4000 class engines.			50	50	Rock Springs, on Sweetwater spur No. 2, Colony Coal Co. spur, U. P. Coal Co. No. 4 and No. 8 mine spurs.				10
Freight engines not otherwise shown.			50						
Light engines.				45	Stansbury spur.				5
When more than 50% of the tonnage is gravel.				40					

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Rawlins</b> 683.2 and 684.2	50	40	40	25	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Green River</b> 817.0 and 816.3	50	40	40	25
<b>Ferris</b> 686.8 and 687.8	70	60	60	50	816.3 and 816.1	35	30	30	25
<b>Hadsell</b> 690.3 and 692.4	60	50	50	40	816.1 and 814.1	40	40	40	25
692.4 and 694.2	70	65	65	50	813.9 and 809.6	55	45	45	35
<b>Riner</b> 703.0 and 704.2	70	60	60	50	<b>Kanda</b> 807.8 and 806.6	70	60	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	60	50	<b>Rock Springs</b> 803.5 and 801.0	50	40	40	25
<b>Creston</b> 713.7 and 714.3	80	70	70	50	800.5 and 799.5	60	50	50	40
715.0 and 715.3	70	65	65	50	798.4 and 797.3	55	45	45	35
<b>Latham</b> 717.8 and 718.1	70	65	65	50	<b>Baxter</b> 795.3 and 795.1	60	50	50	40
719.5 and 719.8	70	65	65	50	794.5 and 794.2	70	60	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	55	45	791.7 and 791.4	70	60	60	50
<b>Red Desert</b> 733.9 and 734.2	70	65	65	50	<b>Salt Wells</b> 787.0 and 786.7	75	65	65	50
735.0 and 735.3	65	55	55	45	785.8 and 781.3	50	40	40	30
736.0 and 736.3	65	55	55	45	780.2 and 780.0	60	50	50	40
737.1 and 737.4	60	50	50	40	778.9 and 777.8	60	50	50	40
<b>Tipton</b> 740.2 and 740.9	70	60	60	50	<b>Point of Rocks</b> 776.6 and 775.8	70	60	60	50
741.4 and 741.6	60	50	50	40	775.0 and 774.3	70	65	65	50
742.7 and 743.1	70	60	60	50	773.2 and 773.0	60	50	50	40
<b>Monell</b> 752.9 and 753.3	70	60	60	50	772.3 and 771.8	70	65	65	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	40	25	<b>Hallville</b> 769.3 and 768.8	60	50	50	40
760.5 and 761.0	70	60	60	50	<b>Black Buttes</b> 765.6 and 765.2	60	50	50	40
762.0 and 762.3	70	60	60	50	762.3 and 762.0	70	60	60	50
765.2 and 765.6	60	50	50	40	761.0 and 760.5	70	60	60	50
<b>Black Buttes</b> 768.8 and 769.3	60	50	50	40	757.3 and 757.0	50	40	40	25
					<b>Robinson</b> 740.8 and 740.2	70	60	60	50
					<b>Tipton</b> 738.5 and 737.3	60	55	55	40

**SEVENTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Hallville</b> 771.8 and 772.3	70	65	65	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Tipton (Cont.)</b> 737.3 and 737.1	50	40	40	30
773.0 and 773.2	60	50	50	40	737.1 and 736.4	60	55	55	40
774.3 and 775.0	70	65	65	50	736.4 and 736.0	50	40	40	30
775.8 and 776.6	70	60	60	50	736.0 and 735.5	60	55	55	40
<b>Point of Rocks</b> 777.8 and 778.9	60	50	50	40	735.3 and 735.0	65	55	55	45
780.0 and 780.2	60	50	50	40	734.2 and 733.9	70	65	65	50
781.3 and 785.8	50	40	40	30	<b>Frewen</b> 725.6 and 725.1	65	55	55	45
786.6 and 787.0	75	65	65	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	60	50
<b>Salt Wells</b> 791.4 and 791.7	70	60	60	50	718.1 and 717.8	60	55	55	50
794.2 and 794.5	70	60	60	50	<b>Latham</b> 715.3 and 715.0	60	50	50	40
795.1 and 795.3	60	50	50	40	714.3 and 713.7	60	50	50	40
<b>Baxter</b> 797.3 and 798.4	55	45	45	35	<b>Creston</b> 709.0 and 708.6	70	60	60	50
799.5 and 800.5	60	50	50	40	<b>Cherokee</b> 704.2 and 703.0	70	60	60	50
801.0 and 803.5	50	40	40	25	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	60	50
806.6 and 807.8	70	60	60	50	<b>Knobs</b> 692.4 and 690.3	60	50	50	40
<b>Kanda</b> 809.6 and 813.9	55	45	45	35	<b>Hadsell</b> 687.8 and 686.8	70	60	60	50
814.1 and 816.1	40	40	40	25	<b>Ferris</b> 684.2 and 683.2	50	40	40	25
816.1 and 816.3	35	30	30	25	<b>Rawlins</b>				
816.3 and 817.0 <b>Green River</b>	50	40	40	25					

**EIGHTH SUBDIVISION**

Maximum speed.	90	75	75	50	Light engines.				45
4000 class engines.			45	45	When more than 50% of the tonnage is gravel.				40
Freight engines not otherwise shown.			50		Westward solid express trains, between M.P. 980.1 and 985.1.		30	30	

**Between Green River and Evanston**

ON WESTWARD TRACK Between Mile Posts—	Miles Per Hour				ON EASTWARD TRACK Between Mile Posts—	Miles Per Hour			
Green River	Str.	De-Psgr.	Psgr.	Fr.	Evanston	Str.	De-Psgr.	Psgr.	Fr.
817.0 and 818.5	50	40	40	25	915.6 and 915.4	70	60	60	50
819.3 and 820.7	60	50	50	40	913.4 and 913.1	70	60	60	50
<b>Riview</b> 822.4 and 823.6	60	50	50	40	<b>Millis</b> 910.4 and 909.3	80	70	70	50
<b>Peru</b> 825.4 and 826.6	70	60	60	50	<b>Knight</b> 908.6 and 906.3	50	40	40	30

**EIGHTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Peru (Cont.)</b> 827.9 and 828.4	70	60	60	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Knight (Cont.)</b> 905.3 and 904.9	60	50	50	40
<b>Bryan</b> 831.2 and 831.5	65	55	55	45	Aspen Tunnel	25	15	15	15
833.6 and 834.1	70	60	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	60	50
<b>Granger</b> 846.9 and 847.4	50	40	40	25	893.4 and 890.9	70	60	60	50
849.9 and 850.2	70	60	60	50	<b>Leroy</b> 890.2 and 889.3	45	35	35	35
<b>Church Buttes</b> 860.1 and 860.3	70	60	60	50	888.7 and 888.3	70	60	60	50
862.2 and 862.5	70	60	60	50	887.5 and 887.3	70	60	60	50
<b>Hampton</b> 866.7 and 866.9	70	65	65	50	886.7 and 886.3	70	60	60	50
868.0 and 869.2	65	55	55	45	<b>Bridger</b> 885.0 and 884.6	60	50	50	40
<b>Elkhurst</b> 870.9 and 873.6	70	60	60	50	883.9 and 882.5	60	50	50	40
873.9 and 876.4	50	40	40	25	881.7 and 881.4	70	60	60	50
878.2 and 878.5	70	60	60	50	<b>Antelope</b> 880.3 and 880.1	60	50	50	40
880.1 and 880.3	60	50	50	40	878.5 and 878.2	70	60	60	50
<b>Antelope</b> 881.4 and 881.7	70	60	60	50	876.4 and 873.9	50	40	40	25
882.5 and 883.9	60	50	50	40	873.6 and 870.9	70	60	60	50
884.6 and 885.0	60	50	50	40	<b>Elkhurst</b> 869.2 and 868.0	55	45	45	35
<b>Bridger</b> 886.4 and 886.7	70	60	60	50	866.9 and 866.7	70	60	60	50
887.3 and 887.5	65	55	55	45	<b>Hampton</b> 862.5 and 862.2	70	60	60	50
888.3 and 888.7	60	55	55	45	860.3 and 860.1	70	60	60	50
889.3 and 890.2	45	35	35	25	<b>Verne</b> 850.2 and 849.9	70	60	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	60	50	<b>Granger</b> 847.4 and 846.9	50	40	40	25
<b>Ragan</b> 896.1 and 901.3	60	50	50	40	845.3 and 844.9	60	50	50	40
Aspen Tunnel	25	15	15	15	<b>Westvaco</b> 834.1 and 833.6	70	60	60	50
<b>Altamont</b> 904.9 and 905.3	60	50	50	40	831.5 and 831.2	65	55	55	45
906.3 and 907.2	70	60	60	50	<b>Bryan</b> 828.4 and 827.9	70	60	60	50
907.5 and 908.6	50	40	40	30	826.6 and 825.4	70	60	60	50
<b>Knight</b> 909.3 and 910.4	80	70	70	50					

**EIGHTH SUBDIVISION (Continued)**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psgr.	Fr.		Str.	De-Psgr.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Millis</b> 913.1 and 913.4	70	60	60	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Peru</b> 823.6 and 822.4	60	50	50	40
915.4 and 915.6	70	60	60	50	<b>Riview</b> 820.7 and 819.3	60	50	50	40
915.9 and 919.1 <b>Evanston</b>	50	40	40	25	818.5 and 817.0 <b>Green River</b>	50	40	40	25
<b>Between Evanston and Ogden</b>									
<b>Evanston</b> 920.6 and 921.2	70	60	60	50	<b>Ogden</b> 989.0 and 987.9	65	55	55	45
<b>Wyuta</b> 925.9 and 926.2	65	55	55	40	985.7 and 985.4	60	50	50	40
926.9 and 928.7	50	40	40	25	<b>Uintah</b> 984.8 and 984.4	60	50	50	40
928.8 and 935.8	35	35	35	30	<b>Gateway</b> 983.5 and 978.7	45	35	35	30
<b>Castle Rock</b> 937.0 and 939.4	50	40	40	35	<b>Strawberry</b> 977.3 and 977.0	60	50	50	45
941.1 and 941.9	55	45	45	40	976.1 and 974.1	55	45	45	35
<b>Emory</b> 942.9 and 945.5	50	40	40	35	<b>Peterson</b> 972.6 and 972.4	75	65	65	50
946.9 and 951.1	50	40	40	35	<b>Morgan</b> 967.8 and 967.2	60	50	50	40
952.1 and 952.5	35	30	30	25	965.1 and 963.1	45	35	35	30
<b>Echo</b> 953.3 and 954.1	50	40	40	25	962.8 and 959.8	60	50	50	40
954.2 and 954.5	55	50	50	45	<b>Devils Slide</b> 959.5 and 958.1	70	60	60	45
<b>Henefer</b> 958.1 and 959.5	70	60	60	45	<b>Henefer</b> 954.5 and 954.2	55	50	50	45
959.8 and 962.8	60	50	50	45	954.1 and 953.3	50	40	40	25
963.1 and 965.1	45	35	35	30	<b>Echo</b> 952.5 and 952.1	35	30	30	25
967.2 and 967.8	60	50	50	40	951.1 and 946.9	50	40	40	35
<b>Stoddard</b> 972.4 and 972.6	75	65	65	50	945.5 and 942.9	50	40	40	35
974.1 and 976.1	50	45	45	35	<b>Emory</b> 941.6 and 940.9	55	45	45	40
977.0 and 977.3	60	50	50	45	939.1 and 929.2	55	45	45	35
<b>Strawberry</b> 978.7 and 983.8	45	35	35	30	<b>Curvo</b> 928.8 and 927.6	50	40	40	25
					<b>Wahsatch</b> 927.6 and 927.4	30	25	25	25
					927.4 and 926.9	50	40	40	25
					926.2 and 925.9	65	55	55	40