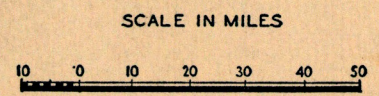


**EASTERN DISTRICT
WYOMING DIVISION**
CORRECTED TO JUNE 7, 1948



**WYOMING DIVISION
TIME-TABLE**

No. 5

**Effective Sunday,
June 12, 1949**

at 12:01 A. M. Mountain Time



Be Careful Today

FOR EMPLOYES ONLY

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, C.R.I.&P. Freight, Time Freight, Mixed, C.R.I.&P. Freight, and Distance from Denver.

Time-Table No. 5

June 12, 1949

STATIONS

Main schedule table for Westward Second Class, listing train numbers (e.g., YIP, ZP, WCOTYZP) and arrival/departure times at various stations.

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, LUCERNE, EATON, G.W. CROSSING, AULT, PIEROE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

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

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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, C.R.I.&P. Mixed, C.R.I.&P. Rocket Passenger, Passenger, and Distance from Denver.

Time-Table No. 5

June 12, 1949

STATIONS

Main schedule table for Westward First Class, listing train numbers (e.g., 10, 57, 16, 17, 37, 86, 112, 26, 8, 38, 9) and arrival/departure times.

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, LUCERNE, EATON, G.W. CROSSING, AULT, PIEROE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

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

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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 5 June 12, 1949	Mile Post	FIRST CLASS										
		9	85	38	18	15	111	7	52	37	25	10
STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	C.R.I.&P. Mixed	Passenger
DN-R DENVER YL UD	0.0	A 7.25AM	A7.30AM	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	7.51 ¹¹¹	7.45 ¹⁸	7.51 ¹⁸					
DN-R 36TH ST. YL RA	1.7	7.19	7.21	7.25	7.37	7.42	7.48	8.17	10.34	3.04	5.22	7.35
PULLMAN YL	2.2	7.18AM	7.20	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		7.08	7.16	7.32	7.36AM	7.42		10.29			7.29
DUPONT	8.1		7.03	7.11	7.28		7.37		10.24			7.25
HAZELTINE	11.3		6.59	7.07	7.24		7.34		f 10.20			7.22
HENDERSON	14.1		6.56	7.04	7.21		7.31		f 10.17			7.20 ⁵⁷
DN BRIGHTON YL BI	19.1		6.50	6.58	7.16		7.26		s 10.11			7.15
D LUPTON UP	25.8		6.43	6.51	7.08		7.20		s 9.59			7.09
IONE	30.1		6.38	6.46	7.04		7.16		f 9.52			7.05
D PLATTEVILLE PA	34.8		6.33	6.41	7.00		7.12		f 9.45			7.01
D GILCREST GI	40.0		6.28	6.35	6.55		7.08		f 9.38			6.56
DN-R LA SALLE YL SA	46.1		6.20AM	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 ¹⁷
GREELEY JCT.	54.0											
D LUCERNE O	55.8			6.12	6.32				f 9.11			6.34 ³⁷
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 ⁹			6.28
D PIERCE RI	66.8			6.00	6.20				f 8.52			6.24
D NUNN NU	71.9			5.55	6.16				f 8.46			6.20
DOVER	77.0			5.50	6.12				f 8.40			6.16
DECKER	81.9			5.45	6.08				f 8.34			6.12
DN OARR OR	86.0			5.40	6.04				s 8.29			6.08
WARREN	90.4			5.34	5.59				8.23			6.02
GLEASON	93.4			5.30	5.55				8.18			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	Daily

Thru Time.....	(0.07)	(1.10)	(2.25)	(2.25)	(0.19)	(1.00)	(0.09)	(2.45)	(0.27)	(0.10)	(2.05)
Average speed per hour.....	18.9	39.5	42.7	42.7	15.8	46.1	14.7	38.5	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, 86, 17, 37, 57 and 85, and not less than fifteen minutes by second class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers—See Page 3.
 For stations not shown on schedule pages—See page 19.

FIRST SUBDIVISION EASTWARD

Time-Table No. 5 June 12, 1949	Mile Post	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), Page 19.
		455	97	91	369	334	
STATIONS		Time Freight	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Mixed	
DN-R DENVER YL UD	0.0		A 6.30AM	A11.59AM	A11.45AM	A11.50PM	YIP
23RD STREET YL	0.6			11.10 ³⁶⁹	11.10 ⁹¹		
DN-R 36TH ST. YL RA	1.7	A 3.00AM	5.40	11.05	11.08	11.28	ZP
PULLMAN YL	2.2	2.30	5.30AM	11.00AM	11.05AM	11.25	WCOTYZP
C. B. & Q. CROSSING	4.9						
DN SAND CREEK JCT. YL SK	5.0	2.11				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
IONE	30.1	1.25					53 P
D PLATTEVILLE PA	34.8	1.18					95 P
D GILCREST 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					8.48	81 P
DN EATON YL UR	59.2					s 8.42 ⁵⁷	80 P
G. W. CROSSING	59.3						I
D AULT A	63.0					s 8.25	65 P
D PIERCE 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					7.41	97 P
GLEASON	93.4					f 7.36 ¹⁷	52 F
D SPEER YL S	97.8					f 7.26 ³⁷	95 WYP
DN BORIE YL BO	103.1					f 7.19	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	

Thru Time.....	(2.05)	(1.00)	(0.59)	(0.40)	(4.50)
Average speed per hour.....	21.3	2.2	2.2	3.3	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, 86, 9, 17, 37, 57 and 85, and not less than fifteen minutes by second class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.
 For stations not shown on schedule pages—See page 19.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 8 (A), page 10.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 5	
	17	37	5	23	27	3	101	103	105	1		June 12, 1949	
	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
WCOTY PZ X			6.50PM	6.25PM	2.30PM	10.25AM	9.50AM	9.35AM	9.20AM	6.10AM	509.5	DN-R CHEYENNE YL N	OY
IP			6.53	6.28	2.33	10.28	9.53	9.38	9.23	6.13	510.8	DN TOWER A YL AY	N
P											514.0	CORLETT JUNCTION	
WS 98 XP			7.00	6.34	2.39	10.34	9.57	9.42	9.27	6.19	514.9	CORLETT	
WS110 ES110 XIP	7.50PM	7.40PM	7.06	6.41	2.45	10.41	10.04	9.48	9.34	6.25	519.0	DN BORIE BO	BO
WS 93 ES 110 XWP	8.01	7.50	7.14	6.49	2.52	10.49	10.12	9.57	9.42	6.32	524.0	OTTO	
WS 137 ES 76 XWP	8.10	7.58	7.22	6.57	3.00	10.57	10.20	10.05	9.50	6.40	528.6	DN GRANITE CANON YLOA	LOA
WS 105 ES 90 XWP	8.19	8.13	7.35	7.10	3.12	11.10	10.32	10.17	10.02	6.52	536.5	BUFORD YL	YL
CS 95 XYP	8.29	8.20	7.42	7.17	3.19	11.17	10.37	10.22	10.07	6.59	540.4	DN SHERMAN S	S
ES 63 WXP	8.34	8.23	7.45	7.20	3.22	11.20	10.40	10.25	10.10	7.02	543.0	DALE CREEK	
CS 82 XP	8.44	8.31	7.52	7.27	3.29	11.27	10.47	10.32	10.17	7.09	548.4	DN HERMOSA HM	HM
WS 133 WP	8.59	8.44	8.05	7.36	3.38	11.36	10.56	10.41	10.26	7.18	557.0	RED BUTTES	
ES 79 P												HEARD	
ES 110 WP												COLORES	
ES 70 P												SATANKA	
ES 69 P												FORELLE	
WCOTY PZ X	A9.15PM	A9.00PM	A8.20PM	A7.50PM	A3.52PM	A11.50AM	A11.09AM	A10.54AM	A10.39AM	A7.32AM	566.8	DN-R LARAMIE YL K-KI	K-KI

..... Thru Time
..... 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

FIRST CLASS

Time-Table No. 5		FIRST CLASS									
June 12, 1949		38	18	6	24	28	4	2	104	102	106
STATIONS		Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
BLOCK SIGNALS	DN-R CHEYENNE YL N			A 6.50AM	A 8.15AM	A 5.05PM	A 5.15PM	A 5.45PM	A 6.20PM	A 6.30PM	A 6.40PM
	DN TOWER A YL AY			6.42	8.08	4.59	5.09	5.39	6.16	6.26	6.36
	CORLETT JUNCTION										
	CORLETT			6.36	8.02	4.53	5.03	5.33	6.11	6.21	6.31
	DN BORIE BO	A 5.20AM	A 5.45AM	6.31	7.57	4.48	4.58	5.28	6.07	6.17	6.27
	OTTO	5.12	5.37	6.24	7.51	4.43	4.53	5.23	6.02	6.12	6.22
	DN GRANITE CANON YLOA	5.06	5.31	6.18	f 7.44	4.38	4.48	5.18	5.57	6.07	6.17
	BUFORD YL	4.55	5.20	6.05	f 7.32	4.27	4.37	5.07	5.46	5.56	6.06
	DN SHERMAN S	4.49	5.14	5.59	7.26	4.22	4.32	5.02	5.41	5.51	6.01
	DALE CREEK	4.45	5.10	5.55	7.22	4.19	4.29	4.59	5.38	5.48	5.58
	DN HERMOSA HM	4.38	5.03	5.48	f 7.15	4.12	4.22	4.52	5.31	5.41	5.51
	RED BUTTES	This Station is not on Eastward Track									
	HEARD	4.33	4.58	5.43	7.10	4.07	4.17	4.47	5.28	5.38	5.48
	COLORES	4.30	4.55	5.40	7.05	4.04	4.14	4.44	5.25	5.35	5.45
	SATANKA	4.25	4.50	5.35	6.59	3.59	4.09	4.39	5.21	5.31	5.41
FORELLE	4.19	4.44	5.29	6.53	3.53	4.03	4.33	5.16	5.26	5.36	
DN-R LARAMIE YL K-KI	4.10AM	4.35AM	5.20AM	6.45AM	3.45PM	3.55PM	4.25PM	5.10PM	5.20PM	5.30PM	

..... Thru Time..... (1.10) (1.10) (1.30) (1.30) (1.20) (1.20) (1.20) (1.10) (1.10) (1.10)
..... Average speed per hour..... 40.5 40.5 37.9 37.9 42.6 42.6 42.6 48.7 48.7 48.7

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.

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. (See Rule 6 (A), Page 10.)	17	37	5	23	27	3	101	103	105	1	Distance from Council Bluffs
	Passenger	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
PZ WCOTYPZ	9.25PM	9.10PM	8.30PM	8.00PM	4.00PM	11.59AM	11.10AM	10.55AM	10.40AM	7.40AM	566.0
CS 92 XP	9.35	9.20	8.40	8.10	4.10	12.09PM	11.19	11.04	10.47	7.50	574.1
WS 53 XP	9.39	9.24	8.44	8.14	4.13	12.12	11.22	11.07	10.50	7.53	577.7
WS 47 XP	9.46	9.32	8.52	f 8.24	4.20	12.19	11.28	11.13	10.56	8.00	585.3
ES 64 XP	9.51	9.37	8.57	8.30	4.25	12.24	11.32	11.17	11.00	8.05	590.6
CS 106 XP	9.55	9.41	9.02	f 8.35	4.29	12.28	11.35	11.20	11.03	8.09	598.9
CS 81 XP	10.01	9.46	9.08	f 8.42	4.34	12.33	11.39	11.24	11.07	8.14	598.9
CS 128 WC YPX	10.08	9.53	9.16	f 8.50	4.40	12.39	11.45	11.30	11.13	8.20	605.3
WS 58 ES 120 XP	10.13	9.58	9.21	8.56	4.44	12.43	11.48	11.33	11.16	8.24	609.0
CS 73 XP	10.21	10.06	9.29	9.04	4.52	12.51	11.55AM	11.40	11.23	8.32	616.8
CS 128XWXP	10.28	10.13	9.37	f 9.13	4.58	12.58	12.01PM	11.46	11.29	8.38	622.9
CS 81 XP	10.40	10.26	9.50	9.26	5.08	1.08	12.08	11.53	11.36	8.48	632.6
CS 80 XP	10.47	10.34	9.58	9.34	5.15	1.16	12.14	11.59AM	11.42	8.55	638.7
WS 118 WCZ ES 150 YPX	f 10.55	10.42	10.07	f 9.44	5.21	1.22	12.18	12.03PM	11.46	9.01	643.1
WS 58 ES 82 XP	11.03	10.51	10.16	9.53	5.27	1.29	12.24	12.09	11.52	9.07	648.4
CS 71 XP	11.07	10.55	10.20	9.57	5.31	1.33	12.28	12.13	11.55	9.11	651.8
CS 131 XP	11.13	11.01	10.26	10.03	5.36	1.38	12.32	12.17	11.59AM	9.16	657.0
CS 68 XP	11.19	11.07	10.32	f 10.10	5.41	1.43	12.37	12.22	12.04PM	9.21	661.9
CS 80 XWP	11.25	11.13	10.38	10.17	5.47	1.49	12.42	12.27	12.09	9.27	667.6
CS 123 XP	11.34	11.23	10.48	f 10.27	5.55	1.57	12.50	12.35	12.16	9.35	676.3
WCZYXZXP	11.45	11.35	11.00	10.40	6.07	2.10	12.59	12.44	12.24	9.47	682.8
WS 71 XP	12.01AM	11.51	11.16	10.56	6.23	2.26	1.04	12.49	12.31	10.03	686.0
CS 117 XP	12.06	11.59PM	11.21	11.01	6.28	2.31	1.07	12.52	12.34	10.08	689.8
ES 81 XP	12.10	12.01AM	11.25	11.05	6.32	2.35	1.10	12.55	12.37	10.12	693.0
WS 65 XP	12.14	12.05	11.29	11.09	6.36	2.39	1.13	12.58	12.40	10.16	697.0
WS 70 ES 125 XWP	12.18	12.08	11.33	11.14	6.39	2.42	1.16	1.01	12.43	10.19	700.0
CS 81 XP	12.23	12.12	11.38	11.19	6.43	2.46	1.20	1.05	12.47	10.23	705.3
WS 62 ES 81 X YP	12.32	12.21	11.47	11.28	6.52	2.54	1.27	1.12	12.54	10.32	712.0
CS 81 XP	12.36	12.25	11.51	11.32	6.56	2.59	1.30	1.15	12.57	10.36	716.0
WS 124 WC ES 106 YXP	12.44	12.33	11.59PM	f 11.42	7.05	3.07	1.37	1.22	1.04	10.45	724.2
WS 121 XP	12.49	12.38	12.04AM	11.48	7.10	3.12	1.41	1.26	1.08	10.50	729.1
CS 71 XP	12.53	12.42	12.08	11.52PM	7.14	3.16	1.44	1.29	1.11	10.54	732.7
WS 64 ES 67 XP	1.02	12.51	12.17	f 12.02AM	7.23	3.24	1.51	1.36	1.18	11.03	740.0
WS 104 X YP	1.06	12.55	12.21	12.06	7.27	3.27	1.54	1.39	1.21	11.07	743.4
WS 125 ES 106 YP	1.10	12.59	12.25	12.10	7.30	3.30	1.57	1.42	1.24	11.10	746.7
WS 60 ES 71 P	1.15	1.03	12.29	12.15	7.34	3.34	2.01	1.46	1.28	11.14	751.7
WS 152 WC ES 169 YXP	1.21	1.09	12.35	f 12.22	7.39	3.39	2.05	1.50	1.32	11.19	756.7
CS 122 XP	1.30	1.18	12.45	12.32	7.49	3.48	2.13	1.58	1.40	11.29	765.9
WS 70 XP	1.35	1.24	12.51	12.38	7.54	3.53	2.17	2.02	1.44	11.34	771.2
WS 115 CS 132 XWP	1.41	1.30	12.57	f 12.45	8.00	3.59	2.23	2.08	1.50	11.40	777.1
CS 79 XP	1.48	1.39	1.06	12.55	8.09	4.08	2.31	2.16	1.58	11.49	784.1
CS 120 XP	1.52	1.45	1.12	1.01	8.15	4.13	2.35	2.20	2.02	11.55AM	788.6
	1.59	1.52	1.19	1.09	8.22	4.20	2.42	2.27	2.09	12.02PM	795.7
											796.5
WS 74 WCY ES 97 TZXP	s 2.20	s 2.12	s 1.40	s 1.25	8.34	s 4.38	2.50	2.35	2.19	12.14	802.1
CS 135 XP	2.30	2.22	1.50	1.35	8.44	4.46	2.57	2.42	2.27	12.24	809.0
WCOTYPZ	A 2.45AM	A 2.35AM	A 2.05AM	A 1.50AM	A 9.00PM	A 5.00PM	A 3.10PM	A 2.55PM	A 2.40PM	A 12.40PM	817.0

(5.20) 47.1 (5.25) 46.3 (5.35) 45.0 (5.50) 43.0 (5.00) 50.2 (5.01) 50.0 (4.00) 62.8 (4.00) 62.8 (4.00) 62.8 (5.00) 50.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on Page 3. For conditional stops to discharge or pick up revenue passengers—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 5 June 12, 1949	Mile Post	24	28	4	2	104	102	106	38	18	6
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DN-R LARAMIE YL KI-K	566.0	A 6.35AM	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	6.21	3.25	3.35	4.05	4.59	5.09	5.20	3.52	4.14	4.57
WYOMING	577.7	6.17	3.22	3.32	4.02	4.56	5.06	5.17	3.49	4.11	4.54
D BOSLER FY	585.3	f 6.08	3.14	3.24	3.54	4.48	4.58	5.10	3.41	4.03	4.46
COOPER LAKE	590.6	f 5.59	3.09	3.19	3.49	4.44	4.54	5.06	3.36	3.58	4.40
LOOKOUT	593.9	f 5.54	3.06	3.16	3.46	4.41	4.51	5.03	3.33	3.55	4.37
HARPER	598.9	f 5.46	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 5.37	2.53	3.03	3.33	4.29	4.39	4.52	3.20	3.41	4.22
WILCOX	609.0	f 5.29	2.48	2.58	3.29	4.25	4.35	4.49	3.15	3.36	4.17
RIDGE	616.8	f 5.19	2.39	2.49	3.21	4.18	4.28	4.42	3.06	3.27	4.08
D MEDICINE BOW MB	622.9	f 5.08	2.32	2.42	3.14	4.12	4.22	4.36	2.59	3.20	4.00
COMO	632.6	f 4.55	2.21	2.31	3.04	4.03	4.13	4.27	2.48	3.09	3.49
RAMSEY	638.7	f 4.48	2.15	2.25	2.58	3.57	4.07	4.21	2.42	3.03	3.43
DN HANNA YL HN	643.1	s 4.38	2.09	2.19	2.52	3.52	4.02	4.16	2.36	2.57	3.37
PERCY	648.4	f 4.28	2.02	2.11	2.45	3.47	3.57	4.11	2.30	2.49	3.29
DANA	651.8	f 4.24	1.58	2.09	2.42	3.44	3.54	4.08	2.26	2.45	3.24
EDSON	657.0	f 4.18	1.53	2.04	2.37	3.39	3.49	4.03	2.21	2.40	3.18
D WALCOTT WA	661.9	f 4.11	1.47	1.59	2.31	3.34	3.44	3.59	2.16	2.34	3.12
FORT STEELE	667.6	f 4.01	1.41	1.53	2.26	3.28	3.38	3.54	2.10	2.28	3.06
D SINOLAIR GV	676.3	f 3.50	1.33	1.45	2.18	3.21	3.31	3.47	2.02	2.19	2.58
DN-R RAWLINS YL RS	682.8	3.40	1.25	1.35	2.10	3.15	3.25	3.40	1.55	2.10	2.50
		3.30	1.15	1.25	2.00	3.14	3.24	3.39	1.45	2.03	2.40
FERRIS	686.0	f 3.23	1.08	1.19	1.53	3.07	3.17	3.32	1.39	1.57	2.33
HADSELL	689.8	f 3.18	1.04	1.15	1.49	3.03	3.13	3.28	1.35	1.53	2.29
KNOBS	693.0	f 3.13	12.59	1.11	1.44	3.00	3.10	3.25	1.31	1.48	2.24
DALEY'S RANOH	697.0	f 3.09	12.55	1.07	1.40	2.57	3.07	3.22	1.27	1.44	2.20
RINER	700.7	f 3.04	12.52	1.04	1.37	2.54	3.04	3.19	1.24	1.41	2.17
CHEROKEE	705.3	f 2.58	12.47	1.00	1.32	2.49	2.59	3.14	1.20	1.37	2.12
ORESTON	712.0	f 2.50	12.40	12.53	1.25	2.43	2.53	3.08	1.13	1.30	2.05
LATHAM	716.0	f 2.45	12.35	12.48	1.20	2.38	2.48	3.03	1.08	1.25	2.00
DN WAMUPTER WM	724.2	f 2.35	12.26	12.39	1.11	2.30	2.40	2.55	12.59	1.16	1.50
FREWEN	729.1	f 2.29	12.21	12.34	1.06	2.26	2.36	2.51	12.54	1.11	1.45
RED DESERT	732.7	f 2.25	12.18	12.31	1.03	2.23	2.33	2.48	12.51	1.08	1.42
TIPTON	740.0	f 2.16	12.10	12.23	12.56	2.16	2.26	2.41	12.43	1.00	1.33
ROBINSON	743.4	f 2.12	12.06	12.19	12.52	2.13	2.23	2.38	12.39	12.56	1.29
TABLE ROCK	746.7	f 2.08	12.03PM	12.16	12.49	2.10	2.20	2.35	12.36	12.53	1.25
MONELL	751.7	f 2.03	11.58AM	12.11	12.44	2.05	2.15	2.30	12.31	12.48	1.20
DN BITTER CREEK YL BK	756.7	f 1.56	11								

WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 5				FIRST CLASS			
212				June 12, 1949				15			
Mixed				STATIONS				Passenger			
Daily											
Distance from Denver				Mile Post							
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0	A 7.36AM				A11.20PM
31	P		9.8		6.4 QUILBY	9.8	7.27				11.11
36	P		13.8		4.0 EAST LAKE	13.8	7.22				f11.04
31	P		18.1		4.3 DARLOW	18.1	7.16				10.57
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2	f 7.10				f10.48
			22.2		3.9 U. P. CROSSING	22.2					
53	YP		26.1	D	FREDERICK YL FR	26.1	f 7.04				f10.37
	P		27.8		1.7 FIRESTONE	27.8	7.01				10.31
19	P		30.2		2.4 HARNEY	30.2	6.57				10.25
31	P		34.6		4.4 GOWANDA	34.6	6.51				10.17
	P		38.3		3.7 WILD CAT	38.3	6.46				10.10
21	WYP		42.8	N	DENT FD	42.8	6.40				A 9.43AM
WCTYP			50.6	DN-R	LA SALLE YL SA	50.6	6.30AM				9.30AM
					(45.6)		Daily				Daily

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 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 19.

WESTWARD —FORT COLLINS BRANCH— EASTWARD			
SECOND CLASS		Time-Table No. 5	
211		June 12, 1949	
Mixed		STATIONS	
Daily			
Mile Post			
21	WYP	9.43AM	0.0 N
	P	f 9.48	1.7 DENT YL FD
			1.7 MILLIKEN YL
			2.0 G. W. CROSSING
	P	f 9.55	7.3 KOENIG
			9.0 G. W. CROSSING
	P	f10.00	9.1 KELIM
			13.5 BOYD LAKE
			16.4 REDMOND
42	P	f10.15	19.5 HARMONY
136	WCTYZP	A10.30AM	25.0 D-R FORT COLLINS YL FO
			25.2 C. & S. CROSSING
			25.3 C. & S. CROSSING
	P		27.9 POUDRE YL
	P		30.0 BOETFOHER YL
	P		38.5 RIPPLE
	Y		41.7 BUCKEYE YL
			(41.7) Daily

WESTWARD —BOULDER BRANCH— EASTWARD			
SECOND CLASS		Time-Table No. 5	
212		June 12, 1949	
Mixed		STATIONS	
Daily			
Mile Post			
55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	4.2 YOXALL
	IWYP	8.1	DN ST. VRAINS YL VS
		8.1	U. P. CROSSING
	P	10.9	STATE COAL MINE JCT. YL
	P	11.4	PARKDALE JCT. YL
	P	15.1	ERIE
		15.1	C. B. & Q. CROSSING
		16.4	TABOR
		17.8	LEYNER
		19.6	LIGGETT
	P	24.0	VALMONT YL
		26.0	C. & S. CROSSING
	WYP	26.1	ARA YL
	P	27.6	DN-R BOULDER YL BR
			(27.6)

(0.47) Thru Time..... (0.50)
 32.0 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 19.

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
211		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Greeley		Mile Post	
247	WYZP	0.0	DN GREELEY YL HG
	YP	2.3	GREELEY JCT. YL
34	YP	6.0	CLOVERLY
		8.4	ALDEN
37	P	10.4	D GILL GI
		13.8	MATTHEWS
		14.5	BARNESVILLE
29	YP	28.1	BRIGGSDALE
			(28.1)

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—Superior Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
211		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Thayer Jct.		Mile Post	
XPY		0.0	THAYER JUNCTION YL
WP		7.6	D SUPERIOR SU
		9.1	END OF TRACK
			(9.1)

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—South Pass Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
211		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Rock Springs		Mile Post	
WS74	WCY	0.0	DN-R ROCK SPRINGS YL SG
ES	96	3.4	LIONKOL JUNCTION
		5.5	RELANCE JUNCTION
		7.9	STANSBURY JUNCTION
		9.5	WINTON JUNCTION

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—Reliance Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
211		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Reliance Jct.		Mile Post	
		0.0	RELANCE JUNCTION
		1.7	RELANCE MINE
		2.1	END OF TRACK

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

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. 5	
212		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Cloverly		Mile Post	
34	YP	0.0	CLOVERLY
		3.1	LOWE
	P	5.1	D GALETON GN
			(5.1)

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—Puritan Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
212		June 12, 1949	
Mixed		STATION	
Daily			
Distance from Parkdale Jct.		Mile Post	
		0.0	PARKDALE JCT. YL
		1.9	PURITAN
		3.1	END OF TRACK

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—Gunn Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
212		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Gunn Jct.		Mile Post	
		0.0	GUNN JUNCTION
		3.7	GUNN
		3.9	END OF TRACK
			(8.9)

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

WESTWARD—Lionkol Branch—EASTWARD			
SECOND CLASS		Time-Table No. 5	
212		June 12, 1949	
Mixed		STATIONS	
Daily			
Distance from Lionkol Jct.		Mile Post	
		0.0	LIONKOL JUNCTION
		2.0	LIONKOL
		2.5	END OF TRACK
			(2.5)

(0.15) Thru Time..... (1.06) (0.13) (1.35)
 31.2 Average speed per hour..... 41.5 36.0 28.8

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

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.	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:				
MacArthur type engines with 63-in. drivers.			55	50	On straight track.				30
MacArthur type engines with 57-in. drivers.			35	35	On curves.				25
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				6
Backing up pulling train.	40	40	40	40	All other classes engines;				
Backing up light.				40	Forward movement	15	15	15	15
Diesel-electric switch engines in road service	35	35	35	35	Back-up movement	10	10	10	10
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.				
As helper engine on rear of train.	40	35	35	20	Jordan spreaders and other machines of spreader type, when in operation.	20	20	20	20
Under other conditions.			20	20	All wye tracks.	6	6	6	6
Trains handling air-dump cars.				35					
Trains handling scale test cars:									
On main line				30					
On branch lines				20					
Trains handling loaded wooden Hart convertible cars.				25					

FIRST SUBDIVISION

Location	Str.	De-Psgr.	Psgr.	Frt.	Location	Str.	De-Psgr.	Psgr.	Frt.
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
2.5 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 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					562.2 and 549.8				
50					60				
40					50				
40					50				
25					40				
Corlett					Hermosa				
515.6 and 515.7					548.1 and 547.0				
60					55				
50					45				
50					45				
40					35				
518.8 and 519.1					Hermosa Tunnel				
60					50				
50					40				
50					40				
40					25				
Borie					545.1 and 537.9				
522.1 and 522.3					50				
60					45				
50					45				
50					35				
523.3 and 523.6					537.5 and 535.6				
60					50				
50					40				
50					40				
40					25				
Otto					Buford				
524.5 and 525.6					535.1 and 530.2				
60					60				
50					50				
50					40				
40					40				
25					35				
Granite Canon					530.2 and 530.0				
528.7 and 529.5					50				
50					40				
40					40				
25					35				
530.0 and 535.1					529.5 and 528.7				
55					50				
45					40				
45					40				
35					25				
535.6 and 537.5					Granite Canon				
50					525.6 and 524.5				
40					60				
40					50				
35					40				
537.9 and 540.9					Otto				
45					523.6 and 523.4				
40					65				
40					55				
35					55				
40					40				
541.1 and 545.1					522.3 and 522.1				
55					60				
45					50				
45					50				
35					40				
Hermosa Tunnel					Borie				
50					519.1 and 518.8				
40					60				
40					50				
35					40				
547.0 and 548.1					515.7 and 515.6				
55					60				
45					55				
45					55				
40					40				
Hermosa					Corlett				
549.3 and 549.6					511.8 and 510.4				
50					50				
40					40				
40					25				
30					25				
20					20				
549.9 and 563.6					Cheyenne				
70									
60									
60									
40									
Red Buttes									
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.	Psg.	Fr.		Str.	De-Psgr.	Psg.	Fr.
Maximum speed.	90	75	75	50	Laramie, ice house tracks 1, 2 and 3.				6
Trains handled by Diesel-Electric Locomotives.				55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.				10
4000 class engines.			50	50					
Freight engines not otherwise shown.			50		Sinclair, refining company tracks.				6
Light engines.				45					
Laramie, long leads 1, 2 and 3				10	Rawlins, east standpipe.	15	15	15	15

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	807.1 and 806.6	70	60	60	50
603.9 and 604.6	60	50	50	40	Rock Springs 803.5 and 802.5	50	40	40	25
Wilcox 609.5 and 611.6	70	60	60	50	802.5 and 802.0	20	20	20	20
615.9 and 616.4	55	45	45	40	802.0 and 801.0	50	40	40	25
Ridge 617.2 and 617.6	70	60	60	50	800.5 and 799.5	60	50	50	40
621.8 and 622.4	75	65	65	50	798.4 and 797.3	55	45	45	35
Calvin 627.1 and 628.7	50	45	45	35	Baxter 795.3 and 795.1	60	50	50	40
629.4 and 629.9	60	50	50	40	794.5 and 794.2	70	60	60	50
630.9 and 637.8	70	60	60	50	791.7 and 791.4	70	60	60	50
Ramsey 639.3 and 640.2	60	50	50	40	Salt Wells 787.0 and 786.7	75	65	65	50
642.5 and 643.7	50	40	40	25	785.8 and 781.3	50	40	40	30
Hanna 645.1 and 646.3	70	60	60	50	780.2 and 780.0	60	50	50	40
647.5 and 648.0	70	60	60	50	778.9 and 777.8	60	50	50	40
Percy 650.2 and 650.7	70	60	60	50	Point of Rocks 776.6 and 775.8	65	55	55	45
Dana 652.2 and 652.5	60	50	50	50	775.0 and 774.3	70	65	65	50
653.1 and 656.4	70	60	60	50	773.2 and 773.0	60	50	50	40
					772.3 and 771.8	70	65	65	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.	Psg.	Fr.		Str.	De-Psgr.	Psg.	Fr.
ON WESTWARD TRACK					ON EASTWARD TRACK				
Between Mile Posts—					Between Mile Posts—				
Edson 657.2 and 658.1	55	45	45	35	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 802.0	50	40	40	25	Howell 567.2 and 566.8	50	40	40	25
802.0 and 802.5	20	20	20	20	Laramie				
802.5 and 803.5	50	40	40	25					
806.6 and 807.0	70	60	60	50					
807.5 and 807.8	65	55	55	45					
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	
	Psgr.	Fr.		Psgr.	Fr.
Boulder Branch Maximum Speed.		25	Dent Branch (continued) Between Mile Posts—		
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	Quimby 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	East Lake 14.3 and 14.6	50	40
Dent Branch: Maximum speed.	60	45	St. Vrains 21.5 and 21.9	40	25
800 class engines.	45	40	Frederick 25.6 and 25.8	40	25
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Gowanda 37.9 and 38.0	50	40
Freight engines not otherwise shown.	50		Wild Cat 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.
Fort Collins Branch Between Dent and Fort Collins.	30	Stansbury Spur	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, within 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
Greeley Branch	15		
Pleasant Valley Branch	15		
Puritan Branch	15		
Lionkol Branch	10		
Branches not otherwise shown.	15		

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 19	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 19	Switch Connection
First Subdivision				Dent Branch			
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	Boulder Branch			
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
Douglas L. Gamette	Medical Director	Los Angeles, Calif.		G. W. Koford.....	Surgeon.....	Cheyenne, Wyo...	Cheyenne to Laramie and Cheyenne to Carr.
Lynn T. Hall.....	Dist. Medical Officer.....	Omaha, Nebr.	Omaha District.	R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo...	
Wm. M. Grieg.....	Surgeon.....	Denver, Colo....	Denver District.	R. I. Williams....	Aurist.....	Cheyenne, Wyo...	Cheyenne.
W. A. Bunten.....	District Surgeon	Cheyenne, Wyo...	Cheyenne District.	F. E. Magrath....	Surgeon.....	Cheyenne, Wyo...	Cheyenne.
A. T. Haley.....	Surgeon.....	Denver, Colo....	Denver.	B. J. Sullivan....	Surgeon.....	Laramie, Wyo....	Cheyenne to Hanna.
H. W. Stuver.....	Surgeon.....	Denver, Colo....	Denver Emergency Station.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo....	Laramie to Hanna.
L. Scott Frank....	Surgeon.....	Denver, Colo....	Denver.	Emory W. De Kay..	Surgeon.....	Laramie, Wyo....	Cheyenne to Hanna.
T. E. Beyer and J. R. Blair.....	Aurists.....	Denver, Colo....	Denver.	O. S. Pavy.....	Surgeon.....	Laramie, Wyo....	Cheyenne to Hanna.
I. E. Hix.....	Oculist.....	Denver, Colo....	Denver.	O. E. Plummer....	Surgeon.....	Rawlins, Wyo....	Hanna to Rock Springs.
J. W. Wells.....	Surgeon.....	Brighton Colo...	Denver to Lupton and Brighton to Erie.	R. D. Baker.....	Surgeon.....	Rawlins, Wyo....	Hanna to Rock Springs.
E. R. Pearson.....	Surgeon.....	Lupton, Colo....	Brighton to Platteville.	P. M. McCrann....	Surgeon.....	Rock Spgs., Wyo.	Laramie to Green River.
W. L. Wilkinson...	Surgeon.....	La Salle, Colo....	La Salle to Kersey.	R. C. Stratton....	Surgeon.....	Gr. River, Wyo...	Rock Springs to Evanston.
J. W. Alley.....	Surgeon.....	Greeley, Colo....	Evans to Eaton.	A. T. Sudman....	Surgeon.....	Gr. River, Wyo...	Rock Springs to Evanston.
F. D. Kuykendall..	Surgeon.....	Eaton, Colo....	Greeley to Ault.	Calmes E. Bishop..	Surgeon.....	Frederick, Colo..	St. Vrains to Dent.
E. W. Newman....	Oculist.....	Cheyenne, Wyo...	Cheyenne.	F. A. Humphrey...	Surgeon.....	Ft. Collins, Colo..	La Salle to Fort Collins.
R. B. Stump.....	Oculist.....	Cheyenne, Wyo...	Cheyenne.	P. R. Farrington..	Surgeon.....	Boulder, Colo....	Boulder to Erie.
				R. A. Corbett.....	Surgeon.....	Saratoga, Wyo....	Encampment to Walcott.
				S. J. Hanton.....	Surgeon.....	Superior, Wyo....	Superior to Thayer Jct.