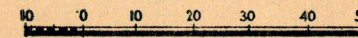


# UNION PACIFIC RAILROAD COMPANY

## Eastern District

**EASTERN DISTRICT  
WYOMING DIVISION  
CORRECTED TO JUNE 7, 1948**

SCALE IN MILES



### WYOMING DIVISION

# TIME-TABLE

## No. 4

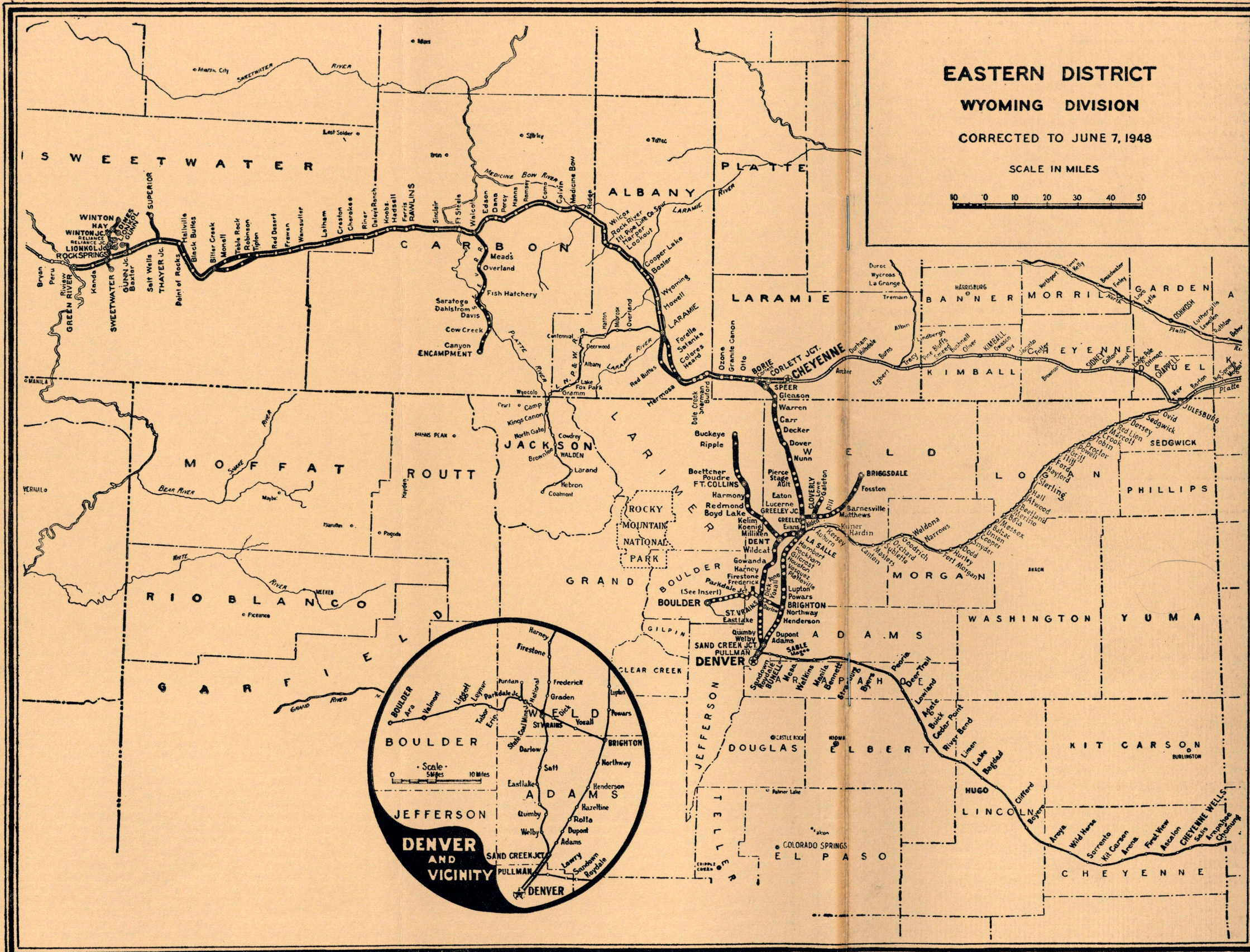
Effective Sunday,

# January 16, 1949

at 12:01 A. M. Mountain Time

## *Be Careful Today*

### FOR EMPLOYEES ONLY



WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

															Distance from Council Bluffs	Time-Table No. 4 January 16, 1949	
3	1	15	37	17	5	23	27	11	9	101	103	105	111			STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
					8.50									0.0	CO. BLUFFS		
															OMAHA		
															GRAND ISLAND		
															NORTH PLATTE		
															JULESBURG		
															SIDNEY		
															KANSAS CITY		
															DENVER		
															CHEYENNE		
															BORIE		
															LARAMIE		
															RAWLINS		
															GREEN RIVER		
															GRANGER		
															OGDEN		
															(992.6)		
															Thru Time From Omaha		
															Average speed per hour		

H. E. SHUMWAY  
General Manager

A. D. HANSON  
Genl. Supt. Transportation

E. HICKS  
General Superintendent

- E. H. BAILEY, Superintendent ..... Cheyenne, Wyo.
- E. GOWDY, Asst. Superintendent ..... Cheyenne, Wyo.
- C. J. COLOMBO, Asst. Superintendent ..... Laramie, Wyo.
- F. E. TERWILLEGGER, Asst. Superintendent ..... Green River, Wyo.
- C. T. ALFORD, Asst. Superintendent ..... Denver, Colo.
- C. E. BRETERNITZ, Terminal Superintendent ..... Denver, Colo.
- E. F. BOYLE, Trainmaster ..... Cheyenne, Wyo.
- G. E. O'HARA, Trainmaster ..... Laramie, Wyo.
- C. B. LISHER, Trainmaster ..... Rawlins, Wyo.
- J. C. JOCHIM, 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.

### FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher ..... Denver, Colo.
- E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher ..... Denver, Colo.
- K. G. PRICE, Asst. Chief Train Dispatcher ..... Denver, Colo.

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

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

### THIRD SUBDIVISION, 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.

### Mileage

Main Line	465.77
Branches	138.88
Total	604.65

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

															Distance from Council Bluffs	Time-Table No. 4 January 16, 1949	
12	112	28	4	10	2	104	102	106	38	18	6	24	16			STATIONS	
Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
															CO. BLUFFS		
															OMAHA		
															GRAND ISLAND		
															NORTH PLATTE		
															JULESBURG		
															SIDNEY		
															KANSAS CITY		
															DENVER		
															CHEYENNE		
															BORIE		
															LARAMIE		
															RAWLINS		
															GREEN RIVER		
															GRANGER		
															OGDEN		
															(992.6)		
															Thru Time To Omaha		
															Average speed per hour		

### 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. 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 not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first class trains must be cleared not less than ten minutes by second-class and extra trains.

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

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Rock Springs		Salt Lake City or beyond.	2	Rock Springs		Salt Lake City or beyond.
9	La Salle		Holding coach or sleeping car reservation.	16	Brighton		East of La Salle.
17	Rock River	} Denver or east.		18	Any station on Third Subdivision		Granger or beyond.
	Medicine Bow			24	Any station on Third Subdivision		Ogden or beyond.
	Sinclair			28	Rock Springs		West of Ogden
	Wamsutter						Omaha or beyond.
17	Any station on Third Subdivision		North of Granger.	106	Rock Springs		Pocatello or beyond.
23	Any station on Third Subdivision		Ogden or beyond.	334	Any Station		Cheyenne or beyond.
27	Rock Springs	Omaha and Denver or beyond	West of Ogden.				
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.				

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, C.R.I. & P. Freight, Time Freight, and Daily schedule for stations 96, 377, 248, 370, 250, 92.

Time-Table No. 4

January 16, 1949

STATIONS

Main schedule table for Westward First Subdivision Second Class, listing train numbers, times, and distances from Denver.

STATIONS list including Denver, 23rd Street, 36th St., Pullman, C.B. & Q. Crossing, Sand Creek Jct., DuPont, Hazeltine, Henderson, Brighton, Lupton, Ione, Platteville, Gilcrest, La Salle, Evans, Greeley, Greeley Jct., Luerne, Eaton, G.W. Crossing, Ault, Pierce, Nunn, Dover, Decker, Carr, Warren, Gleason, Speer, Borie, Corlett Jct., Tower A, and Cheyenne.

Summary table for Westward Second Class showing average speeds and thru times for various stations.

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. 16, 18, 38, 52, 10, 9, 17, 37 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 stations not shown on schedule pages—See page 23.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, C.R.I. & P. Passenger, C.R.I. & P. Rocket Passenger, and Daily schedule for stations 10, 57, 37, 17, 16, 112, 26, 8, 38, 9.

Time-Table No. 4

January 16, 1949

STATIONS

Main schedule table for Westward First Subdivision First Class, listing train numbers, times, and distances from Denver.

STATIONS list including Denver, 23rd Street, 36th St., Pullman, C.B. & Q. Crossing, Sand Creek Jct., DuPont, Hazeltine, Henderson, Brighton, Lupton, Ione, Platteville, Gilcrest, La Salle, Evans, Greeley, Greeley Jct., Luerne, Eaton, G.W. Crossing, Ault, Pierce, Nunn, Dover, Decker, Carr, Warren, Gleason, Speer, Borie, Corlett Jct., Tower A, and Cheyenne.

Summary table for Westward First Class showing average speeds and thru times for various stations.

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. 16, 18, 38, 52, 10, 9, 17, 37 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. For stations not shown on schedule pages—See page 23.

FIRST SUBDIVISION EASTWARD

Time-Table No. 4

January 16, 1949

FIRST CLASS

Mile Post	9	38	18	15	111	7	52	37	25	10
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger

STATIONS

DN-R DENVER YL UD	0.0	A 7.25AM	A 7.45AM	A 8.10AM	A7.55AM	A8.00AM	A8.25AM	A10.45AM	A3.30PM	A5.30PM	A7.45PM
23RD STREET YL	0.6	7.21	7.32	7.51 <sup>111</sup> 7.45 <sup>15</sup>	7.45 <sup>18</sup>	7.51 <sup>18</sup>					
DN-R 36TH ST. YL RA	1.7	7.19	7.25	7.37	7.42	7.48	8.17	10.34	3.04	5.22	7.35
PULLMAN YL	2.2	7.18AM	7.23	7.36	7.40	7.47	8.16AM	10.33	3.03PM	5.20PM	7.34
C. B. & Q. CROSSING	4.9										
DN SAND CREEK JCT. YL SK	5.0		7.16	7.32	7.36AM	7.42		10.29			7.29
DUPONT	8.1		7.11	7.28		7.37		10.24			7.25
HAZELTINE	11.3		7.07	7.24		7.34		f 10.20			7.22 <sup>57</sup>
HENDERSON	14.1		7.04	7.21		7.31		f 10.17			7.20
DN BRIGHTON YL BI	19.1		6.58	7.16		7.26		s 10.11			7.15 <sup>250</sup>
D LUPTON UP	25.8		6.51	7.08		7.20		s 9.59			7.09
D IONE	30.1		6.46	7.04		7.16		f 9.52			7.05
D PLATTEVILLE PA	34.8		6.41	7.00		7.12		f 9.45			7.01
D GILOREST GI	40.0		6.35	6.55		7.08		f 9.38			6.56
DN-R LA SALLE YL SA	46.1		6.29	6.47		7.00AM		s 9.30			6.49
EVANS	48.2		6.25	6.44				f 9.25			6.45
DN GREELEY YL HG	51.7		s 6.20	s 6.39				s 9.20			s 6.41
GREELEY JCT.	54.0										
D LUCERNE O	55.8		6.12	6.32				f 9.11			6.34 <sup>37</sup>
DN EATON YL UR	59.2		6.08	6.28				s 9.06			6.31
G. W. CROSSING	59.3										
D AULT A	63.0		6.04	6.24				s 9.00 <sup>9</sup>			6.28 <sup>17</sup>
D PIEROE RI	66.8		6.00	6.20				f 8.54			6.24
D NUNN NU	71.9		5.55	6.16				f 8.49			6.20
DOVER	77.0		5.50	6.12				f 8.43			6.16
DECKER	81.9		5.45	6.08				8.37			6.12
DN OARR OR	86.0		5.40	6.04				s 8.31			6.08
WARREN	90.4		5.34	5.59				8.24			6.02
GLEASON	93.4		5.30	5.55				8.19			5.58
D SPEER YL S	97.8		5.26	5.51				f 8.14			5.54
DN BORIE YL BO	103.1		5.20AM	5.45AM							
CORLETT JCT.	101.5							8.08			5.47
DN TOWER A YL AY	104.7							8.03			5.43
DN-R CHEYENNE YL N-OY	106.0							8.00AM			5.40PM
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(0.07)	(2.25)	(2.25)	(0.19)	(1.00)	(0.09)	(2.45)	(0.27)	(0.10)	(2.05)
Average speed per hour.....	18.9	42.7	42.7	15.8	46.1	14.7	38.6	4.9	13.2	50.9

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. 16, 18, 38, 52, 10, 9, 17, 37 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.  
 For stations not shown on schedule pages—See page 23.

FIRST SUBDIVISION EASTWARD

Time-Table No. 4

January 16, 1949

SECOND CLASS

Mile Post	455	97	91	369	477	334	825	135			
	Time Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed					

STATIONS

DN-R DENVER YL UD	0.0		A 6.30AM	A11.59AM	A11.45AM		A11.50PM				YIP
23RD STREET YL	0.6			11.10 <sup>369</sup>	11.10 <sup>91</sup>						
DN-R 36TH ST. YL RA	1.7	A 3.00AM	5.40	11.05	11.08	A 5.35PM	11.28				ZP
PULLMAN YL	2.2	2.30	5.30AM	11.00AM	11.05AM	5.16	11.25				WCOTYZP
C. B. & Q. CROSSING	4.9										
DN SAND CREEK JCT. YL SK	5.0	2.11				5.10PM	11.20PM				IP
DUPONT	8.1	2.05									95 P
HAZELTINE	11.3	1.59									57 P
HENDERSON	14.1	1.55									52 P
DN BRIGHTON YL BI	19.1	1.45									91 WYZP
D LUPTON UP	25.8	1.32									94 P
D IONE	30.1	1.25									53 P
D PLATTEVILLE PA	34.8	1.18									95 P
D GILOREST GI	40.0	1.10									119 P
DN-R LA SALLE YL SA	46.1	12.55AM					A 9.20PM				192 WCTYP
EVANS	48.2						9.12				60 P
DN GREELEY YL HG	51.7						s 9.05				247 WYZP
GREELEY JCT.	54.0										YP
D LUCERNE O	55.8						8.43 <sup>57</sup>				81 P
DN EATON YL UR	59.2						s 8.32				80 P
G. W. CROSSING	59.3										I
D AULT A	63.0						s 8.25				65 P
D PIEROE RI	66.8						8.18				64 WYP
D NUNN NU	71.9						8.10				52 P
DOVER	77.0						8.02				96 P
DECKER	81.9						7.54				51 P
DN OARR OR	86.0						s 7.47				94 WCYP
WARREN	90.4						7.33				97 P
GLEASON	93.4						f 7.26 <sup>37</sup>				52 P
D SPEER YL S	97.8						f 7.19				95 } WYP 45 }
DN BORIE YL BO	103.1										72 IP
CORLETT JCT.	101.5						7.10				P
DN TOWER A YL AY	104.7						7.05				IP
DN-R CHEYENNE YL N-OY	106.0						7.00PM				WCOTYZP
(106.0)		Daily	Daily	Daily	Daily	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. 16, 18, 38, 52, 10, 9, 17, 37, 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.  
 For stations not shown on schedule pages—See page 23.

**WESTWARD SECOND SUBDIVISION**

SECOND CLASS				Distance from Council Bluffs	Time-Table No. 4	
	261	259	255		January 16, 1949	
Car Capacity of Sidings, See Rule (A), page 28.	Time Freight	Time Freight	Time Freight		STATIONS	
WCOTY PZ X	9.20PM	1.30PM	6.30AM	509.5	DN-R CHEYENNE YL	OY N
IP				510.8	1.3	DN TOWER A YL AY
P				514.0	3.2	CORLETT JUNCTION
WS 93 XP				514.9	0.9	CORLETT YL
WS 110 ES 110 XIP				519.0	4.1	DN BORIE BO
WS 93 XWP ES 110				524.0	5.0	OTTO
WS 127 ES 76 XWP				528.6	4.6	DN GRANITE CANON YLOA
WS 105 WYP ES 90 X				538.5	7.9	BUFORD YL
CS 95 XYP				540.4	3.9	DN SHERMAN S
ES 63 WXP				543.0	2.6	DALE CREEK
CS 82 XP				548.4	5.4	DN HERMOSA HM
WS 123 WP				557.0	8.6	RED BUTTES
					9.3	
ES 79 P					2.0	HEARD
ES 110 WP					2.5	COLORES
ES 70 P					3.7	SATANKA
ES 69 P					4.1	FORELLE
WCOTY PZ X	A 12.30AM	A 5.00PM	A 9.55AM	566.8	4.0	DN-R LARAMIE YL K-KI

BLOCK SIGNALS

Double Track

These Stations are not on Westward Track

(56.8)  
 (3.10) (3.30) (3.25) ..... Thru Time .....  
 17.9 16.2 16.6 ..... 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.

**STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:**

Denver..... "U. D." Telegraph Office	Laramie..... Yard Office
Denver..... Dispatcher's Office	Laramie..... Depot Telegraph Office
Denver 23rd Street..... Register Room	Laramie..... Engine Dispatcher's Office
Denver..... Conductors' Room, Freight Station	Laramie..... Switchmen's 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 Dispatcher's Office	Rawlins..... Engine Dispatcher's Office
Brighton..... Telegraph Office	Rock Springs..... Telegraph Office
La Salle..... Telegraph Office	Rock Springs..... Roundhouse Foreman's Office
Greeley..... Telegraph Office	Green River..... Dispatcher's Office
Eaton..... Telegraph Office	Green River..... Telegraph Office
Cheyenne..... Dispatcher's Office	Green River..... Engine Dispatcher's Office
Cheyenne..... Telegraph Office	Green River..... Switchmen's Locker Room
Cheyenne..... Yard Office	Fort Collins..... Telegraph Office
Cheyenne..... Engine Dispatcher's Office	

**WESTWARD SECOND SUBDIVISION**

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 4	
37	17	5	23	27	3	101	103	105	1		January 16, 1949	
Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
		6.50PM	6.25PM	2.30PM	10.25AM	9.50AM	9.40AM	9.20AM	6.10AM	509.5	DN-R CHEYENNE YL	OY N
		6.53	6.28	2.33	10.28	9.53	9.43	9.23	6.13	510.8	1.3	DN TOWER A YL AY
										514.0	3.2	CORLETT JUNCTION
		7.00	6.34	2.39	10.34	9.57	9.47	9.27	6.19	514.9	0.9	CORLETT YL
7.40PM	7.20PM	7.06	6.41	2.45	10.41	10.04	9.54	9.34	6.2	519.0	4.1	DN BORIE BO
7.50	7.30	7.14	6.49	2.52	10.49	10.12	10.02	9.42	6.32	524.0	5.0	OTTO
7.58	7.38	7.22	6.57	3.00	10.57	10.20	10.10	9.50	6.40	528.6	4.6	DN GRANITE CANON YLOA
8.13	7.53	7.35	7.10	3.12	11.10	10.32	10.22	10.02	6.52	536.5	7.9	BUFORD YL
8.20	8.00	7.42	7.17	3.19	11.17	10.37	10.27	10.07	6.59	540.4	3.9	DN SHERMAN S
8.23	8.03	7.45	7.20	3.22	11.20	10.40	10.30	10.10	7.02	543.0	2.6	DALE CREEK
8.31	8.11	7.52	7.27	3.29	11.27	10.47	10.37	10.17	7.09	548.4	5.4	DN HERMOSA HM
8.44	8.24	8.05	7.36	3.38	11.36	10.56	10.46	10.26	7.18	557.0	8.6	RED BUTTES
											9.3	
											2.0	HEARD
											2.5	COLORES
											3.7	SATANKA
											4.1	FORELLE
A 9.00PM	A 8.40PM	A 8.20PM	A 7.50PM	A 3.52PM	A 11.50AM	A 11.09AM	A 10.59AM	A 10.39AM	A 7.32AM	566.8	4.0	DN-R LARAMIE YL K-KI

BLOCK SIGNALS

Double Track

These Stations are not on Westward Track

(1.20) (1.20) (1.30) (1.25) (1.22) (1.25) (1.19) (1.19) (1.19) (1.22) ..... Thru Time .....  
 35.5 35.5 37.9 40.1 41.6 40.1 43.1 43.1 43.1 41.6 ..... 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		



WESTWARD

THIRD SUBDIVISION

SECOND CLASS

Time-Table No. 4

January 16, 1949

STATIONS

Table with columns for Car Capacity, Time Freight, and Distance from Council Bluffs. Rows include stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, OOMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS, KANDA, and GREEN RIVER.

Block Signals and Automatic Cab Signals

Table with columns for Station Name and Distance from Council Bluffs. Rows include stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, OOMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS, KANDA, and GREEN RIVER.

Table with columns for Station Name and Distance from Council Bluffs. Rows include stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, OOMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS, KANDA, and GREEN RIVER.

(9.45) 25.7 (9.45) 25.7 (9.15) 27.1

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

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

THIRD SUBDIVISION

FIRST CLASS

Time-Table No. 4

January 16, 1949

STATIONS

Table with columns for Passenger, Mail and Express, and Streamliner. Rows include stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, OOMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS, KANDA, and GREEN RIVER.

Block Signals and Automatic Cab Signals

Table with columns for Station Name and Distance from Council Bluffs. Rows include stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, OOMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANCH, RINER, CHEROKEE, ORESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, GUNN JUNCTION, ROCK SPRINGS, KANDA, and GREEN RIVER.

Block Signals and Automatic Cab Signals

(5.25) 46.3 (5.35) 45.0 (5.35) 45.0 (5.50) 43.0 (5.00) 50.2 (5.01) 50.2 (4.00) 62.8 (4.00) 62.8 (4.00) 62.8 (5.00) 50.2

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

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. 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. 4  
January 16, 1949

FIRST CLASS

Mile Post	STATIONS	FIRST CLASS									
		24 Passenger	28 Passenger	4 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	18 Passenger	6 Mail and Express

Block Signals and Automatic Cab Signals	DN-R LARAMIE YL KI-K	566.0	A 6.20AM	A 3.35PM	A 3.45PM	A 4.15PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.02AM	A 4.25AM	A 5.10AM			
	HOWELL	574.1	6.07	3.25	3.35	4.05	4.59	5.09	5.20	3.52	4.14	4.57			
	WYOMING	577.7	6.04	3.22	3.32	4.02	4.56	5.06	5.17	3.49	4.11	4.54			
	D BOSLER FY	585.3	f 5.55	3.14	3.24	3.54	4.48	4.58	5.10	3.41	4.03	4.46			
	COOPER LAKE	590.6	5.48	3.09	3.19	3.49	4.44	4.54	5.06	3.36	3.58	4.40			
	LOOKOUT	593.9	f 5.43	3.06	3.16	3.46	4.41	4.51	5.03	3.33	3.55	4.37			
	HARPER	598.9	5.36	3.01	3.11	3.41	4.36	4.46	4.58	3.28	3.50	4.31			
	DN ROCK RIVER OK	605.3	f 5.25	2.53	3.03	3.33	4.29	4.39	4.52	3.20	3.41	4.22			
	WILCOX	609.0	5.19	2.48	2.58	3.28	4.25	4.35	4.49	3.15	3.36	4.17			
	RIDGE	616.8	5.09	2.39	2.49	3.19	4.18	4.28	4.42	3.06	3.27	4.08			
D MEDICINE BOW MB	622.9	f 4.59	2.32	2.42	3.12	4.12	4.22	4.36	2.59	3.20	4.00				
COMO	632.6	4.47	2.21	2.31	3.01	4.03	4.13	4.27	2.48	3.09	3.49				
RAMSEY	638.7	4.40	2.15	2.25	2.55	3.57	4.07	4.21	2.42	3.03	3.43				
DN HANNA YL HN	643.1	s 4.30	2.09	2.19	2.49	3.52	4.02	4.16	2.36	2.57	3.37				
PERCY	648.4	4.24	2.02	2.13	2.42	3.47	3.57	4.11	2.30	2.49	3.29				
DANA	651.8	4.20	1.58	2.09	2.38	3.44	3.54	4.08	2.26	2.45	3.24				
EDSON	657.0	4.14	1.53	2.04	2.33	3.39	3.49	4.03	2.21	2.40	3.18				
D WALCOTT WA	661.9	f 4.07	1.47	1.59	2.27	3.34	3.44	3.59	2.16	2.34	3.12				
FORT STEELE	667.6	f 3.58	1.41	1.53	2.21	3.28	3.38	3.54	2.10	2.28	3.06				
D SINOLAIR GV	676.3	f 3.48	1.33	1.45	2.13	3.21	3.31	3.47	2.02	2.19	2.58				
DN R RAWLINS YL RS	682.8	3.40 3.30	1.25 1.15	1.35 1.25	2.05 1.55	3.15 3.14	3.25 3.24	3.40 3.39	1.55 1.45	2.10 2.03	2.50 2.40				
FERRIS	686.0	3.23	1.08	1.19	1.48	3.07	3.17	3.32	1.39	1.57	2.33				
HADSELL	689.8	3.18	1.04	1.15	1.44	3.03	3.13	3.28	1.35	1.53	2.29				
KNOBBS	693.0	3.13	12.59	1.11	1.39	3.00	3.10	3.25	1.31	1.48	2.24				
DALEY'S RANCH	697.0	3.09	12.55	1.07	1.35	2.57	3.07	3.22	1.27	1.44	2.20				
RINER	700.7	f 3.04	12.52	1.04	1.32	2.54	3.04	3.19	1.24	1.41	2.17				
CHEROKEE	705.3	2.58	12.47	1.00	1.27	2.49	2.59	3.14	1.20	1.37	2.12				
ORESTON	712.0	f 2.50	12.40	12.53	1.20	2.43	2.53	3.08	1.13	1.30	2.05				
LATHAM	716.0	2.45	12.35	12.48	1.15	2.38	2.48	3.03	1.08	1.25	2.00				
DN WAMSUTTER WM	724.2	f 2.35	12.26	12.39	1.06	2.30	2.40	2.55	12.59	1.16	1.50				
FREWEN	729.1	2.29	12.21	12.34	1.01	2.26	2.36	2.51	12.54	1.11	1.45				
RED DESERT	732.7	2.25	12.18	12.31	12.58	2.23	2.33	2.48	12.51	1.08	1.42				
TIPTON	740.0	f 2.16	12.10	12.23	12.50	2.16	2.26	2.41	12.43	1.00	1.33				
ROBINSON	743.4	2.12	12.06	12.19	12.46	2.13	2.23	2.38	12.39	12.56	1.29				
TABLE ROCK	746.7	2.08	12.03PM	12.16	12.43	2.10	2.20	2.35	12.36	12.53	1.25				
MONELL	751.7	2.03	11.58AM	12.11	12.38	2.05	2.15	2.30	12.31	12.48	1.20				
DN BITTER CREEK YL BK	756.7	f 1.56	11.52	12.05PM	12.32	2.01	2.11	2.26	12.25	12.42	1.14				
BLACK BUTTES	765.9	1.47	11.43	11.56AM	12.23	1.53	2.03	2.18	12.16	12.33	1.05				
HALLVILLE	771.2	1.42	11.38	11.51	12.18	1.48	1.58	2.13	12.11	12.28	12.59				
D POINT OF ROCKS RO	777.1	f 1.34	11.32	11.45	12.12	1.42	1.52	2.07	12.05AM	12.22	12.52				
THAYER JUNCTION YL	784.1	1.25	11.23	11.36	12.03PM	1.34	1.44	1.59	11.56PM	12.13	12.43				
SALT WELLS	788.6	1.20	11.18	11.31	11.58AM	1.30	1.40	1.55	11.51	12.08	12.38				
BAXTER	795.7	1.13	11.11	11.24	11.51	1.24	1.34	1.49	11.44	12.01AM	12.30				
GUNN JUNCTION	796.5														
DN ROCK SPRINGS YL SG	802.1	s 1.00	10.59	s 11.14	11.39	1.17	1.27	1.42	s 11.35	s 11.48PM	s 12.15				
KANDA	809.0	12.51	10.51	11.06	11.31	1.10	1.20	1.35	11.26	11.41	12.06AM				
DN-R GREEN RIVER YLGR	817.0	12.40AM	10.40AM	10.55AM	11.20AM	1.00PM	1.10PM	1.25PM	11.15PM	11.30PM	11.55PM				

Thru Time..... (5.40) (4.55) (4.50) (4.55) (4.09) (4.09) (4.04) (4.47) (4.55) (5.15)  
Average speed per hour..... 44.3 51.1 51.9 51.1 60.5 60.5 61.7 52.4 51.1 47.8

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. 4  
January 16, 1949

SECOND CLASS

Mile Post	STATIONS	SECOND CLASS			Car Capacity of Seating, etc. See Rule 23, Page 23.
		258 Time Freight	254 Time Freight	256 Time Freight	

Block Signals and Automatic Cab Signals	DN-R LARAMIE YL KI-K	566.0	A 4.30PM	A 7.15PM	A 7.15AM	WCOTY PZ	X
	HOWELL	574.1				CS 92	XP
	WYOMING	577.7				WS 53	XP
	D BOSLER FY	585.3				WS 47	XP
	COOPER LAKE	590.6				CS 93	XP
	LOOKOUT	593.9				ES 64	XP
	HARPER	598.9				CS 105	XP
	DN ROCK RIVER OK	605.3				CS 81	XP
	WILCOX	609.0				CS 128	WC YPX
	RIDGE	616.8				WS 58	XP
D MEDICINE BOW MB	622.9				ES 120	XP	
COMO	632.6				CS 73	XP	
RAMSEY	638.7				CS 128XWYP		
DN HANNA YL HN	643.1				CS 81	XP	
PERCY	648.4				CS 80	XP	
DANA	651.8				WS 118	WCZ	
EDSON	657.0				ES 150	YPX	
D WALCOTT WA	661.9				WS 58	XP	
FORT STEELE	667.6				ES 82	XP	
D SINOLAIR GV	676.3				CS 71	XP	
DN-R RAWLINS YL RS	682.8	9.40AM 9.25	3.30 2.45PM	3.25 2.30AM		CS 131	XP
FERRIS	686.0				CS 68	XP	
HADSELL	689.8				CS 71	XWP	
KNOBBS	693.0				CS 123	XP	
DALEY'S RANCH	697.0				WS 71	XP	
RINER	700.7				CS 117	XP	
CHEROKEE	705.3				ES 81	XP	
ORESTON	712.0				WS 65	XP	
LATHAM	716.0				WS 70	XW P	
DN WAMSUTTER WM	724.2				ES 125	P	
FREWEN	729.1				CS 81	XP	
RED DESERT	732.7				WS 62	X	
TIPTON	740.0				CS 81	YP	
ROBINSON	743.4				CS 81	XP	
TABLE ROCK	746.7				WS 124	WC	
MONELL	751.7				ES 106	YXP	
DN BITTER CREEK YL BK	756.7				WS 121	XP	
BLACK BUTTES	765.9				CS 71	XP	
HALLVILLE	771.2				WS 64	XP	
D POINT OF ROCKS RO	777.1				ES 67	XP	
THAYER JUNCTION YL	784.1				WS 104	X	
SALT WELLS	788.6				YP		
BAXTER	795.7				WS 125	P	
GUNN JUNCTION	796.5				ES 71	P	
DN ROCK SPRINGS YL SG	802.1				WS 152	WC	
KANDA	809.0				ES 169	YXP	
DN-R GREEN RIVER YLGR	817.0	4.00AM	10.30AM	9.00PM	CS 122	XP	

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. 4				FIRST CLASS		SECOND CLASS	
212				January 16, 1949				15	211	477	334
Mixed				Mile Post				Passenger	Mixed	Time Freight	Mixed
Daily				STATIONS							
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0	A 7.36AM		A 5.10PM	A11.20PM	
31	P		9.8		QUIMBY	9.8	7.27		4.58	11.11	
36	P		13.8		EAST LAKE	13.8	7.22		4.50	f11.04	
31	P		18.1		DARLOW	18.1	7.16		4.43	10.57	
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2	f 7.10		4.35	f10.48	
			22.2		U. P. CROSSING	22.2					
53	YP		26.1	D	FREDERICK YL FR	26.1	f 7.04		4.22	f10.37	
	P		27.8		FIRESTONE	27.8	7.01		4.17	10.31	
19	P		30.2		HARNEY	30.2	6.57		4.11	10.25	
31	P		34.6		GOWANDA	34.6	6.51		4.03	10.17	
	P		38.3		WILD OAT	38.3	6.46		3.57	10.10	
21	WYP		42.8	N	DENT FD	42.8	6.40	A 9.43AM	3.50	10.01	
WCTYP		A 4.35PM	50.6	DN-R	LA SALLE YL SA	50.6	6.30AM	9.30AM	3.35PM	9.45PM	
					(45.6)		Daily	Daily	Daily	Daily	
		(0.15)	31.2		.....Thru Time.....	(1.06)	41.5	(0.13)	(1.35)	(1.35)	
					.....Average speed per hour.....			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. For stations not shown on schedule pages—See page 23.

WESTWARD — FORT COLLINS BRANCH — EASTWARD					
SECOND CLASS		Time-Table No. 4		SECOND CLASS	
211		January 16, 1949		212	
Mixed		Mile Post		Mixed	
Daily		STATIONS			
21	WYP	9.43AM	0.0 N	DENT YL FD	A 4.20PM
	P	f 9.48	1.7	MILLIKEN YL	f 4.15
			2.0	G. W. CROSSING	
	P	f 9.55	7.3	KOENIG	f 4.04
			9.0	G. W. CROSSING	
	P	f 10.00	9.1	KELIM	f 4.00
		f 10.06	13.5	BOYD LAKE	f 3.51
		f 10.10	16.4	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 FO	3.30PM
			25.2	O. & S. CROSSING	
			25.3	O. & S. CROSSING	
	P		27.9	POUDRE YL	
	P		30.0	BOETTOHER YL	
	P		38.5	RIPPLE	
	Y		41.7	BUCKEYE YL	
				(41.7)	Daily
		(0.47)	32.0	.....Thru Time.....	(0.50)
				.....Average speed per hour.....	30.0

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. For stations not shown on schedule pages—See page 23.

WESTWARD — BOULDER BRANCH — EASTWARD					
SECOND CLASS		Time-Table No. 4		SECOND CLASS	
375		January 16, 1949		376	
Local Freight		Mile Post		Local Freight	
Daily Except Sunday		STATIONS			
55	WYZP	8.30AM	0.0 DN-R	BRIGHTON YL BI	A 1.00PM
	P	f 8.42	4.2	YOXALL	f 12.40
	IWYP	f 9.00	8.1 DN	ST. VRAINS YL VS	f 12.30
			8.1	U. P. CROSSING	
	P	f 9.10	10.9	STATE COAL MINE JCT. YL	f 12.20
	P	f 9.12	11.4	PARKDALE JCT. YL	f 12.15
	P	s 9.22	15.1	ERIE	s 12.10
			15.1	O. B. & Q. CROSSING	
			16.4	TABOR	f 12.05
		f 9.28	16.4	LEYNER	f 12.01PM
		f 9.34	17.8	LIGGETT	f 11.57AM
	P	f 9.39	19.6	VALMONT YL	f 11.45
		f 9.54	24.0	O. & S. CROSSING	
	WYP	s 10.00	26.1	ARA YL	s 11.25
	P	A10.15AM	27.6 DN-R	BOULDER YL BR	11.15AM
				(27.6)	Daily Ex. Sunday
		(1.45)	15.8	.....Thru Time.....	(1.45)
				.....Average speed per hour.....	15.8

WESTWARD—Greeley Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Greeley		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
247	WYZP	0.0	DN	GREELEY YL HG	0.0
	YP	2.3		GREELEY JCT. YL	2.3
34	YP	6.0		CLOVERLY	6.0
		8.4		ALDEN	8.4
37	P	10.4	D	GILL GI	10.4
		13.8		MATTHEWS	13.8
		14.5		BARNESVILLE	14.5
29	YP	28.1		BRIGGS DALE	28.1
				(28.1)	
WESTWARD—Superior Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Thayer Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
90	XPY	0.0		THAYER JUNCTION YL	0.0
	WP	7.6	D	SUPERIOR SU	7.6
		9.1		END OF TRACK	9.1
				(9.1)	
WESTWARD—South Pass Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Rock Springs		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
WS 74	WCY	0.0	DN-R	ROCK SPRINGS YL SG	0.0
ES 96	TZP	3.4		LIONKOL JUNCTION	3.4
		5.5		RELIANCE JUNCTION	5.5
		7.9		STANSBURY JUNCTION	7.9
		9.5		WINTON JUNCTION	9.5
WESTWARD—Reliance Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Reliance Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		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), Page 23.		Distance from Winton Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		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 trains are superior to trains of the same class in the opposite direction—See Rule S-72.

WESTWARD—Pleasant Valley Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Cloverly		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
34	YP	0.0		CLOVERLY	0.0
		3.1		LOWE	3.1
	P	5.1	D	GALETON GN	5.1
				(5.1)	
WESTWARD—Puritan Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Parkdale Jct.		Time-Table No. 4	
				January 16, 1949	
				STATION	
				Mile Post	
		0.0		PARKDALE JCT. YL	0.0
		1.9		PURITAN	1.9
		3.1		END OF TRACK	3.1
WESTWARD—Gunn Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Gunn Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		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), Page 23.		Distance from Lionkol Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		0.0		LIONKOL JUNCTION	0.0
		2.0		LIONKOL	2.0
		2.5		END OF TRACK	2.5
				(2.5)	
WESTWARD—Stansbury Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Stansbury Jct.		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		0.0		STANSBURY JUNCTION	0.0
		1.9		STANSBURY MINE	1.9
		2.1		END OF TRACK	2.1
				(2.1)	
WESTWARD—Dines Branch—EASTWARD					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Hay		Time-Table No. 4	
				January 16, 1949	
				STATIONS	
				Mile Post	
		0.0		HAY	0.0
		1.6		DINES	1.6
		1.9		END OF TRACK	1.9
				(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 "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.

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

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

When a freight engine is used in passenger service on a branch line, the speed 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.	Psg.	Frt.		Str.	De-Psgr.	Psg.	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:				30
MacArthur type engines with 63-in. drivers.			55	50	On straight track.				25
MacArthur type engines with 57-in. drivers.			35	35	On curves.				
Consolidation and Ten-Wheeler type engines.			35	35	Within yard limits protected by block signals where not otherwise restricted.	60	50	50	25
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.			35	35	Within yard limits not protected by block signals and passing fueling stations.	50	50	40	25
0-6-0 and 0-8-0 type yard engines.			20	20	When using cross-overs or turn-outs:				
Diesel-electric locomotives in road or helper service—					9000 class engines;				10
Backing up shoving a train.					Forward movement				6
(Speed of train being helped will govern.)					Back-up movement				15
Backing up pulling train.	40	40	40	40	All other classes engines;	15	15	15	15
Backing up light.				40	Forward movement	10	10	10	10
Diesel-electric switch engines in road service	35	35	35	35	Back-up movement				
Steam engines running backward:					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
As helper engine on rear of train.	40	35	35	20	Jordan spreaders and other machines of spreader type, when in operation.				15
Under other conditions.			20	20	All wye tracks.	6	6	6	6
Trains handling air-dump cars.				35					
Freight trains designated as lumber trains.				40					
Trains handling scale test cars:									
On main line				30					
On branch lines				20					
Trains handling loaded wooden Hart convertible cars.				25					

**FIRST SUBDIVISION**

Maximum speed.	90	75	75	50	<b>Warren</b>				
4000 class engines.			45	45	91.8 and 92.2	70	60	60	45
Freight engines not otherwise shown.			50		<b>Speer</b>				
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
<b>Denver Yard</b>					<b>Corlett Side</b>				
0.4 and 0.7 westward track.	30	30	30	25	97.7 and 97.9	30	30	30	25
2.5 and 3.0 westward track.	30	30	30	25	97.9 and 98.6	50	50	40	25
3.0 and 2.5 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 Jct. and M. P. 103.9				70
<b>LaSalle</b>					<b>Borie Side</b>				
47.8 and 48.0	70	60	60	50	97.7 and 99.4	50	50	40	25
<b>Evans</b>									
49.4 and 49.7	70	60	60	50					

**SECOND SUBDIVISION**

Location	Miles Per Hour				Location	Miles Per Hour			
	Str.	De-Psgr.	Psg.	Frt.		Str.	De-Psgr.	Psg.	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					
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
Between Mile Posts—					Between Mile Posts—				
<b>Cheyenne</b>					<b>Forelle</b>				
510.4 and 511.8	50	40	40	25	562.2 and 549.8	60	50	50	40
<b>Corlett</b>					<b>Hermosa</b>				
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	50	40	40	25
<b>Borie</b>					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	<b>Buford</b>				
<b>Otto</b>					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
<b>Granite Canon</b>					529.5 and 528.7	50	40	40	25
528.7 and 529.5	50	40	40	25	<b>Granite Canon</b>				
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	<b>Otto</b>				
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	50	40	40	25	<b>Borie</b>				
547.0 and 548.1	55	45	45	35	519.1 and 518.8	60	50	50	40
<b>Hermosa</b>					515.7 and 515.6	60	55	55	40
549.3 and 549.6	50	40	40	30	<b>Corlett</b>				
549.9 and 563.6	70	60	60	40	511.8 and 510.4	50	40	40	25
<b>Red Buttes</b>					<b>Cheyenne</b>				
565.2 and 565.3	30	25	25	20					
565.3 and 565.6	50	40	40	25					
<b>Laramie</b>									

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—				
<b>Laramie</b> 566.8 and 567.2	50	40	40	25	<b>Green River</b> 817.0 and 816.3	50	40	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	60	50	816.3 and 816.1	35	30	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	60	50	816.1 and 814.1	40	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	60	50	813.9 and 809.6	55	45	45	35
<b>Harper</b> 601.1 and 602.2	60	50	50	40	<b>Kanda</b> 807.8 and 807.5	65	55	55	45
602.7 and 603.1	75	55	55	50	807.1 and 806.6	70	60	60	50
603.9 and 604.6	60	50	50	40	<b>Rock Springs</b> 803.5 and 801.0	50	40	40	25
<b>Wilcox</b> 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
<b>Ridge</b> 617.2 and 617.6	70	60	60	50	<b>Baxter</b> 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
<b>Calvin</b> 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	<b>Salt Wells</b> 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
<b>Ramsey</b> 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
<b>Hanna</b> 645.1 and 646.3	70	60	60	50	<b>Point of Rocks</b> 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
<b>Percy</b> 650.2 and 650.7	70	60	60	50	773.2 and 773.0	60	50	50	40
<b>Dana</b> 652.2 and 652.5	60	50	50	50	772.3 and 771.8	70	65	65	50
653.1 and 656.4	70	60	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	50	40
					<b>Black Buttes</b> 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					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
<b>Edson</b> 657.2 and 658.1	55	45	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	60	50
658.4 and 659.2	70	60	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	55	45
661.0 and 661.5	70	60	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	50	40	718.1 and 717.8	60	55	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	70	50	<b>Latham</b> 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
<b>Rawlins</b> 683.2 and 684.2	50	40	40	25	<b>Creston</b> 709.0 and 708.6	70	60	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	60	50
692.4 and 694.2	70	65	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	50	40
<b>Riner</b> 703.0 and 704.2	70	60	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	40	25
<b>Creston</b> 713.7 and 714.3	80	70	70	50	<b>Rawlins</b> 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
<b>Latham</b> 717.8 and 718.1	70	65	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	50	40
719.5 and 719.8	70	65	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	55	45	659.2 and 658.4	70	60	60	50
<b>Tipton</b> 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	<b>Edson</b> 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
<b>Monell</b> 752.9 and 753.3	70	60	60	50	<b>Dana</b> 650.7 and 650.2	70	60	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	40	25	<b>Percy</b> 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.
<b>ON WESTWARD TRACK</b>					<b>ON EASTWARD TRACK</b>				
Between Mile Posts—					Between Mile Posts—				
<b>Black Buttes</b> 768.8 and 769.3	60	50	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	40	25
<b>Hallville</b> 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	<b>Ramsey</b> 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
<b>Point of Rocks</b> 777.8 and 778.9	60	50	50	40	<b>Medicine Bow</b> 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	<b>Ridge</b> 616.4 and 615.9	55	45	45	40
<b>Thayer Junction</b> 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	<b>Rock River</b> 604.6 and 603.9	60	50	50	40
<b>Salt Wells</b> 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	<b>Harper</b> 596.8 and 596.5	70	60	60	50
<b>Baxter</b> 797.3 and 798.4	55	45	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	60	50
799.5 and 800.5	60	50	50	40	<b>Cooper Lake</b> 588.4 and 587.7	70	60	60	50
801.0 and 803.5	50	40	40	25	<b>Howell</b> 567.2 and 566.8	50	40	40	25
806.6 and 807.0	70	60	60	50	<b>Laramie</b>				
807.5 and 807.8	65	55	55	45					
<b>Kanda</b> 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 <b>Green River</b>	50	40	40	25					

**BRANCHES**

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
<b>Boulder Branch</b> Maximum Speed.		25	<b>Dent Branch (continued)</b> Between Mile Posts—		
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	<b>Quimby</b> 10.0 and 10.6	50	40
Between Parkdale Jct. and Erie.		15	11.6 and 12.0	50	40
Valmont Spur, M.P. 1, over C. & S. crossing.		10	<b>East Lake</b> 14.3 and 14.6	50	40
<b>Dent Branch:</b> Maximum speed.	60	45	<b>St. Vrains</b> 21.5 and 21.9	40	25
800 class engines.	45	40	<b>Frederick</b> 25.6 and 25.8	40	25
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Gowanda</b> 37.9 and 38.0	50	40
Freight engines not otherwise shown.	50		<b>Wild Cat</b> 40.4 and 40.5	50	40
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20			

**BRANCHES (Continued)**

Location	Miles Per Hour		Location	Miles Per Hour	
	Fr.			Fr.	
<b>Fort Collins Branch</b> Between Dent and Fort Collins.	30		<b>Stansbury Spur</b>		5
Between Fort Collins and Buckeye.	25		Spurs not otherwise shown		10
Dent, over west wye switch.	10		5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Fort Collins, with city limits	15		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
<b>Greeley Branch</b>	15				
<b>Pleasant Valley Branch</b>	15				
<b>Puritan Branch</b>	15				
<b>Lionkol Branch</b>	10				
Branches not otherwise shown.	15				

**STATIONS NOT SHOWN ON SCHEDULE PAGES**

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A)	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A)	Switch Connection
<b>First Subdivision</b>				<b>Dent Branch</b>			
Adams.....	6.0	7	East	Welby.....	8.2	15	West
Rolla.....	9.9	23	Both	Graden.....	24.3	42	Both
Northway.....	16.0	22	Both	<b>Boulder Branch</b>			
Powars.....	22.8	31P	Both	Dick.....	7.1	21	Both
Vasquez.....	36.2	24	Both	National.....	10.0	0	Lead to Mine Trackage
Houston.....	37.8	42P	Both				
Peckham.....	42.4	24P	Both				
Hambert.....	43.3	24	East				
Stage.....	64.9	22	East				

**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
<b>Lynn T. Hall</b> .....	<b>Dist. Medical Officer</b> .....	<b>Omaha, Nebr.</b>	Omaha District.	G. W. Koford.....	Surgeon.....	Cheyenne, Wyo...	{Cheyenne to Laramie and Cheyenne to Carr.
Wm. M. Grieg.....	Surgeon.....	Denver, Colo....	Denver District.	R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo...	Cheyenne.
W. A. Buntan.....	District Surgeon	Cheyenne, Wyo...	Cheyenne District.	R. I. Williams....	Aurist.....	Cheyenne, Wyo...	Cheyenne.
A. T. Haley.....	Surgeon.....	Denver, Colo....	Denver.	Verne Alder.....	Aurist.....	Cheyenne, Wyo...	Cheyenne.
H. W. Stuver.....	Surgeon.....	Denver, Colo....	Denver Emergency Station.	F. E. Magrath....	Surgeon.....	Cheyenne, Wyo...	Cheyenne.
John S. Benwell...	Surgeon.....	Denver, Colo....	Denver.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo...	Cheyenne to Hanna.
T. E. Beyer and J. R. Blair.....	Aurists.....	Denver, Colo....	Denver.	Emory W. De Kay.	Surgeon.....	Laramie, Wyo...	Cheyenne to Hanna.
I. E. Hix.....	Oculist.....	Denver, Colo....	Denver.	O. S. Pavy.....	Surgeon.....	Laramie, Wyo...	Cheyenne to Hanna.
J. W. Wells.....	Surgeon.....	Brighton Colo...	Denver to Lupton and Brighton to Erie.	O. E. Plummer....	Surgeon.....	Rawlins, Wyo...	Hanna to Rock Springs.
E. R. Pearson.....	Surgeon.....	Lupton, Colo....	Brighton to Platteville.	R. D. Baker.....	Surgeon.....	Rawlins, Wyo...	Hanna to Rock Springs.
W. L. Wilkinson...	Surgeon.....	La Salle, Colo...	La Salle to Kersey.	P. M. McCrann....	Surgeon.....	Rock Spgs., Wyo.	Laramie to Green River.
J. W. Allely.....	Surgeon.....	Greeley, Colo....	Evans to Eaton.	R. C. Stratton....	Surgeon.....	Gr. River, Wyo...	Rock Springs to Evanston.
F. D. Kuykendall..	Surgeon.....	Eaton, Colo....	Greeley to Ault.	A. T. Sudman.....	Surgeon.....	Gr. River, Wyo...	Rock Springs to Evanston.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo...	Cheyenne.	Guy A. Ashlaugh..	Surgeon.....	Frederick, Colo...	St. Vrains 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.