

UNION PACIFIC RAILROAD COMPANY

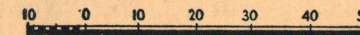
Eastern District

EASTERN DISTRICT

WYOMING DIVISION

CORRECTED TO JUNE 7, 1948

SCALE IN MILES



WYOMING DIVISION

TIME-TABLE

No. 2

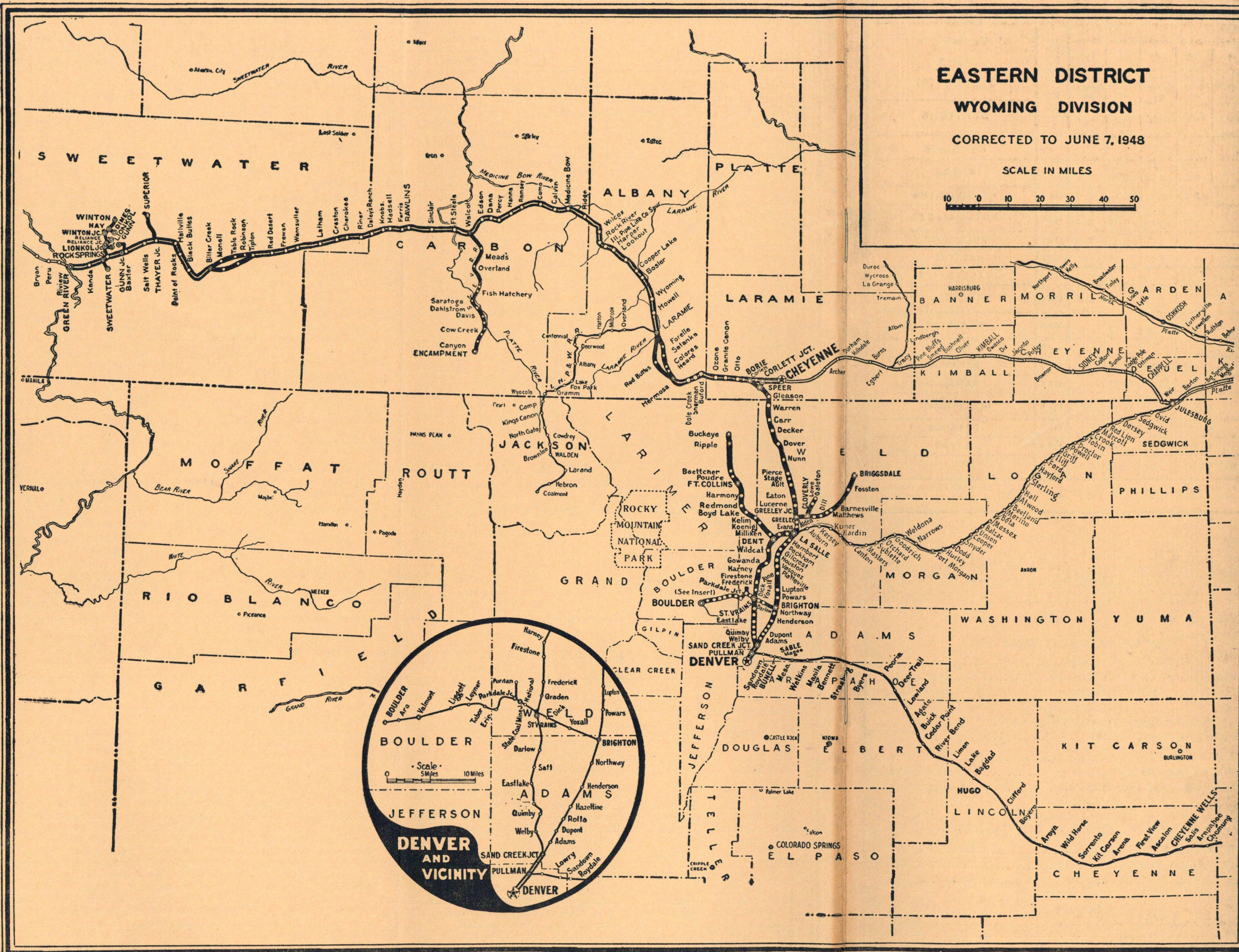
Effective Sunday,

June 20, 1948

at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY



CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table No. 2, June 20, 1948. Includes arrival and departure times and distances.

A. E. STODDARD
General Manager

E. HICKS
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
F. R. JENKINS, Asst. Chief Train Dispatcher... Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher... Denver, Colo.

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

- J. M. KELLEY, Chief Train Dispatcher... Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher... Cheyenne, Wyo.
O. L. FURGASON, Asst. Chief Train Dispatcher... Cheyenne, Wyo.

THIRD SUBDIVISION, RAWLINS TO GREEN RIVER, AND BRANCHES

- W. S. WHITTAKER, Chief Train Dispatcher... Green River, Wyo.
F. G. CLARK, Asst. Chief Train Dispatcher... Green River, Wyo.
B. FOSTER, Asst. Chief Train Dispatcher... Green River, Wyo.

- W. C. SATTERFIELD, Superintendent... Cheyenne, Wyo.
E. GOWDY, Asst. Superintendent... Cheyenne, Wyo.
C. J. COLOMBO, Asst. Superintendent... Laramie, Wyo.
F. E. TERWILLEGGER, Asst. Superintendent... Green River, Wyo.
E. H. BAILEY, Asst. Superintendent... Denver, Colo.
E. F. BOYLE, Trainmaster... Cheyenne, Wyo.
G. E. O'HARA, Trainmaster... Laramie, Wyo.
J. C. JOCHIM, Trainmaster... Denver, Colo.
C. T. ALFORD, Terminal Trainmaster... Denver, Colo.
J. J. DALY, Master Mechanic... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic... Denver, Colo.
R. F. WEISS, Master Mechanic... Green River, 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.
N. W. MCCURDY, Road Foreman of Engines... Denver, Colo.
P. C. LOOMIS, Road Foreman of Engines... North Platte, Neb.
R. M. WARNER, Road Foreman of Engines... Cheyenne, Wyo.
T. L. PIDCOCK, Division Engineer... Cheyenne, Wyo.
J. E. SWANSON, General Roadmaster... Cheyenne, Wyo.

Mileage table showing Main Line (465.77) and Branches (138.88) totaling 604.65.

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table No. 2, June 20, 1948. Includes arrival and departure times and distances.

ON THE SECOND AND THIRD SUBDIVISIONS:

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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and Train, At, Discharge Passengers From, Pick Up Passengers Destined To. Lists stations like Rock Springs, La Salle, Rock River, Medicine Bow, Sinclair, Wamsutter, etc.

WESTWARD FIRST SUBDIVISION

SECOND CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | 96 C.R.I.&P. Freight Daily | 377 Time Freight Daily | 248 Time Freight Daily | 370 Mixed Daily | 250 Time Freight Daily | 92 C.R.I.&P. Freight Daily | Distance from Denver |
|--|----------------------------------|------------------------------|------------------------------|-----------------------|------------------------------|----------------------------------|----------------------|
| | | | | | | | |
| ZP | 10.35 | 10.30PM | 10.00PM | 7.03 ⁵⁷ | 6.30PM | 3.55 | 0.6 |
| WCOTYZP | A10.40PM | 10.36 | 10.02 | A 7.30PM | 6.33 | A 4.00AM | 1.7 |
| IP | | 10.39 | 10.09 | | 6.40 | | 2.2 |
| 95 P | | 10.45 | 10.15 | | 6.46 | | 4.9 |
| 57 P | | 10.50 | 10.20 | | 6.51 | | 5.0 |
| 52 P | | 10.55 | 10.24 | | 7.08 ¹⁰ | | 8.1 |
| 91 WYZP | | 11.05 | 10.34 | | 7.18 | | 9.9 |
| P | | | | | | | 11.3 |
| 94 P | | 11.15 | 10.43 | | 7.26 | | 14.1 |
| 53 P | | 11.21 | 10.49 | | 7.32 | | 16.0 |
| 95 P | | 11.28 | 10.55 | | 7.38 | | 19.1 |
| P | | | | | | | 22.8 |
| 119 P | | 11.37 | 11.04 | | 7.45 | | 25.8 |
| P | | | | | | | 30.1 |
| 192 WCTYP | | 11.55PM | A11.15PM | | A 7.55PM | | 34.8 |
| 60 P | | 12.01AM | | | | | 36.2 |
| 247 WYZP | | 12.08 | | | | | 37.8 |
| YP | | | | | | | 40.0 |
| 81 P | | 12.15 | | | | | 42.4 |
| 80 P | | 12.22 | | | | | 43.3 |
| I | | | | | | | 46.1 |
| 65 P | | 12.28 | | | | | 48.2 |
| 64 WYP | | 12.35 | | | | | 51.7 |
| 52 P | | 12.42 | | | | | 54.0 |
| 96 P | | 12.50 | | | | | 55.8 |
| 51 P | | 12.58 | | | | | 59.2 |
| 94 WCYP | | 1.10 | | | | | 59.3 |
| 97 P | | 1.18 | | | | | 63.0 |
| 52 P | | 1.25 | | | | | 66.8 |
| 95 } WYP | | 1.31 | | | | | 68.8 |
| 45 } | | | | | | | 71.9 |
| 72 IP | | 1.36 | | | | | 77.0 |
| P | | | | | | | 81.9 |
| IP | | 1.41 | | | | | 86.0 |
| WCOTYZP | | A 2.00AM | | | | | 90.4 |

Time-Table No. 2
June 20, 1948
STATIONS

| |
|--------------------------|
| DN-R DENVER YL UD |
| 0.6 |
| 23RD STREET YL |
| 1.1 |
| DN-R 36TH ST. YL RA |
| 0.5 |
| PULLMAN YL |
| 2.7 |
| O. B. & Q. CROSSING |
| 0.2 |
| DN SAND CREEK JCT. YL SK |
| 3.1 |
| DUPONT |
| 1.8 |
| ROLLA |
| 1.4 |
| HAZELTINE |
| 2.8 |
| HENDERSON |
| 1.9 |
| NORTHWAY |
| 3.1 |
| DN BRIGHTON YL BI |
| 3.7 |
| POWARS |
| 3.0 |
| D LUPTON UP |
| 4.3 |
| IONE |
| 4.7 |
| D PLATTEVILLE PA |
| 1.4 |
| VASQUEZ |
| 1.6 |
| HOUSTON |
| 2.2 |
| D GILCREST GI |
| 2.4 |
| PECKHAM |
| 0.9 |
| HAMBERT |
| 2.9 |
| DN-R LA SALLE YL SA |
| 2.1 |
| EVANS |
| 3.5 |
| DN GREELEY YL HG |
| 2.3 |
| GREELEY JCT. |
| 1.8 |
| D LUCERNE O |
| 3.4 |
| DN EATON YL UR |
| 0.1 |
| G. W. CROSSING |
| 3.7 |
| D AULT A |
| 3.8 |
| D PIERCE RI |
| 5.1 |
| D NUNN NU |
| 5.1 |
| DOVER |
| 4.9 |
| DECKER |
| 4.1 |
| DN CARR OR |
| 4.4 |
| WARREN |
| 4.0 |
| GLEASON |
| 3.4 |
| D SPEER YL S |
| 5.3 |
| DN BORIE YL BO |
| 3.2 |
| CORLETT JCT. |
| 3.2 |
| DN TOWER A YL AY |
| 1.8 |
| DN-R CHEYENNE YL N-OY |

Double Track

BLOCK SIGNALS

| | | | | | |
|--------|--------|--------|--------|--------|--------|
| (0.10) | (3.30) | (1.15) | (0.40) | (1.25) | (0.10) |
| 13.2 | 29.9 | 35.5 | 3.3 | 31.3 | 13.2 |

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 18, 38, 52, 10, 9, 17, 37, 54 and 57, 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.

WESTWARD FIRST SUBDIVISION

FIRST CLASS

| 10 Passenger Daily | 57 Passenger Daily | 37 Passenger Daily | 17 Passenger Daily | 16 Passenger Daily | 112 Streamliner Passenger Daily | 54 Passenger Daily | 26 C.R.I.&P. Passenger Daily | 8 C.R.I.&P. Rocket Passenger Daily | 38 Passenger Daily | 9 Passenger Daily | Distance from Denver |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--|--------------------------|---------------------------------------|--|--------------------------|-------------------------|----------------------|
| | | | | | | | | | | | |
| 7.59 | 7.03 ³⁷⁰ | 5.23 | 5.14 | 5.09 | 5.02 | 4.34 | 1.09 | 1.04 | 8.54 | 8.03 | 0.6 |
| A8.00PM | 7.04 | 5.24 | 5.15 | 5.10 | 5.03 | 4.35 | A1.10PM | A1.05PM | A8.55AM | 8.04 | 1.7 |
| | 7.08 | 5.27 | 5.19 | 5.14 | 5.06 | 4.39 | | | | 8.08 | 2.2 |
| | 7.15 ¹⁰ | 5.31 | 5.22 | 5.17 | 5.09 | 4.43 | | | | 8.12 | 4.9 |
| | f 7.19 | 5.34 | 5.25 | 5.20 | 5.12 | 4.46 | | | | 8.15 | 5.0 |
| | f 7.23 | 5.37 | 5.28 | 5.23 | 5.14 | 4.49 | | | | 8.18 | 8.1 |
| | s 7.30 | 5.42 | 5.34 | 5.29 | 5.18 | 4.55 | | | | 8.25 | 9.9 |
| | f 7.39 | 5.48 | 5.41 | 5.36 | 5.23 | 5.03 | | | | 8.31 | 11.3 |
| | f 7.45 | 5.52 | 5.45 | 5.40 | 5.26 | 5.08 | | | | 8.35 | 14.1 |
| | f 7.52 | 5.56 | 5.49 | 5.44 | 5.30 | 5.13 | | | | 8.39 | 16.0 |
| | s 8.10 | s6.07 | s6.01 | A s5.55PM | As5.40PM | As5.25PM | | | | 8.51 | 19.1 |
| | f 8.15 | 6.10 | 6.04 | | | | | | | 8.54 | 22.8 |
| | s 8.37 | s6.17 | s6.10 | | | | | | | s 9.01 | 25.8 |
| | f 8.43 ³³⁴ | 6.23 ¹⁰ | 6.15 | | | | | | | 9.06 | 30.1 |
| | f 8.48 | 6.28 | 6.20 ¹⁰ | | | | | | | 9.10 ⁵² | 34.8 |
| | f 8.54 | 6.32 | 6.25 | | | | | | | 9.14 | 36.2 |
| | f 9.00 | 6.36 | 6.29 | | | | | | | 9.18 | 37.8 |
| | f 9.06 | 6.41 | 6.34 | | | | | | | 9.24 | 40.0 |
| | f 9.12 | 6.47 | 6.39 | | | | | | | 9.30 | 42.4 |
| | 9.17 | 6.52 | 6.44 | | | | | | | 9.35 | 43.3 |
| | f 9.23 | 7.00 | 6.48 | | | | | | | 9.40 | 46.1 |
| | 9.30 | 7.08 | 6.53 | | | | | | | 9.45 | 48.2 |
| | f 9.37 | 7.14 | 6.58 | | | | | | | 9.51 | 51.7 |
| | f 9.43 | 7.19 ³³⁴ | 7.03 | | | | | | | 9.56 | 54.0 |
| | | A7.35PM | A7.20PM | | | | | | | 10.05 | 55.8 |
| | 9.48 | | | | | | | | | 10.10 | 59.2 |
| | A10.05PM | | | | | | | | | 10.20AM | 59.3 |
| | | | | | | | | | | | 63.0 |
| | | | | | | | | | | | 66.8 |
| | | | | | | | | | | | 71.9 |
| | | | | | | | | | | | 77.0 |
| | | | | | | | | | | | 81.9 |
| | | | | | | | | | | | 86.0 |
| | | | | | | | | | | | 90.4 |
| | | | | | | | | | | | 94.4 |
| | | | | | | | | | | | 97.8 |
| | | | | | | | | | | | 103.1 |
| | | | | | | | | | | | 101.5 |
| | | | | | | | | | | | 104.7 |
| | | | | | | | | | | | 106.0 |

Double Track

BLOCK SIGNALS

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| (0.05) | (3.05) | (2.15) | (2.10) | (0.50) | (0.40) | (0.55) | (0.05) | (0.05) | (0.05) | (2.20) |
| 26.4 | 34.4 | 45.8 | 47.6 | 55.3 | 69.2 | 50.3 | 26.4 | 26.4 | 26.4 | 45.4 |

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 18, 38, 52, 10, 9, 17, 37, 54 and 57, 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.
For conditional stops to discharge or pick up revenue passengers,—See Page 3.

FIRST SUBDIVISION EASTWARD

| Time-Table No. 2 June 20, 1948 | Mile Post | FIRST CLASS | | | | | | | | | | |
|--|-----------|-------------|-------------------|--------------------|---------------------|--------------------------|-----------|---------------------------------------|---------------------|-----------|------------------------|---------------------|
| | | 15 | 38 | 9 | 18 | 111 | 53 | 7 C.R.I.&P. Rocket Passenger | 52 | 37 | 25 | 10 |
| STATIONS | | Passenger | Passenger | Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Passenger | Passenger | C.R.I.&P. Passenger | Passenger |
| DN-R DENVER YL UD 0.6 23RD STREET YL | 0.0 | A7.30AM | A 7.45AM | A 7.40AM | A 8.10AM | A8.00AM | A8.15AM | A8.25AM | A10.45AM | A3.30PM | A5.30PM | A7.40PM |
| DN-R 36TH ST. YL RA 1.1 PULLMAN YL | 0.6 | 7.22 | 7.32 ⁹ | 7.32 ³⁸ | 7.51 ¹¹¹ | 7.51 ¹⁸ | 8.07 | | | | | |
| DN-R 36TH ST. YL RA 0.5 PULLMAN YL | 1.7 | 7.20 | 7.25 | 7.30 | 7.37 | 7.48 | 8.05 | 8.17 | 10.34 | 3.04 | 5.22 | 7.26 |
| C. B. & Q. CROSSING | 2.2 | 7.18 | 7.23 | 7.29AM | 7.36 | 7.47 | 8.03 | 8.16AM | 10.33 | 3.03PM | 5.20PM | 7.25 |
| DN SAND CREEK JCT. YL SK 3.1 DUPONT | 4.9 | | | | | | | | | | | |
| DUPONT | 5.0 | 7.14 | 7.19 | | 7.32 | 7.42 | 7.59AM | | 10.29 | | | 7.20 |
| ROLLA | 8.1 | 7.09 | 7.14 | | 7.28 | 7.37 | | | 10.24 | | | 7.15 ⁵⁷ |
| HAZELTINE | 9.9 | | | | | | | | | | | |
| HENDERSON | 11.3 | 7.05 | 7.10 | | 7.24 | 7.34 | | | f10.20 | | | 7.11 |
| NORTHWAY | 14.1 | 7.01 | 7.07 | | 7.21 | 7.31 | | | f10.17 | | | 7.08 ²⁵⁰ |
| DN BRIGHTON YL BI 3.1 POWARS | 16.0 | | | | | | | | | | | |
| POWARS | 19.1 | 6.55 | 7.01 | | 7.16 | 7.26 | | | s10.11 | | | 7.03 |
| D LUPTON UP 3.0 IONE | 22.8 | | | | | | | | | | | |
| IONE | 25.8 | 6.48 | 6.53 | | 7.08 | 7.20 | | | s10.02 | | | 6.55 |
| D PLATTEVILLE PA 4.3 VASQUEZ | 30.1 | 6.43 | 6.48 | | 7.04 | 7.16 | | | f 9.56 | | | 6.51 |
| VASQUEZ | 34.8 | 6.38 | 6.43 | | 7.00 | 7.12 | | | f 9.50 | | | 6.47 |
| D GLOREST GI 1.4 HOUSTON | 36.2 | | | | | | | | | | | |
| HOUSTON | 37.8 | | | | | | | | | | | |
| D GLOREST GI 2.2 PECKHAM | 40.0 | 6.31 | 6.36 | | 6.55 | 7.08 | | | f 9.44 | | | 6.42 |
| PECKHAM | 42.4 | | | | | | | | | | | |
| HAMBERT | 43.3 | | | | | | | | | | | |
| DN-R LA SALLE YL SA 2.8 EVANS | 46.1 | 6.22AM | 6.28 | | 6.47 | 7.00AM | | | s 9.36 | | | 6.37 |
| EVANS | 48.2 | | 6.24 | | 6.44 | | | | f 9.29 | | | 6.34 |
| DN GREELEY YL HG 3.5 GREELEY JCT. | 51.7 | | s 6.19 | | s 6.39 | | | | s 9.24 | | | s6.29 |
| GREELEY JCT. | 54.0 | | | | | | | | | | | |
| D LUCERNE C 1.8 EATON YL UR | 55.8 | | 6.10 | | 6.32 | | | | f 9.16 | | | 6.23 ³⁷ |
| EATON YL UR | 59.2 | | 6.06 | | 6.28 | | | | s 9.10 ⁹ | | | 6.20 ¹⁷ |
| G. W. CROSSING | 59.3 | | | | | | | | | | | |
| D AULT A 3.7 PIERCE RI | 63.0 | | 6.01 | | 6.24 | | | | s 8.57 | | | 6.16 |
| PIERCE RI | 66.8 | | 5.57 | | 6.20 | | | | f 8.52 | | | 6.12 |
| D NUNN NU 5.1 DOVER | 71.9 | | 5.51 | | 6.16 | | | | f 8.46 | | | 6.08 |
| DOVER | 77.0 | | 5.45 | | 6.12 | | | | f 8.40 | | | 6.04 |
| D DECKER OR 4.9 CARR OR | 81.9 | | 5.40 | | 6.08 | | | | 8.34 | | | 6.00 |
| CARR OR | 86.0 | | 5.35 | | 6.04 | | | | s 8.29 | | | 5.56 |
| D WARREN S 4.4 GLEASON S | 90.4 | | 5.29 | | 5.59 | | | | 8.22 | | | 5.51 |
| GLEASON S | 93.4 | | 5.25 | | 5.55 | | | | 8.17 | | | 5.47 |
| D SPEER YL S 3.4 BORIE YL BO | 97.8 | | 5.21 | | 5.51 | | | | f 8.12 | | | 5.43 |
| BORIE YL BO | 103.1 | | 5.15AM | | 5.45AM | | | | | | | |
| CORLETT JCT. | 101.5 | | | | | | | | 8.07 | | | 5.37 |
| DN TOWER A YL AY 3.2 | 104.7 | | | | | | | | 8.03 | | | 5.33 |
| DN-R CHEYENNE YL N-OY 1.3 | 106.0 | | | | | | | | 8.00AM | | | 5.30PM |
| (106.0) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

Thru Time..... (1.08) (2.30) (0.11) (2.25) (1.00) (0.16) (0.09) (2.45) (0.27) (0.10) (2.10)
Average speed per hour..... 40.6 41.1 12.0 42.6 46.1 18.7 14.7 38.6 4.9 13.2 48.9

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Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 18, 38, 52, 10, 9, 17, 37, 54 and 57, 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.
For conditional stops to discharge or pick up revenue passengers—See Page 3.

FIRST SUBDIVISION EASTWARD

| Time-Table No. 2 June 20, 1948 | Mile Post | SECOND CLASS | | | | | | | Car Capacity of Seating, etc. See Rule 6 (A), Page 23. |
|--|-----------|------------------------|----------------------------|----------------------------|---------------------|------------------------|----------------------|-----------|---|
| | | 455 Time Freight | 97 C.R.I.&P. Freight | 91 C.R.I.&P. Freight | 369 Mixed | 477 Time Freight | 334 Mixed | | |
| STATIONS | | | | | | | | | |
| DN-R DENVER YL UD 0.6 23RD STREET YL | 0.0 | | A 6.30AM | A11.59AM | A11.45AM | | A11.50PM | YIP | |
| DN-R 36TH ST. YL RA 1.1 PULLMAN YL | 0.6 | | | 11.10 ³⁶⁹ | 11.10 ⁹¹ | | | ZP | |
| DN-R 36TH ST. YL RA 0.5 PULLMAN YL | 1.7 | A 3.00AM | 5.40 | 11.05 | 11.08 | A 5.35PM | 11.28 | | |
| C. B. & Q. CROSSING | 2.2 | 2.30 | 5.30AM | 11.00AM | 11.05AM | 5.16 | 11.25 | WCOTYZP | |
| DN SAND CREEK JCT. YL SK 3.1 DUPONT | 4.9 | | | | | | | IP | |
| DUPONT | 5.0 | 2.11 | | | | 5.10PM | 11.20PM | | |
| ROLLA | 8.1 | 2.05 | | | | | | 95 P | |
| HAZELTINE | 9.9 | | | | | | | | |
| HENDERSON | 11.3 | 1.59 | | | | | | 57 P | |
| NORTHWAY | 14.1 | 1.55 | | | | | | 52 P | |
| DN BRIGHTON YL BI 3.1 POWARS | 16.0 | | | | | | | | |
| POWARS | 19.1 | 1.45 | | | | | | 91 WYZP | |
| D LUPTON UP 3.0 IONE | 22.8 | | | | | | | P | |
| IONE | 25.8 | 1.32 | | | | | | 94 P | |
| D PLATTEVILLE PA 4.3 VASQUEZ | 30.1 | 1.25 | | | | | | 53 P | |
| VASQUEZ | 34.8 | 1.18 | | | | | | 95 P | |
| D GLOREST GI 1.4 HOUSTON | 36.2 | | | | | | | | |
| HOUSTON | 37.8 | | | | | | | P | |
| D GLOREST GI 2.2 PECKHAM | 40.0 | 1.10 | | | | | | 119 P | |
| PECKHAM | 42.4 | | | | | | | P | |
| HAMBERT | 43.3 | | | | | | | | |
| DN-R LA SALLE YL SA 2.8 EVANS | 46.1 | 12.55AM | | | | | A s 9.20PM | 192 WCTYP | |
| EVANS | 48.2 | | | | | | 9.12 | 60 P | |
| DN GREELEY YL HG 3.5 GREELEY JCT. | 51.7 | | | | | | s 9.05 | 247 WYZP | |
| GREELEY JCT. | 54.0 | | | | | | | YP | |
| D LUCERNE C 1.8 EATON YL UR | 55.8 | | | | | | 8.43 ⁵⁷ | 81 P | |
| EATON YL UR | 59.2 | | | | | | s 8.32 | 80 P | |
| G. W. CROSSING | 59.3 | | | | | | | I | |
| D AULT A 3.7 PIERCE RI | 63.0 | | | | | | s 8.25 | 65 P | |
| PIERCE RI | 66.8 | | | | | | 8.18 | 64 WYP | |
| D NUNN NU 5.1 DOVER | 71.9 | | | | | | 8.10 | 52 P | |
| DOVER | 77.0 | | | | | | 8.02 | 96 P | |
| D DECKER OR 4.9 CARR OR | 81.9 | | | | | | 7.54 | 51 P | |
| CARR OR | 86.0 | | | | | | s 7.47 | 94 WCYP | |
| D WARREN S 4.4 GLEASON S | 90.4 | | | | | | 7.33 | 97 P | |
| GLEASON S | 93.4 | | | | | | f 7.26 | 52 P | |
| D SPEER YL S 3.4 BORIE YL BO | 97.8 | | | | | | f 7.19 ³⁷ | 95 WYP | |
| BORIE YL BO | 103.1 | | | | | | | 72 IP | |
| CORLETT JCT. | 101.5 | | | | | | 7.10 | P | |
| DN TOWER A YL AY 3.2 | 104.7 | | | | | | 7.05 | IP | |
| DN-R CHEYENNE YL N-OY 1.3 | 106.0 | | | | | | 7.00PM | WCOTYZP | |
| (106.0) | | Daily | Daily | Daily | Daily | Daily | Daily | | |

Thru Time..... (2.05) (1.00) (0.59) (0.40) (0.25) (4.50)
Average speed per hour..... 21.3 2.2 2.2 3.3 7.8 21.9

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.
Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 15, 16, 18, 38, 52, 10, 9, 17, 37, 54 and 57, 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.
For conditional stops to discharge or pick up revenue passengers—See Page 3.

WESTWARD

SECOND SUBDIVISION

| SECOND CLASS | | | | Distance from Council Bluffs | Time-Table No. 2 | | FIRST CLASS | | | |
|--|--------------|--------------|--------------|------------------------------|-----------------------|--|-------------|-----------|--|----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | 261 | 259 | 255 | | June 20, 1948 | | | 23 | | |
| | Time Freight | Time Freight | Time Freight | | STATIONS | | | Passenger | | |
| | Daily | Daily | Daily | | | | | | | Daily |
| WCOTY PZ X | 9.20PM | 1.30PM | 6.30AM | 509.5 | DN-R CHEYENNE YL N | | | | | 8.10PM |
| | | | | 510.8 | DN TOWER A YL AY | | | | | 8.14 |
| | | | | 514.0 | CORLETT JUNCTION | | | | | |
| WS 93 XP | | | | 514.9 | CORLETT | | | | | 8.22 |
| WS110 ES110 XIP | | | | 519.0 | DN BORIE BO | | | | | 8.30 |
| WS 93 WP ES 110 X | | | | 524.0 | OTTO | | | | | 8.39 |
| WS 137 ES 76 XWP | | | | 528.6 | DN GRANITE CANON YLOA | | | | | 8.48 |
| WS 105 WYP ES 90 X | | | | 536.5 | BUFORD YL | | | | | 9.03 |
| CS 95 XYP | | | | 540.4 | DN SHERMAN S | | | | | 9.11 |
| ES 63 WXP | | | | 543.0 | DALE CREEK | | | | | 9.16 |
| CS 82 XP | | | | 548.4 | DN HERMOSA HM | | | | | 9.24 |
| WS 133 WP | | | | 557.0 | RED BUTTES | | | | | 9.37 |
| | | | | | HEARD | | | | | |
| ES 70 P | | | | | COLORES | | | | | |
| ES 110 WP | | | | | SATANKA | | | | | |
| ES 70 P | | | | | FORELLE | | | | | |
| ES 60 P | | | | | DN-R LARAMIE YL K-KI | | | | | A 9.55PM |
| WCOTY PZ X | A 12.30AM | A 5.00PM | A 9.55AM | 566.3 | | | | | | |

(3.10) (3.30) (3.25) Thru Time..... (1.45)
 17.9 16.2 16.6 Average speed per hour..... 32.5

Westward trains must keep to the left between Mile Post 549.7 and Cross-over East End Laramie Yard. On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

| | |
|--|---|
| Denver....."U. D." Telegraph Office | Laramie..... Yard Office |
| Denver..... Dispatchers' Office | Laramie..... Depot Telegraph Office |
| Denver 23rd Street..... Register Room | Laramie..... Engine Dispatchers' Office |
| Denver..... Conductors' Room, Freight Station | Laramie..... Switchmens' Locker Room |
| 29th Street..... Yard Office | Laramie..... Passenger Enginemen Washroom |
| 36th Street..... Telegraph Office | Hanna..... Telegraph Office |
| 36th Street..... Register Room | Rawlins..... Telegraph Office |
| Pullman..... Yard Office | Rawlins..... Yard Office |
| Pullman (Roundhouse)..... Engine Dispatchers' Office | Rawlins..... Engine Dispatchers' Office |
| Brighton..... Telegraph Office | Rawlins..... Engineer's Washroom |
| La Salle..... Telegraph Office | Rock Springs..... Telegraph Office |
| Greeley..... Telegraph Office | Rock Springs..... Roundhouse Foremans' Office |
| Eaton..... Telegraph Office | Green River..... Dispatchers' Office |
| Cheyenne..... Dispatchers' Office | Green River..... Telegraph Office |
| Cheyenne..... Telegraph Office | Green River..... Engine Dispatchers' Office |
| Cheyenne..... Yard Office | Green River..... Switchmens' Locker Room |
| Cheyenne..... Engine Dispatchers' Office | Fort Collins..... Telegraph Office |

WESTWARD

SECOND SUBDIVISION

| FIRST CLASS | | | | | | | | | | Distance from Council Bluffs | Time-Table No. 2 | |
|-------------|-----------|------------------|-----------|-----------|-----------|-----------------------|-----------------------|-----------------------|-----------|------------------------------|-----------------------|--|
| 37 | 17 | 5 | 21 | 27 | 3 | 101 | 103 | 105 | 1 | | June 20, 1948 | |
| Passenger | Passenger | Mail and Express | Passenger | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | | STATIONS | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| | | 6.50PM | 6.25PM | 2.30PM | 10.45AM | 9.51AM | 9.40AM | 8.53AM | 6.15AM | 509.5 | DN-R CHEYENNE YL N | |
| | | 6.53 | 6.28 | 2.33 | 10.48 | 9.54 | 9.43 | 8.56 | 6.18 | 510.8 | DN TOWER A YL AY | |
| | | | | | | | | | | 514.0 | CORLETT JUNCTION | |
| | | 7.00 | 6.35 | 2.39 | 10.54 | 9.58 | 9.47 | 9.00 | 6.23 | 514.9 | CORLETT | |
| 7.35PM | 7.20PM | 7.06 | 6.43 | 2.45 | 11.01 | 10.04 | 9.54 | 9.07 | 6.29 | 519.0 | DN BORIE BO | |
| 7.45 | 7.30 | 7.14 | 6.51 | 2.52 | 11.09 | 10.13 | 10.03 | 9.15 | 6.35 | 524.0 | OTTO | |
| 7.53 | 7.38 | 7.22 | 6.59 | 3.00 | 11.17 | 10.21 | 10.11 | 9.23 | 6.43 | 528.6 | DN GRANITE CANON YLOA | |
| 8.08 | 7.53 | 7.35 | 7.14 | 3.12 | 11.30 | 10.33 | 10.23 | 9.35 | 6.55 | 536.5 | BUFORD YL | |
| 8.15 | 8.00 | 7.42 | 7.21 | 3.19 | 11.37 | 10.39 | 10.29 | 9.40 | 7.02 | 540.4 | DN SHERMAN S | |
| 8.18 | 8.03 | 7.45 | 7.24 | 3.22 | 11.40 | 10.42 | 10.32 | 9.43 | 7.05 | 543.0 | DALE CREEK | |
| 8.26 | 8.11 | 7.52 | 7.32 | 3.29 | 11.47 | 10.49 | 10.39 | 9.50 | 7.12 | 548.4 | DN HERMOSA HM | |
| 8.39 | 8.24 | 8.05 | 7.45 | 3.38 | 11.59AM | 10.58 | 10.48 | 9.59 | 7.21 | 557.0 | RED BUTTES | |
| | | | | | | | | | | | HEARD | |
| | | | | | | | | | | | COLORES | |
| | | | | | | | | | | | SATANKA | |
| | | | | | | | | | | | FORELLE | |
| A 8.55PM | A 8.40PM | A 8.20PM | A 8.00PM | A 3.52PM | A 12.15PM | A 11.11AM | A 11.01AM | A 10.12AM | A 7.35AM | 566.3 | DN-R LARAMIE YL K-KI | |

(1.20) (1.20) (1.30) (1.35) (1.22) (1.30) (1.20) (1.21) (1.19) (1.20) Thru Time.....
 35.5 35.5 37.9 35.9 41.6 37.9 42.6 42.1 43.1 42.6 Average speed per hour.....

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

| 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 | | |

SECOND SUBDIVISION EASTWARD

Time-Table No. 2

June 20, 1948

STATIONS

| Mile Post | FIRST CLASS | | | | | | | | | | |
|-----------|-------------|-----------|---------------------------------------|------------------|-----------|-----------|-----------|-----------|-----------------------|-----------------------|--|
| | 38 | 18 | 24 | 6 | 22 | 4 | 28 | 2 | 104 | 102 | |
| | Passenger | Passenger | Passenger | Mail and Express | Passenger | Passenger | Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | |
| 509.5 | | | A 7.00AM | A 7.05AM | A 7.30AM | A 4.50PM | A 5.05PM | A 6.10PM | A 6.20PM | A 6.30PM | |
| 510.8 | | | 6.51 | 6.59 | 7.24 | 4.43 | 4.59 | 6.04 | 6.15 | 6.25 | |
| 514.0 | | | | | | | | | | | |
| 514.9 | | | 6.45 | 6.53 | 7.18 | 4.36 | 4.53 | 5.58 | 6.10 | 6.20 | |
| 519.0 | A 5.15AM | A 5.45AM | 6.40 | 6.48 | 7.13 | 4.31 | 4.48 | 5.54 | 6.06 | 6.16 | |
| 524.0 | 5.07 | 5.37 | 6.33 | 6.42 | 7.07 | 4.25 | 4.43 | 5.49 | 6.01 | 6.11 | |
| 528.6 | 5.01 | 5.31 | f 6.26 | 6.36 | 7.01 | 4.19 | 4.38 | 5.44 | 5.56 | 6.06 | |
| 536.5 | 4.48 | 5.20 | f 6.12 | 6.23 | 6.48 | 4.08 | 4.27 | 5.33 | 5.45 | 5.55 | |
| 540.4 | 4.42 | 5.14 | 6.05 | 6.17 | 6.42 | 4.03 | 4.22 | 5.28 | 5.40 | 5.50 | |
| 543.0 | 4.38 | 5.10 | 6.01 | 6.13 | 6.38 | 4.00 | 4.19 | 5.25 | 5.37 | 5.47 | |
| 548.4 | 4.31 | 5.03 | f 5.53 | 6.06 | 6.31 | 3.53 | 4.12 | 5.18 | 5.30 | 5.40 | |
| | | | This Station is not on Eastward Track | | | | | | | | |
| 551.7 | 4.26 | 4.58 | 5.48 | 6.01 | 6.26 | 3.48 | 4.07 | 5.13 | 5.27 | 5.37 | |
| 554.2 | 4.22 | 4.55 | 5.44 | 5.57 | 6.22 | 3.45 | 4.04 | 5.10 | 5.24 | 5.34 | |
| 557.8 | 4.16 | 4.50 | 5.38 | 5.51 | 6.16 | 3.40 | 3.59 | 5.05 | 5.20 | 5.30 | |
| 562.0 | 4.10 | 4.44 | 5.31 | 5.45 | 6.10 | 3.34 | 3.53 | 5.00 | 5.15 | 5.25 | |
| 566.8 | 4.00AM | 4.35AM | 5.20AM | 5.35AM | 6.00AM | 3.25PM | 3.45PM | 4.52PM | 5.08PM | 5.18PM | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

BLOCK SIGNALS

Double Track

Thru Time..... (1.15) (1.10) (1.40) (1.30) (1.30) (1.25) (1.20) (1.18) (1.12) (1.12)
 Average speed per hour..... 37.8 40.5 34.1 37.9 37.9 40.1 42.6 43.7 47.3 47.3

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

| Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour |
|-----------|---------------|-----------|---------------|-----------|---------------|-----------|---------------|-----------|---------------|-----------|---------------|
| 509.5 | 3.15 | 510.8 | 3.12 | 514.0 | 3.08 | 514.9 | 3.05 | 519.0 | 3.02 | 524.0 | 2.58 |
| 528.6 | 2.55 | 536.5 | 2.52 | 540.4 | 2.48 | 543.0 | 2.45 | 548.4 | 2.42 | 551.7 | 2.38 |
| 554.2 | 2.35 | 557.8 | 2.32 | 562.0 | 2.28 | 566.8 | 2.25 | | | | |

SECOND SUBDIVISION EASTWARD

Time-Table No. 2

June 20, 1948

STATIONS

| Mile Post | FIRST CLASS | | | SECOND CLASS | | | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. |
|-----------|---------------------------------------|--------------|--------------|--------------|--|--|--|
| | 106 | 256 | 258 | 254 | | | |
| | Streamliner Passenger | Time Freight | Time Freight | Time Freight | | | |
| 509.5 | A 7.25PM | A 12.30PM | A 10.35PM | A 11.30PM | | | WCOTY PZ X |
| 510.8 | 7.21 | | | | | | IP |
| 514.0 | | | | | | | P |
| 514.9 | 7.16 | | | | | | WS 93 XP |
| 519.0 | 7.12 | | | | | | WS 110 XIP |
| 524.0 | 7.07 | | | | | | WS 93 WP X |
| 528.6 | 7.02 | | | | | | WS 137 XWP |
| 536.5 | 6.51 | | | | | | WS 105 WYP X |
| 540.4 | 6.46 | | | | | | CS 95 XYP |
| 543.0 | 6.43 | | | | | | ES 63 WXP |
| 548.4 | 6.36 | | | | | | CS 82 XP |
| | This Station is not on Eastward Track | | | | | | WS 133 WP |
| 551.7 | 6.33 | | | | | | ES 79 P |
| 554.2 | 6.30 | | | | | | ES 110 WP |
| 557.8 | 6.26 | | | | | | ES 70 P |
| 562.0 | 6.21 | | | | | | ES 69 P |
| 566.8 | 6.15PM | 8.30AM | 6.30PM | 8.30PM | | | WCOTY PZ X |
| | Daily | Daily | Daily | Daily | | | |

BLOCK SIGNALS

Double Track

Thru Time..... (1.10) (4.00) (4.05) (3.00)
 Average speed per hour..... 48.7 14.2 13.9 18.9

Eastward trains must keep to the left between Cross-over East End Laramie Yard and Mile Post 549.7.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3.

| Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour | Mile Post | Time per Hour |
|-----------|---------------|-----------|---------------|-----------|---------------|-----------|---------------|
| 509.5 | 3.15 | 510.8 | 3.12 | 514.0 | 3.08 | 514.9 | 3.05 |
| 519.0 | 2.55 | 524.0 | 2.52 | 528.6 | 2.48 | 536.5 | 2.45 |
| 540.4 | 2.35 | 543.0 | 2.32 | 548.4 | 2.28 | 551.7 | 2.25 |
| 554.2 | 2.05 | 557.8 | 2.02 | 562.0 | 1.98 | 566.8 | 1.95 |

WESTWARD

THIRD SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, and Distance from Council Bluffs.

Time-Table No. 2 June 20, 1948

STATIONS

FIRST CLASS

Table with columns for Passenger and Daily.

Main table for Westward Third Subdivision, Second Class, listing stations and times.

Main table for Westward Third Subdivision, First Class, listing stations and times.

Double Track

Summary table for Westward Third Subdivision, Second Class, showing average speeds.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Mail and Express, Streamliner Passenger, and Daily.

Time-Table No. 2 June 20, 1948

STATIONS

Main table for Westward Third Subdivision, First Class, listing stations and times.

Double Track

Summary table for Westward Third Subdivision, First Class, showing average speeds.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

THIRD SUBDIVISION EASTWARD

| Time-Table No. 2 June 20, 1948 | Mile Post | FIRST CLASS | | | | | | | | | |
|-----------------------------------|-----------|-----------------------|-----------------|----------------|-----------------|----------------|------------------------------|------------------------------|------------------------------|-----------------|-----------------|
| | | 6 Mail and Express | 22 Passenger | 4 Passenger | 28 Passenger | 2 Passenger | 104 Streamliner Passenger | 102 Streamliner Passenger | 106 Streamliner Passenger | 38 Passenger | 24 Passenger |
| STATIONS | | | | | | | | | | | |
| DN-R LARAMIE YL KI-K | 566.0 | A 5.25AM | A 5.50AM | A 3.17PM | A 3.37PM | A 4.45PM | A 5.07PM | A 5.17PM | A 6.14PM | A 3.50AM | A 5.10AM |
| 8.1 HOWELL | 574.1 | 5.12 | 5.38 | 3.06 | 3.26 | 4.34 | 4.58 | 5.08 | 6.05 | 3.39 | 4.58 |
| 3.6 WYOMING | 577.7 | 5.09 | 5.35 | 3.03 | 3.23 | 4.31 | 4.55 | 5.05 | 6.02 | 3.36 | 4.54 |
| D BOSLER FY | 585.3 | 5.01 | 5.27 | 2.55 | 3.15 | 4.23 | 4.48 | 4.58 | 5.55 | 3.28 | f 4.44 |
| 5.3 COOPER LAKE | 590.6 | 4.55 | 5.21 | 2.50 | 3.10 | 4.18 | 4.44 | 4.54 | 5.51 | 3.23 | f 4.37 |
| 3.3 LOOKOUT | 593.9 | 4.52 | 5.16 | 2.47 | 3.07 | 4.15 | 4.41 | 4.51 | 5.48 | 3.20 | f 4.32 |
| 5.0 HARPER | 598.9 | 4.46 | 5.07 | 2.42 | 3.02 | 4.10 | 4.36 | 4.46 | 5.43 | 3.15 | 4.25 |
| DN ROCK RIVER OK | 605.3 | 4.37 | 4.58 | 2.33 | 2.53 | 4.01 | 4.29 | 4.39 | 5.36 | 3.06 | f 4.14 |
| 3.7 WILCOX | 609.0 | 4.32 | 4.52 | 2.28 | 2.48 | 3.56 | 4.25 | 4.35 | 5.33 | 3.01 | 4.08 |
| 7.8 RIDGE | 616.8 | 4.23 | 4.42 | 2.19 | 2.39 | 3.47 | 4.18 | 4.28 | 5.26 | 2.52 | 3.58 |
| D MEDICINE BOW MB | 622.9 | 4.15 | 4.34 | 2.12 | 2.32 | 3.40 | 4.12 | 4.22 | 5.20 | 2.45 | f 3.48 |
| 4.1 CALVIN | 627.0 | 4.10 | 4.28 | 2.07 | 2.27 | 3.35 | 4.08 | 4.18 | 5.16 | 2.40 | 3.41 |
| 5.6 COMO | 632.6 | 4.04 | 4.22 | 2.01 | 2.21 | 3.29 | 4.03 | 4.13 | 5.11 | 2.34 | 3.34 |
| 6.1 RAMSEY | 638.7 | 3.58 | 4.15 | 1.55 | 2.15 | 3.23 | 3.57 | 4.07 | 5.05 | 2.28 | 3.28 |
| DN HANNA YL HN | 643.1 | 3.52 | 4.09 | 1.49 | 2.09 | 3.17 | 3.52 | 4.02 | 5.00 | 2.22 | s 3.16 |
| 5.3 PERCY | 648.4 | 3.44 | 4.03 | 1.42 | 2.02 | 3.10 | 3.47 | 3.57 | 4.55 | 2.14 | 3.10 |
| 3.4 DANA | 651.8 | 3.39 | 3.58 | 1.38 | 1.58 | 3.06 | 3.44 | 3.54 | 4.52 | 2.10 | 3.05 |
| 5.2 EDSON | 657.0 | 3.33 | 3.52 | 1.33 | 1.53 | 3.01 | 3.39 | 3.49 | 4.47 | 2.05 | 2.59 |
| D WALCOTT WA | 661.9 | 3.27 | 3.46 | 1.27 | 1.47 | 2.55 | 3.34 | 3.44 | 4.42 | 1.59 | f 2.52 |
| 5.7 FORT STEELE | 667.6 | 3.21 | 3.38 | 1.21 | 1.41 | 2.49 | 3.28 | 3.38 | 4.37 | 1.53 | f 2.43 |
| D SINCLAIR GV | 676.3 | 3.13 | 3.28 | 1.12 | 1.33 | 2.41 | 3.21 | 3.31 | 4.31 | 1.45 | f 2.32 |
| 6.5 DN-R RAWLINS YL RS | 682.8 | 3.05 | 3.20 | 1.03 | 1.25 | 2.33 | 3.14 | 3.24 | 4.24 | 1.38 | 2.23 |
| 3.2 FERRIS | 686.0 | 2.48 | 3.03 | 12.47 | 1.08 | 2.19 | 3.07 | 3.17 | 4.17 | 1.22 | 2.04 |
| 3.8 HADSELL | 689.8 | 2.44 | 2.58 | 12.43 | 1.04 | 2.15 | 3.03 | 3.13 | 4.13 | 1.18 | 1.59 |
| 3.2 KNOBS | 693.0 | 2.39 | 2.53 | 12.39 | 1.04 | 2.11 | 3.00 | 3.10 | 4.10 | 1.13 | 1.55 |
| 4.0 DALEY'S RANCH | 697.0 | 2.35 | 2.49 | 12.35 | 1.04 | 2.07 | 2.57 | 3.07 | 4.07 | 1.09 | 1.50 |
| 3.7 RINER | 700.7 | 2.32 | 2.44 | 12.32 | 1.04 | 2.04 | 2.54 | 3.04 | 4.04 | 1.06 | f 1.45 |
| 4.6 OHEROKEE | 705.3 | 2.27 | 2.38 | 12.27 | 1.04 | 2.04 | 2.54 | 3.04 | 4.04 | 1.06 | f 1.45 |
| 6.7 ORESTON | 712.0 | 2.20 | 2.31 | 12.20 | 1.04 | 1.59 | 2.49 | 2.59 | 3.59 | 1.02 | 1.37 18 |
| 4.0 LATHAM | 716.0 | 2.15 | 2.25 | 12.15 | 1.04 | 1.52 | 2.43 | 2.53 | 3.53 | 1.02 | f 1.25 |
| DN WAMSUTTER WM | 724.2 | 2.06 | 2.15 | 12.06 | 1.04 | 1.47 | 2.38 | 2.48 | 3.48 | 1.02 | f 1.10 |
| 4.9 FREWEN | 729.1 | 2.01 | 2.10 | 12.01PM | 1.04 | 1.38 | 2.30 | 2.40 | 3.40 | 1.02 | f 1.10 |
| 3.6 RED DESERT | 732.7 | 1.58 | 2.07 | 11.58AM | 1.04 | 1.33 | 2.26 | 2.36 | 3.36 | 1.02 | 1.03 |
| 7.3 TIPTON | 740.0 | 1.50 | 1.58 | 11.49 | 1.04 | 1.30 | 2.23 | 2.33 | 3.33 | 1.02 | 12.59 |
| 3.4 ROBINSON | 743.4 | 1.46 | 1.54 | 11.46 | 1.04 | 1.22 | 2.16 | 2.26 | 3.26 | 1.02 | f 12.51 |
| 3.3 TABLE ROCK | 746.7 | 1.43 | 1.51 | 11.43 | 1.04 | 1.17 | 2.13 | 2.23 | 3.23 | 1.02 | 12.47 |
| 5.0 MONELL | 751.7 | 1.38 | 1.46 | 11.38 | 1.04 | 1.14 | 2.10 | 2.20 | 3.20 | 1.02 | 12.43 |
| DN BITTER CREEK YL BK | 756.7 | 1.32 | 1.40 | 11.32 | 1.04 | 1.09 | 2.05 | 2.15 | 3.15 | 1.02 | 12.37 |
| 9.2 BLACK BUTTES | 765.9 | 1.23 | 1.31 | 11.23 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | f 12.30 |
| 5.3 HALLVILLE | 771.2 | 1.18 | 1.25 | 11.18 | 1.04 | 1.03 | 2.03 | 2.13 | 3.13 | 1.02 | 11.58PM |
| D POINT OF ROCKS RO | 777.1 | 1.12 | 1.18 | 11.12 | 1.04 | 1.03 | 2.03 | 2.13 | 3.13 | 1.02 | 12.15 |
| 7.0 THAYER JUNCTION YL | 784.1 | 1.03 | 1.09 | 11.03 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | f 12.05AM |
| 4.5 SALT WELLS | 788.6 | 12.58 | 1.04 | 10.58 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | 11.56PM |
| 7.1 BAXTER | 795.7 | 12.51 | 1.04 | 10.51 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | 11.50 |
| 0.8 GUNN JUNCTION | 796.5 | | | | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | 11.43 |
| DN ROCK SPRINGS YL SG | 802.1 | s 12.38 | s 12.45 | s 10.39 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | s 11.13 |
| 6.9 KANDA | 809.0 | 12.31 | 12.36 | 10.31 | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | s 11.30 |
| 8.0 DN-R GREEN RIVER YLGR | 817.0 | 12.20AM | 12.25AM | 10.20AM | 1.04 | 1.03 | 2.01 | 2.11 | 3.11 | 1.02 | 11.21 |
| (251.0) | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

BLOCK SIGNALS

Double Track

Thru Time..... (5.05) (5.25) (4.57) (4.57) (4.52) (4.07) (4.07) (4.04) (4.55) (6.00)
 Average speed per hour..... 49.4 46.3 50.7 50.7 51.6 61.0 61.0 61.7 51.1 41.8

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

THIRD SUBDIVISION EASTWARD

| Time-Table No. 2 June 20, 1948 | Mile Post | SECOND CLASS | | | Car Capacity of Seating, etc. See Rule 6 (A), Page 23. |
|-----------------------------------|-----------|---------------------|---------------------|---------------------|--|
| | | 258 Time Freight | 254 Time Freight | 256 Time Freight | |
| STATIONS | | | | | |
| DN-R LARAMIE YL KI-K | 566.0 | A 4.30PM | A 7.15PM | A 7.15AM | WCOTY X |
| 8.1 HOWELL | 574.1 | | | | CS 92 XP |
| 3.6 WYOMING | 577.7 | | | | WS 53 XP |
| D BOSLER FY | 585.3 | | | | WS 47 XP |
| 5.3 COOPER LAKE | 590.6 | | | | CS 93 |
| 3.3 LOOKOUT | 593.9 | | | | ES 64 XP |
| 5.0 HARPER | 598.9 | | | | CS 105 XP |
| DN ROCK RIVER OK | 605.3 | | | | CS 81 XP |
| 3.7 WILCOX | 609.0 | | | | CS 128 WC |
| 7.8 RIDGE | 616.8 | | | | ES 120 YPX |
| D MEDICINE BOW MB | 622.9 | | | | CS 73 XP |
| 4.1 CALVIN | 627.0 | | | | CS 128XWYP |
| 5.6 COMO | 632.6 | | | | F |
| 6.1 RAMSEY | 638.7 | | | | CS 81 XP |
| DN HANNA YL HN | 643.1 | | | | CS 80 XP |
| 5.3 PERCY | 648.4 | | | | WS 118 WCZ |
| 3.4 DANA | 651.8 | | | | ES 150 YPX |
| 5.2 EDSON | 657.0 | | | | WS 56 |
| D WALCOTT WA | 661.9 | | | | ES 82 XP |
| 5.7 FORT STEELE | 667.6 | | | | CS 71 XP |
| D SINCLAIR GV | 676.3 | | | | CS 131 XP |
| 6.5 DN-R RAWLINS YL RS | 682.8 | 9.40AM | 3.30 | 3.25 | CS 68 XP |
| 3.2 FERRIS | 686.0 | 9.25 | 2.45PM | 2.30AM | CS 71 XWP |
| 3.8 HADSELL | 689.8 | | | | CS 123 XP |
| 3.2 KNOBS | 693.0 | | | | WCTYZXP |
| 4.0 DALEY'S RANCH | 697.0 | | | | WS 71 XP |
| 3.7 RINER | 700.0 | | | | CS 117 XP |
| 4.6 OHEROKEE | 705.3 | | | | ES 81 XP |
| 6.7 ORESTON | 712.0 | | | | WS 65 XP |
| 4.0 LATHAM | 716.0 | | | | WS 70 XW |
| DN WAMSUTTER WM | 724.2 | | | | ES 125 P |
| 4.9 FREWEN | 729.1 | | | | CS 81 XP |
| 3.6 RED DESERT | 732.7 | | | | WS 62 X |
| 7.3 TIPTON | 740.0 | | | | CS 81 YP |
| 3.4 ROBINSON | 743.4 | | | | CS 81 XP |
| 3.3 TABLE ROCK | 746.7 | | | | WS 124 WC |
| 5.0 MONELL | 751.7 | | | | ES 106 YXP |
| DN BITTER CREEK YL BK | 756.7 | | | | WS 121 XP |
| 9.2 BLACK BUTTES | 765.9 | | | | WS 71 XP |
| 5.3 HALLVILLE | 771.2 | | | | CS 117 XP |
| D POINT OF ROCKS RO | 777.1 | | | | ES 81 XP |
| 7.0 THAYER JUNCTION YL | 784.1 | | | | WS 65 XP |
| 4.5 SALT WELLS | 788.6 | | | | WS 70 XW |
| 7.1 BAXTER | 795.7 | | | | ES 125 P |
| 0.8 GUNN JUNCTION | 796.5 | | | | CS 81 YP |
| DN ROCK SPRINGS YL SG | 802.1 | | | | WS 104 X |
| 6.9 KANDA | 809.0 | | | | WS 125 |
| 8.0 DN-R GREEN RIVER YLGR | 817.0 | 4.00AM | 10.30AM | 9.00PM | ES 108 P |
| (251.0) | | Daily | Daily | Daily | WS 60 |

BLOCK SIGNALS

Double Track

Thru Time..... (12.30) (8.45) (10.15)
 Average speed per hour..... 20.1 28.7 24.5

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

| WESTWARD | | | | DENT BRANCH | | | | EASTWARD | | | | | |
|--------------|-------|--|--------|------------------|----------------------------------|------|----------|-------------|----------|----------|----------|--|--|
| SECOND CLASS | | | | Time-Table No. 2 | | | | FIRST CLASS | | | | | |
| 212 | | | | June 20, 1948 | | | | 53 | | | | | |
| Mixed | | | | STATIONS | | | | Passenger | | | | | |
| Daily | | | | | | | | | | | | | |
| IP | | | 5.0 | DN | SAND CREEK JCT. YL SK | 5.0 | A 7.59AM | | | A 5.10PM | A11.20PM | | |
| | | | 8.2 | | WELBY | 8.2 | | | | | | | |
| 31 | P | | 9.8 | | QUIMBY | 9.8 | 7.53 | | | 4.58 | 11.11 | | |
| 36 | P | | 13.8 | | EAST LAKE | 13.8 | 7.47 | | | 4.50 | f11.04 | | |
| 31 | P | | 18.1 | | DARLOW | 18.1 | 7.40 | | | 4.43 | 10.57 | | |
| 55 | IPWY | | 22.2 | DN | ST. VRAINS YL VS | 22.2 | f 7.33 | | | 4.35 | f10.48 | | |
| | | | 22.2 | | U. P. CROSSING | 22.2 | | | | | | | |
| 53 | YP | | 26.1 | D | FREDERICK YL FR | 26.1 | f 7.25 | | | 4.22 | f10.37 | | |
| | P | | 27.8 | | FIRESTONE | 27.8 | 7.20 | | | 4.17 | 10.31 | | |
| 19 | P | | 30.2 | | HARNEY | 30.2 | 7.16 | | | 4.11 | 10.25 | | |
| 31 | P | | 34.6 | | GOWANDA | 34.6 | 7.09 | | | 4.03 | 10.17 | | |
| | P | | 38.3 | | WILD CAT | 38.3 | 7.02 | | | 3.57 | 10.10 | | |
| | | | 40.9 | | G. W. CROSSING | 40.9 | | | | | | | |
| 21 | WYP | | 42.8 | N | DENT FD | 42.8 | 6.54 | | A 9.43AM | 3.50 | 10.01 | | |
| | WCTYP | | 50.6 | DN-R | LA SALLE YL SA | 50.6 | 6.42AM | | 9.30AM | 3.35PM | 9.45PM | | |
| | | | | | (45.6) | | Daily | | Daily | Daily | Daily | | |
| | | | (0.15) | |Thru Time..... | | (1.17) | | (0.13) | (1.35) | (1.35) | | |
| | | | 31.2 | |Average speed per hour..... | | 35.5 | | 36.0 | 28.8 | 28.8 | | |

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot.

| WESTWARD —FORT COLLINS BRANCH— EASTWARD | | | |
|---|--------|--------------------|----------|
| SECOND CLASS | | Time-Table No. 2 | |
| 211 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| 21 | WYP | 9.43AM | 0.0 N |
| | | DENT YL FD | A 4.20PM |
| | P | f 9.48 | 1.7 |
| | | MILLIKEN YL | f 4.15 |
| | | G. W. CROSSING | |
| | P | f 9.55 | 7.3 |
| | | KOENIG | f 4.04 |
| | | G. W. CROSSING | |
| | P | f 10.00 | 9.1 |
| | | KELIM | f 4.00 |
| | | BOYD LAKE | f 3.51 |
| | | REDMOND | f 3.46 |
| 42 | P | f 10.15 | 19.5 |
| | | HARMONY | f 3.40 |
| 136 | WCTYZP | A10.30AM | 25.0 D-R |
| | | FORT COLLINS YL FC | 3.30PM |
| | | O. & S. CROSSING | |
| | | O. & S. CROSSING | |
| | P | f 27.9 | 2.8 |
| | | POUDRE YL | |
| | P | f 30.0 | 2.1 |
| | | BOETTOHER YL | |
| | P | f 38.5 | 8.5 |
| | | RIPPLE | |
| | Y | | 3.2 |
| | | BUCKEYE YL | |
| | | (41.7) | Daily |

| WESTWARD —BOULDER BRANCH— EASTWARD | | | |
|------------------------------------|------|-------------------------|------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 375 | | June 20, 1948 | |
| Local Freight | | STATIONS | |
| Daily Except Sunday | | | |
| 55 | WYZP | 8.30AM | 0.0 DN-R |
| | | BRIGHTON YL BI | A 1.00PM |
| | P | f 8.42 | 4.2 |
| | | YOXALL | f12.40 |
| | | DICK | |
| | IWYP | f 9.00 | 8.1 D |
| | | ST. VRAINS YL VS | f12.30 |
| | | U. P. CROSSING | |
| | | NATIONAL | |
| | P | f 9.10 | 10.9 |
| | | STATE COAL MINE JCT. YL | f12.20 |
| | P | f 9.12 | 11.4 |
| | | PARKDALE JCT. YL | f12.15 |
| | P | s 9.22 | 15.1 |
| | | ERIE | s12.10 |
| | | C. B. & Q. CROSSING | |
| | | TABOR | f12.05 |
| | | LEYNER | f12.01PM |
| | | LIGGETT | f11.57AM |
| | P | f 9.54 | 24.0 |
| | | VALMONT YL | f11.45 |
| | | C. & S. CROSSING | |
| | WYP | s10.00 | 26.1 |
| | | ARA YL | s11.25 |
| | P | A10.15AM | 27.6 DN-R |
| | | BOULDER YL BR | 11.15AM |
| | | (27.6) | Daily Ex. Sunday |

(0.47)Thru Time..... (0.50)Thru Time..... (1.45)Thru Time..... (1.45)
 32.0Average speed per hour..... 30.0Average speed per hour..... 15.3Average speed per hour..... 15.3

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

| WESTWARD—Greeley Branch—EASTWARD | | | |
|----------------------------------|------|------------------|-----------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 211 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| 247 | WYZP | 0.0 DN | GREELEY YL HG |
| | | 2.3 | GREELEY JCT. YL |
| | YP | 6.0 | CLOVERLY |
| | | 8.4 | ALDEN |
| 34 | YP | 10.4 D | GILL GI |
| | | 13.8 | MATTHEWS |
| | | 14.5 | BARNESVILLE |
| | | 28.1 | BRIGGSDALE |
| | | | (28.1) |

| WESTWARD—Superior Branch—EASTWARD | | | |
|-----------------------------------|-----|------------------|--------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 211 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| 90 | XPY | 0.0 | THAYER JUNCTION YL |
| | | 7.6 | SUPERIOR SU |
| | WP | 9.1 | END OF TRACK |
| | | | (9.1) |

| WESTWARD—South Pass Branch—EASTWARD | | | |
|-------------------------------------|-----|------------------|--------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 375 | | June 20, 1948 | |
| Local Freight | | STATIONS | |
| Daily | | | |
| WS74 | WCY | 0.0 DN-R | ROCK SPRINGS YL SG |
| ES96 | TZP | 3.4 | LIONKOL JUNCTION |
| | | 5.5 | RELIANCE JUNCTION |
| | | 7.9 | STANSBURY JUNCTION |
| | | 9.5 | WINTON JUNCTION |

| WESTWARD—Reliance Branch—EASTWARD | | | |
|-----------------------------------|--|------------------|-------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 211 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | RELIANCE JUNCTION |
| | | 1.7 | RELIANCE MINE |
| | | 2.1 | END OF TRACK |

| WESTWARD—Winton Branch—EASTWARD | | | |
|---------------------------------|--|------------------|-----------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 211 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | WINTON JUNCTION |
| | | 2.4 | HAY |
| | | 5.0 | WINTON YL |
| | | 5.2 | END OF TRACK |

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

| WESTWARD—Pleasant Valley Branch—EASTWARD | | | |
|--|----|------------------|------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| 34 | YP | 0.0 | CLOVERLY |
| | | 3.1 | LOWE |
| | P | 5.1 D | GALETON GN |
| | | | (5.1) |

| WESTWARD—Puritan Branch—EASTWARD | | | |
|----------------------------------|--|------------------|------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATION | |
| Daily | | | |
| | | 0.0 | PARKDALE JCT. YL |
| | | 1.9 | PURITAN |
| | | 3.1 | END OF TRACK |

| WESTWARD—Gunn Branch—EASTWARD | | | |
|-------------------------------|--|------------------|---------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | GUNN JUNCTION |
| | | 3.7 | GUNN |
| | | 3.9 | END OF TRACK |
| | | | (3.9) |

| WESTWARD—Lionkol Branch—EASTWARD | | | |
|----------------------------------|--|------------------|------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | LIONKOL JUNCTION |
| | | 2.0 | LIONKOL |
| | | 2.5 | END OF TRACK |
| | | | (2.5) |

| WESTWARD—Stansbury Branch—EASTWARD | | | |
|------------------------------------|--|------------------|--------------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | STANSBURY JUNCTION |
| | | 1.9 | STANSBURY MINE |
| | | 2.1 | END OF TRACK |

| WESTWARD—Dines Branch—EASTWARD | | | |
|--------------------------------|--|------------------|--------------|
| SECOND CLASS | | Time-Table No. 2 | |
| 212 | | June 20, 1948 | |
| Mixed | | STATIONS | |
| Daily | | | |
| | | 0.0 | HAY |
| | | 1.6 | DINES |
| | | 1.9 | END OF TRACK |
| | | | (1.9) |

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

GENERAL

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|---|----------------|----------|-------|------|--|----------------|----------|-------|------|
| | Str. | De-Psgr. | Psgr. | Frt. | | Str. | De-Psgr. | Psgr. | Frt. |
| Inspection bus cars. | | | 40 | 40 | Trains handling gravel loaded in steel hopper cars. | | | | 35 |
| When caboose is handled in train consisting of passenger train equipment. | | | 50 | | When more than 50% of the tonnage is gravel. | | | | 40 |
| 3800 and 3900 class engines. | | | 60 | 50 | 3500 and 5000 class engines on any coal mine lead or track. | | | | 10 |
| 5000 and 9000 class engines. | | | 50 | 50 | Trains handling company roadway machines on their own wheels: On straight track. | | | | 30 |
| MacArthur type engines with 63-in. drivers. | | | 55 | 50 | On curves. | | | | 25 |
| MacArthur type engines with 57-in. drivers. | | | 35 | 35 | Diesel-electric switch engines in road service | 35 | 35 | 35 | 35 |
| Consolidation and Ten-Wheeler type engines. | | | 35 | 35 | Within yard limits and passing fueling stations. | 50 | 50 | 40 | 25 |
| Mallet type engines Nos.3500 to 3599 inclusive, and 3670 to 3674 inclusive. | | | 35 | 35 | Through tunnels. | 40 | 40 | 40 | 25 |
| 0-6-0 and 0-8-0 type yard engines. | | | 20 | 20 | When using cross-overs or turn-outs: 9000 class engines; Forward movement | | | 10 | 10 |
| Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) | 40 | 40 | 40 | 40 | Back-up movement | | | 6 | 6 |
| Backing up pulling train. Backing up light. | 40 | 40 | 40 | 40 | All other classes engines; Forward movement | 15 | 15 | 15 | 15 |
| Steam engines running backward: As helper engine on rear of train. Under other conditions. | 40 | 35 | 35 | 20 | Back-up movement | 10 | 10 | 10 | 10 |
| Trains handling air-dump cars. | | | | 35 | 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 | 20 | 20 | 20 |
| Freight trains designated as lumber trains. | | | | 40 | Jordan spreaders and other machines of spreader type, when in operation. | | | | 15 |
| Trains handling scale test cars: On main line | | | | 30 | All wye tracks. | 6 | 6 | 6 | 6 |
| On branch lines | | | | 20 | | | | | |
| Trains handling loaded wooden Hart convertible cars. | | | | 25 | | | | | |

FIRST SUBDIVISION

| | | | | | | | | | |
|--|----|----|----|----|------------------------------|----|----|----|----|
| Maximum speed. | 90 | 75 | 75 | 50 | Warren | | | | |
| 4000 class engines. | | | 45 | 45 | 91.8 and 92.2 | 70 | 60 | 60 | 45 |
| Freight engines not otherwise shown. | | | 50 | | Speer | | | | |
| Light engines. | | | 45 | 45 | 93.3 and 97.4 | 60 | 50 | 50 | 30 |
| Denver, within city limits over grade crossings. | 35 | 35 | 35 | 25 | 93.3 and 97.4 mixed trains. | | | | 40 |
| Between Mile Posts— | | | | | 97.4 and 97.7 | 50 | 50 | 40 | 25 |
| Denver Yard | | | | | Corlett Side | | | | |
| 0.4 and 0.7 westward track. | 30 | 30 | 30 | 25 | 97.7 and 97.9 | 30 | 30 | 30 | 25 |
| 2.4 and 2.5 westward track. | 30 | 30 | 30 | 25 | 97.9 and 98.6 | 50 | 50 | 40 | 25 |
| 2.5 and 2.4 eastward track. | 30 | 30 | 30 | 25 | 101.4 and 101.5 | 70 | 60 | 60 | 45 |
| 0.7 and 0.4 eastward track. | 30 | 30 | 30 | 25 | Corlett Jet. and M. P. 103.9 | | | | 70 |
| LaSalle | | | | | Borie Side | | | | |
| 47.8 and 48.0 | 70 | 60 | 60 | 50 | 97.7 and 99.4 | 50 | 50 | 40 | 25 |
| Evans | | | | | | | | | |
| 49.4 and 49.7 | 70 | 60 | 60 | 50 | | | | | |

SECOND SUBDIVISION

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|------|--|----------------|----------|-------|------|
| | Str. | De-Psgr. | Psgr. | Frt. | | Str. | De-Psgr. | Psgr. | Frt. |
| Maximum speed. | 80 | 60 | 60 | 40 | Cheyenne passenger sheds. | 10 | 10 | 10 | 10 |
| Light engines | | | | 40 | Tower A, through cross-overs. | 10 | 10 | 10 | 10 |
| Sherman to Cheyenne, eastward. | 70 | 60 | 60 | 40 | Granite Canon on No. 1, 2 and 3 pit tracks. | | | | 6 |
| 4000 class engines. | | | 45 | 40 | Buford yard tracks. | | | | 6 |
| Freight engines not otherwise shown. | | | 50 | | Westward solid express trains, between M.P. 549.7 and 557.0. | | 30 | 30 | |
| When more than 50% of the tonnage is gravel. | | | | 35 | | | | | |
| ON WESTWARD TRACK | | | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— | | | | | Between Mile Posts— | | | | |
| Cheyenne | | | | | Forelle | | | | |
| 510.4 and 511.8 | 50 | 40 | 40 | 25 | 562.2 and 549.8 | 60 | 50 | 50 | 40 |
| Corlett | | | | | Hermosa | | | | |
| 515.6 and 515.7 | 60 | 50 | 50 | 40 | 548.1 and 547.0 | 55 | 45 | 45 | 35 |
| 518.8 and 519.1 | 60 | 50 | 50 | 40 | Hermosa Tunnel | 40 | 30 | 30 | 25 |
| Borie | | | | | 545.1 and 537.9 | 55 | 45 | 45 | 35 |
| 522.1 and 522.3 | 60 | 50 | 50 | 40 | 537.5 and 535.6 | 50 | 40 | 40 | 25 |
| 523.3 and 523.6 | 60 | 50 | 50 | 40 | Buford | | | | |
| Otto | | | | | 535.1 and 530.2 | 60 | 50 | 50 | 40 |
| 524.5 and 525.6 | 60 | 50 | 50 | 40 | 530.2 and 530.0 | 50 | 40 | 40 | 35 |
| Granite Canon | | | | | 529.5 and 528.7 | 50 | 40 | 40 | 25 |
| 528.7 and 529.5 | 50 | 40 | 40 | 25 | Granite Canon | | | | |
| 530.0 and 535.1 | 55 | 45 | 45 | 35 | 525.6 and 524.5 | 60 | 50 | 50 | 40 |
| 535.6 and 537.5 | 50 | 40 | 40 | 25 | Otto | | | | |
| 537.9 and 540.9 | 45 | 40 | 40 | 35 | 523.6 and 523.4 | 65 | 55 | 55 | 40 |
| 541.1 and 545.1 | 55 | 45 | 45 | 35 | 522.3 and 522.1 | 60 | 50 | 50 | 40 |
| Hermosa Tunnel | 40 | 30 | 30 | 25 | Borie | | | | |
| 547.0 and 548.1 | 55 | 45 | 45 | 35 | 519.1 and 518.8 | 60 | 50 | 50 | 40 |
| Hermosa | | | | | 515.7 and 515.6 | 60 | 55 | 55 | 40 |
| 549.3 and 549.6 | 50 | 40 | 40 | 30 | Corlett | | | | |
| 549.9 and 563.6 | 70 | 60 | 60 | 40 | 511.8 and 510.4 | 50 | 40 | 40 | 25 |
| Red Buttes | | | | | Cheyenne | | | | |
| 565.2 and 565.3 | 30 | 25 | 25 | 20 | | | | | |
| 565.3 and 565.6 | 50 | 40 | 40 | 25 | | | | | |
| Laramie | | | | | | | | | |

THIRD 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, 2 and 3. | | | | 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 |
| Laramie, long leads 1, 2 and 3. | | | | 10 | | | | | |

| ON WESTWARD TRACK | | | | | ON EASTWARD TRACK | | | | |
|--------------------------------|----|----|----|----|-----------------------------------|----|----|----|----|
| Between Mile Posts— | | | | | Between Mile Posts— | | | | |
| Laramie 566.8 and 567.2 | 50 | 40 | 40 | 25 | Green River 817.0 and 816.3 | 50 | 40 | 40 | 25 |
| Bosler 587.7 and 588.4 | 70 | 60 | 60 | 50 | 816.3 and 816.1 | 35 | 30 | 30 | 25 |
| Cooper Lake 593.3 and 593.7 | 70 | 60 | 60 | 50 | 816.1 and 814.1 | 40 | 40 | 40 | 25 |
| Lookout 598.5 and 599.7 | 70 | 60 | 60 | 50 | 813.9 and 809.6 | 55 | 45 | 45 | 35 |
| Harper 601.1 and 602.2 | 60 | 50 | 50 | 40 | Kanda 807.8 and 807.5 | 65 | 55 | 55 | 45 |
| 602.7 and 603.1 | 75 | 55 | 55 | 50 | 807.0 and 806.6 | 70 | 60 | 60 | 50 |
| 603.9 and 604.6 | 60 | 50 | 50 | 40 | Rock Springs 803.5 and 801.0 | 50 | 40 | 40 | 25 |
| Wilcox 609.5 and 611.6 | 70 | 60 | 60 | 50 | 800.5 and 799.5 | 60 | 50 | 50 | 40 |
| 615.9 and 616.4 | 55 | 45 | 45 | 40 | 798.4 and 797.3 | 55 | 45 | 45 | 35 |
| Ridge 617.2 and 617.6 | 70 | 60 | 60 | 50 | Baxter 795.3 and 795.1 | 60 | 50 | 50 | 40 |
| 621.8 and 622.4 | 75 | 65 | 65 | 50 | 794.5 and 794.2 | 70 | 60 | 60 | 50 |
| Calvin 627.1 and 628.7 | 50 | 45 | 45 | 35 | 791.7 and 791.4 | 70 | 60 | 60 | 50 |
| 629.4 and 629.9 | 60 | 50 | 50 | 40 | Salt Wells 787.0 and 786.7 | 75 | 65 | 65 | 50 |
| 630.9 and 637.8 | 70 | 60 | 60 | 50 | 785.8 and 781.3 | 50 | 40 | 40 | 30 |
| Ramsey 639.3 and 640.2 | 60 | 50 | 50 | 40 | 780.2 and 780.0 | 60 | 50 | 50 | 40 |
| 642.5 and 643.7 | 50 | 40 | 40 | 25 | 778.9 and 777.8 | 60 | 50 | 50 | 40 |
| Hanna 645.1 and 646.3 | 70 | 60 | 60 | 50 | Point of Rocks 776.6 and 775.8 | 65 | 55 | 55 | 45 |
| 647.5 and 648.0 | 70 | 60 | 60 | 50 | 775.0 and 774.3 | 70 | 65 | 65 | 50 |
| Percy 650.2 and 650.7 | 70 | 60 | 60 | 50 | 773.2 and 773.0 | 60 | 50 | 50 | 40 |
| Dana 652.2 and 652.5 | 60 | 50 | 50 | 40 | 772.3 and 771.8 | 70 | 65 | 65 | 50 |
| 653.1 and 656.4 | 70 | 60 | 60 | 50 | Hallville 769.3 and 768.8 | 60 | 50 | 50 | 40 |
| | | | | | Black Buttes 765.6 and 765.2 | 60 | 50 | 50 | 40 |
| | | | | | 762.3 and 762.0 | 70 | 60 | 60 | 50 |
| | | | | | 761.0 and 760.5 | 70 | 60 | 60 | 50 |
| | | | | | 757.3 and 757.0 | 50 | 40 | 40 | 25 |

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

THIRD SUBDIVISION (Continued)

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|-----|--|----------------|----------|-------|-----|
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| ON WESTWARD TRACK | | | | | ON EASTWARD TRACK | | | | |
| Between Mile Posts— | | | | | Between Mile Posts— | | | | |
| Black Buttes 768.8 and 769.3 | 60 | 50 | 50 | 40 | Hanna 643.7 and 642.5 | 50 | 40 | 40 | 25 |
| Hallville 771.8 and 772.3 | 70 | 65 | 65 | 50 | 640.2 and 639.3 | 60 | 50 | 50 | 40 |
| 773.0 and 773.2 | 60 | 50 | 50 | 40 | Ramsey 637.8 and 630.9 | 70 | 60 | 60 | 50 |
| 774.3 and 775.0 | 70 | 65 | 65 | 50 | 629.9 and 629.4 | 60 | 50 | 50 | 40 |
| 775.8 and 776.6 | 65 | 55 | 55 | 45 | 628.7 and 627.1 | 50 | 45 | 45 | 35 |
| Point of Rocks 777.8 and 778.9 | 60 | 50 | 50 | 40 | Medicine Bow 622.4 and 621.8 | 75 | 65 | 65 | 50 |
| 780.0 and 780.2 | 60 | 50 | 50 | 40 | 617.6 and 617.2 | 60 | 50 | 50 | 40 |
| 781.3 and 785.8 | 50 | 40 | 40 | 30 | Ridge 616.4 and 615.9 | 55 | 45 | 45 | 40 |
| Thayer Junction Through switch between highway crossing and center siding | | | 6 | 6 | 611.6 and 609.5 | 70 | 60 | 60 | 50 |
| 786.6 and 787.0 | 75 | 65 | 65 | 50 | Rock River 604.6 and 603.9 | 60 | 50 | 50 | 40 |
| Salt Wells 791.4 and 791.7 | 70 | 60 | 60 | 50 | 602.2 and 601.1 | 60 | 50 | 50 | 40 |
| 794.2 and 794.5 | 70 | 60 | 60 | 50 | 599.7 and 598.5 | 70 | 60 | 60 | 50 |
| 795.1 and 795.3 | 60 | 50 | 50 | 40 | Harper 596.8 and 596.5 | 70 | 60 | 60 | 50 |
| Baxter 797.3 and 798.4 | 55 | 45 | 45 | 35 | Lookout 593.7 and 593.3 | 70 | 60 | 60 | 50 |
| 799.5 and 800.5 | 60 | 50 | 50 | 40 | Cooper Lake 588.4 and 587.7 | 70 | 60 | 60 | 50 |
| 801.0 and 803.5 | 50 | 40 | 40 | 25 | 587.2 and 566.8 | 50 | 40 | 40 | 25 |
| 806.6 and 807.0 | 70 | 60 | 60 | 50 | Howell | | | | |
| 807.5 and 807.8 | 65 | 55 | 55 | 45 | Laramie | | | | |
| Kanda 809.6 and 813.9 | 55 | 45 | 45 | 35 | | | | | |
| 814.1 and 816.1 | 40 | 40 | 40 | 25 | | | | | |
| 816.1 and 816.3 | 35 | 30 | 30 | 25 | | | | | |
| 816.3 and 817.0 | 50 | 40 | 40 | 25 | | | | | |
| Green River | | | | | | | | | |

BRANCHES

| Location | Miles Per Hour | | | | Location | Miles Per Hour | | | |
|--|----------------|----------|-------|-----|---|----------------|----------|-------|-----|
| | Str. | De-Psgr. | Psgr. | Fr. | | Str. | De-Psgr. | Psgr. | Fr. |
| Boulder Branch Maximum speed. | | | 25 | 25 | Fort Collins Branch Between Dent and Fort Collins. | | | 40 | 30 |
| Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines. | | | 15 | 15 | Between Fort Collins and Buckeye. | | | 25 | 25 |
| Between Parkdale Jct. and Erie. | | | 15 | 15 | Between Dent and Fort Collins with Pacific type engines. | | | 30 | |
| Valmont Spur, M.P. 1, over C. & S. crossing. | | | | 10 | Dent, over west wye switch. | | | 10 | 10 |
| Dent Branch: Maximum speed. | 60 | 60 | 60 | 45 | Fort Collins, with city limits. | | | 15 | 15 |
| 800, 3900, 4000, 5000 and 9000 class and Mallet type engines. | | | 40 | 40 | Greeley Branch | | | 15 | 15 |
| Freight engines not otherwise shown. | | | 50 | | Pleasant Valley Branch | | | 15 | 15 |
| Westward Signal M-51, Sand Creek Jct. to paved road. | 20 | 20 | 20 | 20 | Puritan Branch | | | 15 | 15 |
| Between Mile Posts— Quimby 10.0 and 10.6 | 60 | 50 | 50 | 40 | Lionkol Branch | | | 15 | 15 |
| 11.6 and 12.0 | 60 | 50 | 50 | 40 | Branches not otherwise shown. | | | 15 | 15 |
| East Lake 14.3 and 14.6 | 60 | 50 | 50 | 40 | Stansbury Spur | | | | 5 |
| Wild Cat Over Great Western crossing. | 40 | 40 | 40 | 20 | Spurs not otherwise shown | | | | 10 |
| 37.9 and 38.0 | 60 | 50 | 50 | 40 | 5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Win- ton and Dines Branches. | | | | 4 |
| G. W. Crossing 40.4 and 40.5 | 60 | 50 | 50 | 40 | 5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; 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 |

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

6. The following letters placed before figures of a schedule indicate:
s—regular stop;
f—flag stop to receive or discharge traffic;
A—arrive.
6(A). The following letters placed in column with station name in
time-table indicate:
D—day operator
N—night operator
DN—day and night operator
R—train register
YL—yard limits

The following letters placed in columns provided in time-table
indicate:
C—coal
I—interlocking
O—oil
P—dispatcher's telephone
T—turntable
W—water
X—cross-over
Y—wye
Z—track scales
AI—automatic interlocking
signals
CS—center siding
ES—eastward siding
WS—westward siding
RCS—remote control switch

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

| NAME | TITLE | PLACE | TERRITORY | NAME | TITLE | PLACE | TERRITORY |
|--------------------------------|-----------------------|-----------------|--|------------------|---------|--------------------|--|
| Lynn T. Hall | Dist. Medical Officer | Omaha, Nebr. | | G. W. Koford | Surgeon | Cheyenne, Wyo. | Cheyenne to Laramie and Cheyenne to Carr. |
| Wm. M. Grieg | Division Surgeon | Denver, Colo. | Wyoming Division. | R. C. Gramlich | Surgeon | Cheyenne, Wyo. | |
| W. A. Buntten | District Surgeon | Cheyenne, Wyo. | North Platte to Rock Spgs. but not including North Platte or Rock Springs. | H. B. Webb | Surgeon | Cheyenne, Wyo. | |
| A. T. Haley | Surgeon | Denver, Colo. | Wyoming Division. | E. W. Newman | Oculist | Cheyenne, Wyo. | Cheyenne. |
| H. W. Stuver | Surgeon | Denver, Colo. | Denver Emergency Station. | R. I. Williams | Aurist | Cheyenne, Wyo. | Cheyenne. |
| John S. Benwell | Surgeon | Denver, Colo. | Wyoming Division. | Verne Alder | Aurist | Cheyenne, Wyo. | Cheyenne. |
| T. E. Beyer and J. R. Blair | Aurists | Denver, Colo. | Wyoming Division. | B. J. Sullivan | Surgeon | Laramie, Wyo. | Cheyenne to Hanna. |
| I. E. Hix | Oculist | Denver, Colo. | Wyoming Division. | E. C. Pelton | Surgeon | Laramie, Wyo. | Laramie to Hanna. |
| J. W. Wells | Surgeon | Brighton Colo. | Denver to Lupton and Brighton to Erie. | O. S. Pavy | Surgeon | Laramie, Wyo. | Cheyenne to Hanna. |
| E. R. Pearson | Surgeon | Lupton, Colo. | Brighton to Platteville. | E. W. McNamara | Surgeon | Hanna, Wyo. | Laramie to Rawlins. |
| W. L. Wilkinson | Surgeon | La Salle, Colo. | La Salle to Kersey. | O. E. Plummer | Surgeon | Rawlins, Wyo. | Hanna to Rock Springs. |
| J. W. Alley | Surgeon | Greeley, Colo. | Evans to Eaton. | R. D. Baker | Surgeon | Rawlins, Wyo. | Hanna to Rock Springs. |
| F. D. Kuykendall | Surgeon | Eaton, Colo. | Greeley to Ault. | P. M. McCrann | Surgeon | Rock Spgs., Wyo. | Laramie to Green River. |
| J. D. Shingle | Consultant Surg. | Cheyenne, Wyo. | Wyoming Division. | R. C. Stratton | Surgeon | Gr. River, Wyo. | Rock Springs to Evanston. |
| | | | | A. T. Sudman | Surgeon | Gr. River, Wyo. | Rock Springs to Evanston. |
| | | | | Guy A. Ashlaugh | Surgeon | Frederick, Colo. | St. Vrain to Dent. |
| | | | | F. A. Humphrey | Surgeon | Ft. Collins, Colo. | La Salle to Fort Collins. |
| | | | | P. R. Farrington | Surgeon | Boulder, Colo. | Boulder to Erie. |
| | | | | R. A. Corbett | Surgeon | Saratoga, Wyo. | Encampment to Walcott. |