

UNION PACIFIC RAILROAD COMPANY

Eastern District

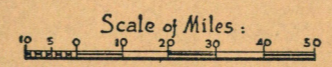


**WYOMING DIVISION
TIME-TABLE**

No. 7

**Effective Sunday,
April 30, 1950**
at 12:01 A. M. Mountain Time

**EASTERN DISTRICT
WYOMING DIVISION
CORRECTED TO AUG. 1, 1949**



Be Careful Today

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS															Distance from Council Bluffs	Time-Table No. 7 April 30, 1950	
11	3	15	85	1	17	37	5	23	27	9	103	101	105	111		STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	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	Daily			
							9.20								0.0	CO. BLUFFS	
	10.00		9.35	9.25			9.55	9.30	5.45		3.10	2.55	2.35	12.40	2.8	OMAHA	
	1.30		12.15	12.05			12.45	12.25	8.25		5.10	4.55	4.35	2.47	146.9	GRAND ISLAND	
	4.30		2.30	2.20			3.05	2.50	10.40		6.55	6.40	6.20	4.45	284.1	NORTH PLATTE	C.T. M.T.
	4.05	3.55	2.00	1.30			2.15	2.00	9.50		6.00	5.45	5.25	3.50	365.3	JULESBURG	
		5.30	3.25											5.00	407.5	SIDNEY	
	6.40			3.50			4.35	4.20	12.10		7.43	7.28	7.08			KANSAS CITY	
							11.30			9.30						DENVER	Lv Ar
		9.30	7.30				3.30	5.30		7.25				8.30	562.5	CHEYENNE	
	9.40			6.00			6.35	6.25	2.20	10.00	9.25	9.10	8.52		509.5	BORIE	
	10.25			6.10			6.50	6.35	2.30		9.35	9.20	9.02		519.0	LARAMIE	
							7.40								566.0	RAWLINS	
	11.59			7.40			8.30	8.05	4.00		10.55	10.40	10.22		682.8	GREEN RIVER	
	2.20			9.55			11.45	11.10	10.50	6.15	12.45	12.30	12.07		817.0	GRANGER	
	5.40	5.00		12.40			2.30	2.05	1.50	9.00	2.55	2.40	2.20		847.2	OGDEN	
	6.15	5.25		12.50			2.45	2.25	2.10	9.10	3.05	2.50	2.30		992.6		
							3.55						3.00				
		9.15		4.40			6.35	6.20	6.15	1.03	6.20	6.05					

(0.35) (24.15) (5.35) (10.55) (20.15) (0.40) (32.05) (21.25) (21.45) (20.18) (13.30) (16.10) (16.10) (13.25) (8.50) Thru Time From Omaha
 51.7 40.8 49.9 51.3 48.9 45.3 37.9 46.2 45.5 48.8 55.3 61.2 61.2 62.9 63.3 Average speed per hour

H. E. SHUMWAY
General Manager

A. D. HANSON
Genl. Supt. Transportation

V. W. SMITH
General Superintendent

- E. H. BAILEY, 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.
- O. A. DURRANT, Trainmaster..... Ogden, Utah
- J. C. JOCHIM, Trainmaster..... Denver, Colo.
- J. J. DALY, Master Mechanic..... Cheyenne, Wyo.
- H. T. SNYDER, Master Mechanic..... Denver, Colo.
- D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
- R. M. WARNER, 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.
- E. J. LENHART, Road Foreman of Engines..... Rawlins, Wyo.
- T. A. KELLEHER, Road Foreman of Engines..... Ogden, Utah
- H. C. LUSTY, Road Foreman of Engines..... Evanston, Wyo.
- T. L. PIDCOCK, Division Engineer..... Cheyenne, Wyo.
- G. M. PICKERING, 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.
- S. G. TWEDT, 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 AND FOURTH SUBDIVISION, RAWLINS TO OGDEN, AND BRANCHES

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

Mileage

Main Line..... 595.06
 Branches..... 216.81
 Total..... 811.87

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 7 April 30, 1950		Mile Post	FIRST CLASS														
STATIONS			12	112	28	10	4	2	104	102	106	38	18	24	6	86	16
			Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger
CO. BLUFFS	0.0															6.50	
OMAHA	2.8		1.35	3.10		7.00	3.50	2.40	2.50	3.05				7.50	6.05	4.15	
GRAND ISLAND	146.9		11.27	12.15		3.45	1.15	12.31	12.40	12.50				4.45	3.25	1.40	
NORTH PLATTE	284.1	C.T. M.T.	9.37	10.00		12.50	11.00	10.38	10.48	10.58				1.40	12.55	11.25	
JULESBURG	365.3		8.32	8.50		11.00	9.28	9.33	9.43	9.53				12.30	11.45	10.10	
SIDNEY	407.5		7.27												8.50	9.55	
KANSAS CITY																
DENVER	562.5	Lv Ar				7.45								11.30			
CHEYENNE	509.5		4.30			8.00								8.50		5.15	
BORIE	519.0					7.45								8.00		5.40	
LARAMIE	566.0					5.15	5.40	6.05	6.00	6.30	6.40	6.50		8.30	7.55	8.15	
RAWLINS	682.8					5.00	5.40	5.15	5.45	6.20	6.30	6.40		7.35			
GREEN RIVER	817.0													5.35			
GRANGER	847.2					3.40		3.55	4.25	5.10	5.20	5.30	4.25	6.35	6.05		
OGDEN	992.6					1.20		1.35	2.05	3.15	3.25	3.40	2.02	3.25	3.35		
(992.6)	Daily					10.10		10.40	10.55	11.20	1.00	1.10	1.25	11.05	12.15	12.45	
						10.30		10.35	10.35	11.10	12.50	1.05	1.15	10.55	11.50	12.25	
														12.42			
														10.30			
														7.10			
														7.15	8.30		

Thru Time To Omaha (0.40) (8.05) (19.25) (13.05) (23.10) (19.20) (16.00) (15.55) (13.23) (27.20) (0.35) (23.35) (20.35) (10.00) (5.55)
 Average speed per hour..... 45.3 69.2 51.0 57.0 42.7 51.2 61.9 62.2 63.1 44.5 51.7 42.0 48.1 56.0 47.1

ON THE SECOND THIRD AND FOURTH 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.
37	Rock River.....	} Denver or east.		16	Brighton.....	} East of La Salle.	
	Medicine Bow.....				Lupton.....		
	Sinclair.....			38	Any station on Third Subdivision.....		Granger or beyond.
	Wamsutter.....		24	Any station on Third Subdivision.....		Ogden or beyond.	
37	Any station on Third Subdivision.....		North of Granger.	24	Any station on Fourth Subdivision.....		Ogden or beyond.... Green River or beyond.
23	Any station on Third and Fourth Subdivision....	East of Cheyenne...	Ogden or beyond.	28	Rock Springs.....		West of Ogden..... Omaha or beyond.
27	Rock Springs.....	Omaha and Denver or beyond.....	West of Ogden.	106	Rock Springs.....		Pocatello or beyond. Cheyenne or beyond.
105	Rock Springs.....	Cheyenne or beyond	Pocatello or beyond.	334	Any Station.....		Cheyenne or beyond.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Time Freight, C.R.I.&P. Freight, Mixed, and Distance from Denver. Rows include stations like YIP, ZP, WCOTYZP, IP, 95, 87, 82, 91, 94, 53, 95, 119, 192, 80, 247, YP, 81, 80, I, 95, 94, 52, 96, 51, 94, 97, 52, 95, 72, IP, IP, WCOTYZP.

Time-Table No. 7

April 30, 1950

STATIONS

Table listing stations and directions: DN-R DENVER YL UD, 23RD STREET YL, DN-R 36TH ST. YL RA, PULLMAN YL, O. B. & Q. CROSSING, DN SAND CREEK JCT. YL SK, DUPONT, HAZELTINE, HENDERSON, DN BRIGHTON YL BI, D LUPTON UP, IONE, D PLATTEVILLE PA, D GILCREST GI, DN-R LA SALLE YL SA, EVANS, DN GREELEY YL HG, GREELEY JCT., D LUERNE O, DN EATON YL UR, G. W. CROSSING, D AULT A, D PIEROE RI, D NUNN NU, DOVER, DECKER, DN OARR OR, WARREN, GLEASON, D SPEER YL S, DN BORIE YL BO, CORLETT JCT., DN TOWER A YL AY, DN-R CHEYENNE YL N-OY.

(106.0)

(3.30) 29.9 (0.18) 7.3 (0.40) 3.3 (1.20) 34.6 (0.12) 11.0 (0.10) 13.2

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72. Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 16, 38, 52, 86, 9, 15, 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 stations not shown on schedule pages—See page 26.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Passenger, Streamliner Passenger, C.R.I.&P. Rocket Passenger, and Distance from Denver. Rows include stations like 10, 57, 16, 37, 86, 112, 8, 38, 9.

Time-Table No. 7

April 30, 1950

STATIONS

Table listing stations and directions: DN-R DENVER YL UD, 23RD STREET YL, DN-R 36TH ST. YL RA, PULLMAN YL, C. B. & Q. CROSSING, DN SAND CREEK JCT. YL SK, DUPONT, HAZELTINE, HENDERSON, DN BRIGHTON YL BI, D LUPTON UP, IONE, D PLATTEVILLE PA, D GILCREST GI, DN-R LA SALLE YL SA, EVANS, DN GREELEY YL HG, GREELEY JCT., D LUERNE O, DN EATON YL UR, G. W. CROSSING, D AULT A, D PIEROE RI, D NUNN NU, DOVER, DECKER, DN OARR OR, WARREN, GLEASON, D SPEER YL S, DN BORIE YL BO, CORLETT JCT., DN TOWER A YL AY, DN-R CHEYENNE YL N-OY.

(106.0)

(0.05) 26.4 (2.35) 41.4 (0.50) 55.3 (2.10) 47.6 (0.50) 55.3 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.15) 47.1

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

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72. Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 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 26.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

FIRST CLASS

Mile Post	9	85	38	7	111	15	52	37	10
	Passenger	Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger

STATIONS

Mile Post	9	85	38	7	111	15	52	37	10
0.0	A 7.25AM	A 7.30AM	A 8.00AM	A8.25AM	A8.30AM	A9.30AM	A11.30AM	A3.30PM	A7.45PM
0.6	7.21		7.35		8.21	9.18			
1.7	7.19	7.21	7.27	8.17	8.18	9.15	11.24	3.04	7.35
2.2	7.18AM	7.20	7.26	8.16AM	8.17	9.14	11.22	3.03PM	7.34
4.9									
5.0		7.08	7.22		8.13	9.09	11.18		7.29
8.1		7.03	7.18		8.09	9.04	11.13		7.25
11.3		6.59	7.14		8.06	9.00	f11.09		7.22
14.1		6.56	7.11		8.03	8.57	f11.05		7.20
19.1		6.50	7.06		7.59	f8.51	s10.59		7.15
25.8		6.43	6.58		7.53	8.43	s10.52		7.09
30.1		6.38	6.54		7.49	8.39	f10.46		7.05
34.8		6.33	6.50		7.45	8.34	f10.40		7.01 ²⁵⁰
40.0		6.28	6.45		7.40	8.28	f10.33		6.56
46.1		6.20AM	6.37		7.32AM	8.18AM	s10.25		6.50
48.2			6.34				f10.20		6.47
51.7		s 6.29					s10.15		s6.41
54.0									
55.8			6.22				f10.07		6.37 ³⁷
59.2			6.18				s10.02		6.33
59.3									
63.0			6.14				s 9.57		6.29
66.8			6.10				f 9.53		6.26
71.9			6.06				f 9.48		6.21
77.0			6.02				f 9.43		6.16
81.9			5.58				9.38		6.11
86.0			5.54				s 9.34		6.07
90.4			5.49				9.29 ⁹		6.02
94.4			5.45				9.21		5.58
97.8			5.41				f 9.16		5.54
103.1			5.35AM						
101.5							9.09		5.47
104.7							9.04		5.43
106.0							9.00AM		5.40PM

BLOCK SIGNALS

Thru Time.....	(0.07)	(1.10)	(2.25)	(0.09)	(0.58)	(1.12)	(2.30)	(0.27)	(2.05)
Average speed per hour.....	18.9	39.5	42.7	14.7	47.7	38.4	42.4	4.9	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. 10, 86, 16, 38, 52, 9, 15, 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 26.

FIRST SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

SECOND CLASS

Mile Post	97	91	369	25	455	334
	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	C.R.I.&P. Mixed	Time Freight	Mixed

STATIONS

Mile Post	97	91	369	25	455	334
0.0	A 6.30AM	A11.59AM	A11.45AM	A6.30PM		A11.50PM
0.6		11.10 ⁸⁰	11.10 ⁹¹			
1.7	5.40	11.05	11.08	6.18	A10.15PM	11.28
2.2	5.30AM	11.00AM	11.05AM	6.12PM	10.07	11.25
4.9						
5.0					9.59	11.20PM
8.1					9.52	
11.3					9.47	
14.1					9.42	
19.1					9.35 ³⁷⁷	
25.8					9.25	
30.1					9.18	
34.8					9.10	
40.0					9.01	
46.1					8.50PM	A 9.05PM
48.2					8.58	
51.7					s 8.46 ⁵⁷	
54.0						
55.8					8.38	
59.2					s 8.32	
59.3						
63.0					s 8.25	
66.8					8.18	
71.9					8.10	
77.0					8.02	
81.9					7.54	
86.0					s 7.47	
90.4					7.41	
94.4					f 7.26 ³⁷	
97.8					f 7.19	
103.1						
101.5					7.10	
104.7					7.05	
106.0					7.00PM	

BLOCK SIGNALS

.....Thru Time.....	(1.00)	(0.59)	(0.40)	(0.18)	(1.25)	(4.50)
.....Average speed per hour.....	2.2	2.2	3.3	7.3	32.5	22.9

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. 10, 86, 16, 38, 52, 9, 15, 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 26.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 6 (A), page 20.	FIRST CLASS									Distance from Council Bluffs
	37	5	23	27	3	103	101	105	1	
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WCOTY PZ X		6.50PM	6.35PM	2.30PM	10.25AM	9.35AM	9.20AM	9.02AM	6.10AM	509.5
IP		6.53	6.38	2.33	10.28	9.38	9.23	9.05	6.13	510.8
P										514.0
WS 98 XP		7.00	6.43	2.39	10.34	9.42	9.27	9.09	6.19	514.9
WS110 ES110 XIP	7.40PM	7.06	6.49	2.45	10.41	9.49	9.34	9.15	6.25	519.0
WS 93 ES 110 XWP	7.50	7.14	6.57	2.52	10.49	9.57	9.42	9.24	6.32	524.0
WS 137 ES 76 XWP	7.58	7.22	7.05	3.00	10.57	10.05	9.50	9.32	6.40	528.6
WS 105 ES 90 WYP X	8.13	7.35	7.17	3.12	11.10	10.17	10.02	9.44	6.52	536.5
CS 95 XYP	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.49	6.59	540.4
ES 63 WXP	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.52	7.02	543.0
CS 82 XP	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.59	7.09	548.4
WS 133 WP	8.44	8.05	7.43	3.38	11.36	10.41	10.26	10.08	7.18	557.0
ES 79 P										
ES 110 WP		These Stations are not on Westward Track								
ES 70 P										
ES 69 P										
WCOTY PZ X	A9.00PM	A8.20PM	A7.57PM	A3.52PM	A11.50AM	A10.54AM	A10.39AM	A10.21AM	A7.32AM	566.8

Time-Table No. 7

April 30, 1950

STATIONS

DN-R CHEYENNE YL OY N	1.3
DN TOWER A YL AY	3.2
CORLETT JUNCTION	0.9
CORLETT	4.1
DN BORIE BO	5.0
OTTO	4.6
DN GRANITE CANON YLOA	7.9
BUFORD YL	3.9
DN SHERMAN S	2.6
DALE OREEK	5.4
DN HERMOSA HM	8.6
RED BUTTES	9.3
HEARD	2.5
COLORES	3.7
SATANKA	4.1
FORELLE	4.0
DN-R LARAMIE YL K-KI	

BLOCK SIGNALS

Double Track

(56.8)

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 7	April 30, 1950	Mile Post	FIRST CLASS								
			38	6	24	28	4	2	104	102	106
			Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DN-R CHEYENNE YL OY N		509.5		A 7.35AM	A 8.15AM	A 5.00PM	A 5.15PM	A 5.45PM	A 6.20PM	A 6.30PM	A 6.40PM
DN TOWER A YL AY		510.8		7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36
CORLETT JUNCTION		514.0									
CORLETT		514.9		7.21	7.59	4.48	5.03	5.33	6.11	6.21	6.31
DN BORIE BO		519.0	A 5.35AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27
OTTO		524.0	5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22
DN GRANITE CANON YLOA		528.6	5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17
BUFORD YL		536.5	5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06
DN SHERMAN S		540.4	5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01
DALE OREEK		543.0	5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58
DN HERMOSA HM		548.4	4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51
RED BUTTES				This Station is not on Eastward Track							
HEARD		551.7	4.48	6.28	7.02	4.02	4.17	4.47	5.28	5.38	5.48
COLORES		554.2	4.45	6.25	6.57	3.59	4.14	4.44	5.25	5.35	5.45
SATANKA		557.8	4.40	6.20	6.50	3.54	4.09	4.39	5.21	5.31	5.41
FORELLE		562.0	4.34	6.14	6.44	3.48	4.03	4.33	5.16	5.26	5.36
DN-R LARAMIE YL K-KI		566.8	4.25AM	6.05AM	6.35AM	3.40PM	3.55PM	4.25PM	5.10PM	5.20PM	5.30PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

(56.8)

Thru Time.....	(1.10)	(1.30)	(1.40)	(1.20)	(1.20)	(1.20)	(1.10)	(1.10)	(1.10)
Average speed per hour.....	40.5	37.9	34.1	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 Sidings, etc. See Rule 6 (A), Page 26.	FIRST CLASS									Distance from Council Bluffs
	37	5	23	27	3	103	101	105	1	
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	
WCOTYPZ X	9.10PM	8.30PM	8.05PM	4.00PM	11.59AM	10.55AM	10.40AM	10.22AM	7.40AM	566.0
CS 92 XP	9.20	8.40	8.15	4.10	12.09PM	11.04	10.49	10.29	7.50	574.1
WS 63 XP	9.24	8.44	8.19	4.13	12.12	11.07	10.52	10.32	7.53	577.7
WS 47 XP	9.32	8.52	f 8.28	4.20	12.19	11.13	10.58	10.38	8.00	585.3
ES 64 XP	9.37	8.57	f 8.34	4.25	12.24	11.17	11.01	10.42	8.05	590.6
CS 106 XP	9.41	9.02	f 8.39	4.29	12.28	11.20	11.05	10.45	8.09	593.9
CS 81 XP	9.46	9.08	f 8.45	4.34	12.33	11.24	11.09	10.49	8.14	598.9
CS 128 WC YPX	9.53	9.16	f 8.53	4.40	12.39	11.30	11.15	10.55	8.20	605.8
WS 58 XP	9.58	9.21	8.59	4.44	12.43	11.33	11.18	10.58	8.24	609.0
ES 120 XP	10.06	9.29	9.07	4.52	12.51	11.40	11.25	11.05	8.32	616.8
CS 73 XP	10.13	9.37	f 9.16	4.58	12.58	11.46	11.31	11.11	8.38	622.9
CS 128 XYP	10.13	9.37	f 9.16	4.58	12.58	11.46	11.31	11.11	8.38	622.9
CS 81 XP	10.26	9.50	9.28	5.08	1.08	11.53	11.38	11.18	8.48	632.6
CS 80 XP	10.34	9.58	9.35	5.15	1.16	11.59AM	11.44	11.24	8.55	638.7
WS 118 WCZ ES 160 YPX	f 10.42	10.07	f 9.45	5.21	1.22	12.03PM	11.48	11.28	9.01	643.1
WS 56 XP	10.51	10.16	9.53	5.27	1.29	12.09	11.54	11.34	9.07	648.4
ES 82 XP	10.51	10.16	9.53	5.27	1.29	12.09	11.54	11.34	9.07	648.4
CS 71 XP	10.55	10.20	9.57	5.31	1.33	12.13	11.58AM	11.37	9.11	651.8
CS 131 XP	11.01	10.26	10.03	5.36	1.38	12.17	12.02PM	11.41	9.16	657.0
CS 68 XP	11.07	10.32	f 10.10	5.41	1.43	12.22	12.07	11.46	9.21	661.9
CS 80 XP	11.13	10.38	10.17	5.47	1.49	12.27	12.12	11.55	9.27	667.0
CS 128 XP	11.23	10.48	f 10.27	5.56	1.57	12.35	12.20	11.58AM	9.36	676.3
WCOTYZXP	11.35	11.00	10.40	6.10	2.10	12.44	12.29	12.06PM	9.50	682.8
WS 71 XP	11.53	11.16	10.56	6.23	2.26	12.49	12.34	12.11	10.03	686.0
CS 117 XP	11.58PM	11.21	11.01	6.28	2.31	12.52	12.37	12.14	10.08	689.8
ES 81 XP	12.02AM	11.25	11.05	6.32	2.35	12.55	12.40	12.17	10.12	693.0
WS 65 XP	12.06	11.29	11.09	6.36	2.39	12.58	12.43	12.20	10.16	697.0
WS 70 XW ES 125 P	12.09	11.33	11.14	6.39	2.42	1.01	12.46	12.23	10.19	700.0
CS 81 XP	12.13	11.38	11.19	6.43	2.46	1.05	12.50	12.27	10.23	705.3
WS 62 X CS 81 YP	12.21	11.47	11.28	6.52	2.54	1.12	12.57	12.34	10.32	712.0
CS 81 XP	12.25	11.51	11.32	6.56	2.59	1.15	1.00	12.37	10.36	716.0
WS 124 WC ES 106 YXP	12.34	11.59PM	f 11.42	7.05	3.07	1.22	1.07	12.44	10.45	724.2
WS 121 XP	12.39	12.04AM	11.48	7.10	3.12	1.26	1.11	12.48	10.50	729.1
CS 71 XP	12.43	12.08	11.52PM	7.14	3.16	1.29	1.14	12.51	10.54	732.7
WS 64 XP ES 67	12.52	12.17	f 12.02AM	7.23	3.24	1.36	1.21	12.58	11.03	740.0
WS 104 X YP	12.56	12.21	12.06	7.27	3.27	1.39	1.24	1.01	11.07	743.4
WS 125 ES 106 P	12.59	12.25	12.10	7.30	3.30	1.43	1.27	1.04	11.10	746.7
WS 60 ES 71 P	1.03	12.29	12.15	7.34	3.34	1.46	1.31	1.08	11.14	751.7
WS 152 WC ES 169 YXP	1.08	12.35	f 12.22	7.39	3.39	1.50	1.35	1.12	11.19	756.7
CS 122 XP	1.18	12.45	12.32	7.49	3.48	1.58	1.43	1.21	11.29	765.9
WS 70 XP	1.24	12.51	12.38	7.55	3.53	2.02	1.47	1.26	11.35	771.2
WS 115 X CS 132 WP	1.30	12.57	f 12.45	8.01	3.59	2.08	1.53	1.32	11.41	777.1
XYP	1.36	1.05	12.53	8.07	4.06	2.15	2.00	1.39	11.47	784.1
CS 79 XP	1.41	1.10	12.58	8.12	4.11	2.19	2.04	1.43	11.52	788.6
CS 120 XP	1.48	1.17	1.07	8.19	4.18	2.25	2.10	1.49	11.59AM	795.7
WS 74 WCY ES 97 TZXP	s 2.05	s 1.40	s 1.25	8.32	s 4.38	2.36	2.20	2.00	12.12PM	802.1
CS 135 XP	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0
WCOTYPZ	A 2.30AM	A 2.05AM	A 1.50AM	A 9.00PM	A 5.00PM	A 2.55PM	A 2.40PM	A 2.20PM	A 12.40PM	817.0

Time-Table No. 7
April 30, 1950
STATIONS

DN-R LARAMIE YL KI-K
8.1
HOWELL
3.6
WYOMING
7.3
D BOSLER FY
5.3
COOPER LAKE
3.3
LOOKOUT
5.0
HARPER
6.4
DN ROCK RIVER OK
3.7
WILCOX
7.8
RIDGE
6.1
D MEDICINE BOW MB
9.7
COMO
6.1
RAMSEY
4.4
DN HANNA YL HN
5.3
PERCY
3.4
DANA
5.2
EDSON
4.9
D WALCOTT WA
5.7
FORT STEELE
8.7
D SINOLAIR GV
6.5
DN-R RAWLINS YL RS
3.2
FERRIS
3.8
HADSELL
3.2
KNOBS
4.0
DALEY'S RANOH
3.7
RINER
4.6
CHEROKEE
6.7
ORESTON
3.0
LATHAM
3.2
DN WAMSUTTER WM
4.9
FREWEN
3.6
RED DESERT
7.3
TIPTON
3.4
ROBINSON
3.3
TABLE ROOK
5.0
MONELL
5.0
DN BITTER CREEK YL BK
9.2
BLACK BUTTES
5.3
HALLVILLE
5.9
D POINT OF ROCKS RO
7.0
THAYER JUNCTION
4.5
SALT WELLS
7.1
BAXTER
6.4
DN ROCK SPRINGS YL SG
6.9
KANDA
8.0
DN-R GREEN RIVER YLGR
(251.0)

Double Track

Block Signals and Automatic Cab Signals

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

FIRST CLASS

Time-Table No. 7 April 30, 1950 STATIONS	Mile Post	24	6	28	4	2	104	102	106	38
		Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
		DN-R LARAMIE YL KI-K	566.0	A 6.25AM	A 5.55AM	A 3.30PM	A 3.45PM	A 4.15PM	A 5.09PM	A 5.19PM
8.1	574.1	6.10	5.42	3.20	3.35	4.05	4.59	5.09	5.20	4.04
HOWELL	577.7	6.06	5.39	3.17	3.32	4.02	4.56	5.06	5.17	4.01
3.6	585.3	f 5.57	5.31	3.09	3.24	3.54	4.48	4.58	5.10	3.53
WYOMING	590.6	5.47	5.25	3.04	3.19	3.49	4.44	4.54	5.06	3.48
7.6	593.9	f 5.42	5.22	3.01	3.16	3.46	4.41	4.51	5.03	3.45
D BOSLER FY	598.9	5.33	5.16	2.56	3.11	3.41	4.36	4.46	4.58	3.40
5.3	605.3	f 5.24	5.07	2.48	3.03	3.33	4.29	4.39	4.52	3.31
COOPER LAKE	609.0	5.16	5.02	2.43	2.58	3.28	4.25	4.35	4.49	3.26
3.3	616.8	5.06	4.53	2.34	2.49	3.19	4.18	4.28	4.42	3.17
LOOKOUT	622.9	f 4.55	4.45	2.27	2.42	3.12	4.12	4.22	4.36	3.10
5.0	632.6	4.42	4.34	2.16	2.31	3.01	4.03	4.13	4.27	2.59
HARPER	638.7	4.35	4.28	2.10	2.25	2.55	3.57	4.07	4.21	2.53
6.4	643.1	s 4.29	4.22	2.04	2.19	2.49	3.52	4.02	4.16	2.47
DN ROCK RIVER OK	648.4	4.19	4.14	1.57	2.11	2.42	3.47	3.57	4.11	2.39
3.7	651.8	4.14	4.09	1.54	2.09	2.38	3.44	3.54	4.08	2.35
WILCOX	657.0	4.08	4.03	1.49	2.04	2.33	3.39	3.49	4.03	2.30
7.8	661.9	f 3.57	3.57	1.44	1.59	2.27	3.34	3.44	3.59	2.24
RIDGE	667.6	f 3.47	3.51	1.38	1.53	2.21	3.28	3.38	3.54	2.18
6.1	676.3	f 3.35	3.43	1.30	1.45	2.13	3.21	3.31	3.47	2.09
D MEDICINE BOW MB	682.8	3.25	3.35	1.20	1.35	2.05	3.15	3.25	3.40	2.02
9.7	686.0	3.15	3.25	1.10	1.25	1.55	3.14	3.24	3.39	1.55
COMO	689.8	3.05	3.18	1.04	1.19	1.48	3.07	3.17	3.32	1.48
6.1	693.0	3.00	3.14	1.00	1.15	1.44	3.03	3.13	3.28	1.44
RAMSEY	697.0	2.55	3.09	12.56	1.11	1.39	3.00	3.10	3.25	1.41
4.4	700.7	2.51	3.05	12.52	1.07	1.35	2.57	3.07	3.22	1.37
DN HANNA YL HN	705.3	f 2.46	3.02	12.49	1.04	1.32	2.54	3.04	3.19	1.34
5.3	707.7	2.40	2.57	12.45	1.00	1.27	2.49	2.59	3.14	1.29
PERCY	712.0	f 2.33	2.50	12.38	12.53	1.20	2.43	2.53	3.08	1.23
3.4	716.0	2.28	2.45	12.33	12.48	1.15	2.38	2.48	3.03	1.18
DANA	724.2	f 2.18	2.36	12.24	12.39	1.06	2.30	2.40	2.55	1.09
5.2	729.1	2.11	2.31	12.19	12.34	1.01	2.26	2.36	2.51	1.04
EDSON	732.7	2.07	2.28	12.16	12.31	12.58	2.23	2.33	2.48	1.01
4.9	740.0	f 1.58	2.20	12.08	12.23</					

WESTWARD FOURTH SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 20.	SECOND CLASS				Distance from Council Bluffs	Time-Table No. 7 April 30, 1950	FIRST CLASS	
	225	259	263	257				27
	Mixed Daily Ex. Sun.	Time Freight Daily	Time Freight Daily	Time Freight Daily				Passenger Daily
COPTWYZ		9.00AM	8.45AM	1.10AM	817.0	DN-R GREEN RIVER YLGR		9.10PM
WS 61 PX					821.1	RIVIEW 4.1		9.17
CS 82 P					824.9	PERU 3.8		9.22
CS 81 P					830.2	BRYAN 5.3		9.27
CS 118 P					837.8	WESTVACO 7.3		9.34
WS99 IPWXY ES 68 RCS		A 10.00AM		A 2.30AM	847.2	DN GRANGER YL GN 9.4		9.45
CS 125 P					854.0	VERNE 6.8		9.52
CS 103 P					858.7	CHURCH BUTTES 4.7		9.57
CS 103 P					865.9	HAMPTON 7.2		10.04
CS 95 P					869.7	ELKHURST 3.8		10.08
CS135 CPXW					875.4	DN CARTER 5.7		10.15
CS 103 P					880.9	ANTELOPE 4.7		10.21
CS 131 P					885.6	BRIDGER 4.9		10.26
WS 77 PW CS 83 PW					890.5	LEROY 4.3		10.32
WS 71 PX CS 82 P					894.8	RAGAN 2.8		10.37
ES 44 X					897.6	SPRING VALLEY 4.2		10.41
ES122 PX ES 64 PX					901.8	ASPEN 1.8		10.46
CS 118 PX					903.6	DN ALTAMONT AP 5.1		10.52
					908.7	KNIGHT 4.0		10.58
					912.7	MILLIS 4.5		11.02
PTWXYZC					917.2	DN-R EVANSTON YL NA 4.5		11.10 11.17
CS 124 P					921.7	WYUTA 5.9		11.22
CS98 PWCY P					927.6	DN WAHSATCH YL WH 5.0		11.30
					932.6	CURVO 4.1		11.37
WS 118 PW ES 101 PW CS 125 PW					936.7	CASTLE ROCK 6.6		11.46
WS120 CS120 ES101 CPTWX		2.45PM			943.3	EMORY 9.4		11.55PM
CS 118 PX		f 2.55			952.7	DN ECHO YL HO 3.8		12.08AM
CS 118 PX		s 3.05			956.5	HENEFER 4.1		12.14
CS 132 PWC		s 3.20			960.6	D DEVIL'S SLIDE ON 7.4		12.19
WS 122 P ES 118 PW		f 3.35			968.0	DN MORGAN WB 7.5		12.28
		3.45			975.5	PETERSON 4.6		12.36
ES 62 PX PX		f 3.55			980.1	GATEWAY 5.0		12.42
					985.1	UINTAH 4.8		12.49
					989.9	RIVERDALE YL 2.7		
COPTWYZ		A 4.10PM	A 3.00PM		992.6	DN-R OGDEN YL OG		A 1.03AM

(1.25) (6.00) (1.15) (1.20) Thru Time (3.53)
28.2 29.3 24.1 22.6 Average speed per hour 45.2

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See page 26.

WESTWARD FOURTH SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 7 April 30, 1950
11	3	103	101	105	1	17	37	5	23		
Passenger Daily	Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Streamliner Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Mail and Express Daily	Passenger Daily		
5.40PM	5.25PM	3.05PM	2.50PM	2.30PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0	DN-R GREEN RIVER YLGR
5.47	5.31	3.10	2.55	2.35	12.57	3.23	2.52	2.32	2.17	821.1	RIVIEW 4.1
5.51	5.35	3.14	2.59	2.39	1.01	3.28	2.57	2.37	2.22	824.9	PERU 3.8
5.57	5.40	3.19	3.04	2.44	1.06	3.34	3.02	2.42	2.27	830.2	BRYAN 5.3
6.05	5.47	3.25	3.10	2.50	1.13	3.41	3.09	2.49	2.34	837.8	WESTVACO 7.6
A 6.15PM	5.57	3.34	3.19	A 3.00PM	1.24	A f 3.55AM	3.20	3.00	f 2.45	847.2	DN GRANGER YL GN 9.4
	6.04	3.40	3.25		1.31		3.27	3.07	2.52	854.0	VERNE 6.8
	6.09	3.44	3.29		1.36		3.32	3.12	2.57	858.7	CHURCH BUTTES 4.7
	6.16	3.50	3.35		1.43		3.39	3.19	3.05	865.9	HAMPTON 7.2
	6.20	3.54	3.39		1.47		3.44	3.24	3.10	869.7	ELKHURST 3.8
	6.26	3.59	3.44		1.53		3.50	3.30	f 3.17	875.4	DN CARTER 5.7
	6.31	4.04	3.49		1.58		3.55	3.35	3.23	880.9	ANTELOPE 4.7
	6.36	4.08	3.53		2.03		4.00	3.40	3.28	885.6	BRIDGER 4.9
	6.42	4.14	3.59		2.09		4.06	3.46	3.34	890.5	LEROY 4.3
	6.47	4.18	4.03		2.14		4.11	3.51	f 3.40	894.8	RAGAN 2.8
	6.51	4.21	4.06		2.18		4.15	3.55	3.45	897.6	SPRING VALLEY 4.2
	6.57	4.27	4.12		2.24		4.20	4.00	f 3.51	901.8	ASPEN 1.8
	7.02	4.31	4.16		2.29		4.26	4.06	f 3.57	903.6	DN ALTAMONT AP 5.1
	7.08	4.36	4.21		2.35		4.32	4.12	4.04	908.7	KNIGHT 4.0
	7.12	4.40	4.25		2.39		4.37	4.17	4.09	912.7	MILLIS 4.5
	7.18	s 4.45	s 4.30		2.46		4.45	4.25	4.15	917.2	DN-R EVANSTON YL NA 4.5
	7.23				2.50		4.50	4.35	4.22	921.7	WYUTA 5.9
	7.30	4.51	4.36		2.57		4.57	4.42	4.29	927.6	DN WAHSATCH YL WH 5.0
	7.38	4.57	4.42		3.05		5.05	4.50	f 4.38	932.6	CURVO 4.1
	7.45	5.04	4.49		3.12		5.12	4.57	4.45	936.7	CASTLE ROCK 6.6
	7.53	5.11	4.56		3.20		5.20	5.05	4.53	943.3	EMORY 9.4
	8.02	5.19	5.04		3.29		5.29	5.14	5.02	952.7	DN ECHO YL HO 3.8
	8.15	5.31	5.16		3.42		5.42	5.27	f 5.16	956.5	HENEFER 4.1
	8.20	5.35	5.20		3.47		5.47	5.32	5.21	960.6	D DEVIL'S SLIDE ON 7.4
	8.25	5.39	5.24		3.52		5.52	5.37	5.26	968.0	DN MORGAN WB 7.5
	8.34	5.48	5.33		4.01		6.01	5.46	f 5.35	975.5	PETERSON 4.6
	8.42	5.56	5.41		4.09		6.09	5.54	5.44	980.1	GATEWAY 5.0
	8.48	6.01	5.46		4.15		6.15	6.00	5.50	985.1	UINTAH 4.8
	8.55	6.08	5.53		4.22		6.22	6.07	5.57	989.9	RIVERDALE YL 2.7
	A 9.15PM	A 6.20PM	A 6.05PM		A 4.40PM		A 6.35AM	A 6.20AM	A 6.15AM	992.6	DN-R OGDEN YL OG

(0.35) (3.50) (3.15) (3.15) (0.30) (3.50) (0.40) (3.50) (3.55) (4.05) Thru Time
51.7 45.8 54.1 54.1 60.4 45.8 45.3 45.8 44.8 43.0 Average speed per hour

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
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.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.
For stations not shown on schedule pages.—See Page 26.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 7

April 30, 1950

FIRST CLASS

Mile Post	12	28	4	2	104	102	106	38	18	24
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger

STATIONS

DN-R GREEN RIVER YLGR	817.0	A10.10AM	A10.30AM	A10.35AM	A11.10AM	A12.50PM	A 1.05PM	A 1.15PM	A10.55PM	A11.05PM	A11.50PM
RIVLEW	821.1	9.57	10.18	10.23	11.04	12.40	12.55	1.07	10.46	10.57	11.39
PERU	824.9	9.53	10.14	10.19	11.00	12.36	12.51	1.03	10.42	10.53	11.35
BRYAN	830.2	9.48	10.09	10.14	10.55	12.31	12.46	12.58	10.37	10.47	11.28
WESTVACO	837.8	9.40	10.02	10.07	10.48	12.25	12.40	12.51	10.30	10.40	11.20
DN GRANGER YL GN	847.2	9.30AM	9.53	9.58	10.39	12.17	12.32	12.42PM	10.21	10.30PM	f11.10
VERNE	854.0		9.46	9.51	10.31	12.11	12.26		10.14		11.01
CHURCH BUTTES	858.7		9.41	9.46	10.27	12.07	12.22		10.09		10.55
HAMPTON	865.9		9.35	9.40	10.21	12.02PM	12.17		10.02		10.47
ELKHURST	869.7		9.31	9.36	10.18	11.59AM	12.13		9.58		10.43
DN CARTER Q	875.4		9.25	9.30	10.12	11.54	12.08		9.51		f10.35
ANTELOPE	880.9		9.18	9.24	10.06	11.49	12.03PM		9.45		10.26
BRIDGER	885.6		9.14	9.20	10.02	11.45	11.59AM		9.40		10.21
LEROY	890.5		9.09	9.15	9.57	11.41	11.55		9.35		10.16
RAGAN	894.8		9.04	9.11	9.52	11.37	11.51		9.30		10.11
SPRING VALLEY	897.6		9.01	9.08	9.49	11.34	11.48		9.26		10.07
ASPEN	901.8		8.57	9.04	9.44	11.30	11.44		9.22		f10.00
DN ALTAMONT AP	903.6		8.51	8.58	9.38	11.25	11.39		9.17		f 9.55
KNIGHT	908.7		8.44	8.51	9.31	11.21	11.34		9.10		9.45
MILLIS	912.7		8.39	8.47	9.26	11.16	11 30		9.04		9.38
DN-R EVANSTON YL NA	917.2		8.32	8.40	9.19	s11.09	s11.23		8.57		9.30
WYUTA	921.7		8.23	8.28	9.08	11.01	11.16		8.45		9.10
DN WAHSATCH YL WH	927.6		8.17	8.22	9.02	10.56	11.11		8.39		f 9.03
CURVO	932.6		8.08	8.13	8.53	10.49	11.04		8.30		8.51
CASTLE ROCK	936.7		8.02	8.07	8.47	10.44	10.59		8.24		8.44
EMORY	943.3		7.52	7.57	8.37	10.36	10.51		8.14		8.32
DN ECHO YL HO	952.7		7.37	7.42	8.22	10.23	10.38		8.00		f 8.15
HENEFER	956.5		7.32	7.37	8.17	10.19	10.34		7.55		8.07
D DEVIL'S SLIDE ON	960.6		7.27	7.32	8.12	10.15	10.30		7.50		8.02
DN MORGAN WB	968.0		7.18	7.23	8.03	10.08	10.23		7.41		f 7.52
PETERSON	975.5		7.10	7.15	7.55	10.02	10.17		7.34		7.43
GATEWAY	980.1		7.04	7.09	7.49	9.57	10.12		7.28		7.35
UINTAH	985.1		6.57	7.02	7.42	9.50	10.05		7.22		7.28
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.45AM	6.50AM	7.30AM	9.40AM	9.55AM		7.10PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.40) (3.45) (3.45) (3.40) (3.10) (3.10) (0.33) (3.45) (0.35) (4.35)
 Average speed per hour..... 45.3 46.8 46.8 47.9 55.5 55.5 54.9 46.8 51.7 38.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
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FOURTH SUBDIVISION EASTWARD

FIRST CLASS

Mile Post	6
	Mail and Express

Time-Table No. 7

April 30, 1950

SECOND CLASS

Mile Post	254	264	226	262
	Time Freight	Time Freight	Mixed	Time Freight

STATIONS

Car Capacity of Stages, etc. See Rule 6 (A), Page 26.

A12.25AM	817.0	DN-R GREEN RIVER YLGR	A 8.00AM	A 8.15AM	A10.35PM	COPTWXYZ
12.20	821.1	RIVLEW				WS 61 PX
12.16	824.9	PERU				CS 82 P
12.11	830.2	BRYAN				CS 81 P
12.04AM	837.8	WESTVACO				CS 118 P
11.55PM	847.2	DN GRANGER YL GN		6.30AM	8.15PM	WS99 IPWXY ES68 RCS
11.48	854.0	VERNE				CS 125 P
11.44	858.7	CHURCH BUTTES				CS 103 P
11.37	865.9	HAMPTON				CS 103 P
11.33	869.7	ELKHURST				CS 95 P
s11.25	875.4	DN CARTER Q				CS135 CPWX
11.17	880.9	ANTELOPE				CS 103 P
11.12	885.6	BRIDGER				CS 131 P
11.08	890.5	LEROY				WS 77 CS 83 PW
11.03	894.8	RAGAN				WS 71 PX
11.00	897.6	SPRING VALLEY				WS 71 P
10.56	901.8	ASPEN				ES 44 X
10.50	903.6	DN ALTAMONT AP				ES 122 PX
10.42	908.7	KNIGHT				ES 64 PX
10.37	912.7	MILLIS				CS 118 P
10.30	917.2	DN-R EVANSTON YL NA				CPTWXYZ
10.20	921.7	WYUTA				CS 124 P
10.14	927.6	DN WAHSATCH YL WH				CS98 PWXY
10.08	932.6	CURVO				P
9.57	936.7	CASTLE ROCK				WS 118 ES 101 PW CS 125 PWX
9.51	943.3	EMORY				WS120 CS120 ES101 CPTWX
9.41	943.3	DN ECHO YL HO		A 9.05AM		CS 118 PX
9.25	952.7	HENEFER		f 8.55		CS 118 PX
9.20	956.5	D DEVIL'S SLIDE ON		s 8.45		CS 132 PWX
9.15	960.6	DN MORGAN WB		s 8.30		WS122 ES 118 P
9.06	968.0	PETERSON		f 8.10		PW
8.58	975.5	GATEWAY		8.00		ES 62 PX
8.50	980.1	UINTAH		f 7.50		PX
8.43	985.1	RIVERDALE YL				
8.30PM	989.9	DN-R OGDEN YL OG	1.00AM		7.35AM	COPTWYZ
Daily	992.6	(175.6)	Daily	Daily	Daily Ex. Sun.	Daily

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

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
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 For stations not shown on schedule pages.—See Page 26

WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 7				SECOND CLASS			
				April 30, 1950							
212				Mile Post				211			
Mixed				Distance from Denver				Mixed			
Daily				BLOCK SIGNALS				Mixed			
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0				A11.20PM	
31	P		9.8		6.4 QIMBY	9.8				11.11	
36	P		13.8		4.0 EAST LAKE	13.8				f11.04	
31	P		18.1		4.8 DARLOW	18.1				10.57	
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2				f10.48	
			22.2		3.9 U. P. CROSSING	22.2					
53	YP		26.1	D	FREDERICK YL FR	26.1				f10.37	
	P		27.8		1.7 FIRESTONE	27.8				10.31	
19	P		30.2		2.4 HARNEY	30.2				10.25	
31	P		34.6		4.4 GOWANDA	34.6				10.17	
	P		38.3		3.7 WILD OAT	38.3				10.10	
21	WYP		42.8	N	DENT YL FD	42.8	A	9.43AM		10.01	
	WCTYP		50.6	DN-R	LA SALLE YL SA	50.6		9.30AM		9.45PM	
					(45.6)			Daily		Daily	

(0.15) Thru Time (0.13) (1.35)
 31.2 Average speed per hour 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 26.

WESTWARD —FORT COLLINS BRANCH— EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		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
			0.8 G. W. CROSSING
	P	f 9.55	7.3
			5.3 KOENIG f 4.04
			1.7 G. W. CROSSING
	P	f 10.00	9.1
			4.4 KELIM f 4.00
			4.4 BOYD LAKE f 3.51
			2.9 REDMOND f 3.46
	P	f 10.10	16.4
			3.1 HARMONY f 3.40
42	P	f 10.15	19.5
			5.5 FORT COLLINS YL FO 3.30PM
138	WCTYZP	A10.30AM	25.0 D-R
			0.2 O. & S. CROSSING
			0.1 O. & S. CROSSING
	P		27.9
			2.8 POUFRE YL
	P		30.0
			2.1 BOETTCHER YL
	P		38.5
			8.5 RIPPLE
	Y		41.7
			3.2 BUCKEYE YL
			(41.7)
			Daily

(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 26.

WESTWARD —BOULDER BRANCH— EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
55	WYZP	0.0	DN-R
			BRIGHTON YL BI
	P	4.2	
			4.2 YOXALL
	IWYP	8.1	DN
			3.9 ST. VRAINS YL VS
			0.0 U. P. CROSSING
	P	10.9	
			2.8 STATE COAL MINE JOT. YL
	P	11.4	
			0.5 PARKDALE JCT. YL
	P	15.1	
			3.7 ERIE
			0.0 O. B. & Q. CROSSING
			1.3 TABOR
			1.4 LEYNER
			1.8 LIGGETT
	P	19.6	
			4.4 VALMONT YL
			2.0 O. & S. CROSSING
	WYP	26.0	
			0.1 ARA YL
	P	27.6	DN-R
			1.5 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 26.

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
247	WYZP	0.0	DN
			GREELEY YL HG 0.0
	YP	2.3	
			2.3 GREELEY JCT. YL
34	YP	6.0	
			3.7 CLOVERLY
			2.4 ALDEN
37	P	10.4	D
			3.4 GILL GI 10.4
			13.8 MATTHEWS 13.8
			14.5 BARNESVILLE 14.5
29	YP	28.1	
			13.6 BRIGGSDALE 28.1
			(28.1)

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

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

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

WESTWARD—Puritan Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
		0.0	
			PARKDALE JCT. YL 0.0
			1.9 PURITAN 1.9
			3.1 END OF TRACK 3.1

WESTWARD—Lionkol Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
		0.0	
			LIONKOL JUNCTION 0.0
			2.0 LIONKOL 2.0
			2.5 END OF TRACK 2.5

WESTWARD—Stansbury Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
		0.0	
			STANSBURY JUNCTION 0.0
			1.9 STANSBURY MINE 1.9
			2.1 END OF TRACK 2.1

WESTWARD—Dines Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
		0.0	
			HAY 0.0
			1.6 DINES 1.6
			1.9 END OF TRACK 1.9

WESTWARD—Park City Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
226		225	
Mixed		Mile Post	
Daily Except Sunday		April 30, 1950	
		STATIONS	
WS120	CS120	9.15AM	0.0
ES101	CPTW		DN-R
			ECHO YL HO 0.0
18	PZ	s 9.45	5.7
			5.7 D COALVILLE YL VE 5.7
16	P	f 10.20	13.4
			7.7 WANSHIP 13.4
12	P	f 10.50	20.3
			6.9 ATKINSON 20.3
16	PW	11.07	24.5
			4.2 KEETLEY JCT. YL 24.5
	PWY	A1130AM	28.4
			3.9 D-R PARK CITY YL KD 28.4
			(28.4)
			Daily Except Sunday

(2.15) Thru Time (2.09)
 12.6 Average speed per hour 13.0

WESTWARD—Ontario Branch—EASTWARD			
SECOND CLASS		Time-Table No. 7	
211		212	
Mixed		Mile Post	
Daily		April 30, 1950	
		STATIONS	
		0.0	
			KEETLEY JCT. YL 0.0
			5.2 KEETLEY YL 5.2
			1.8 CRANMER YL 7.0

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

Designation "Str."—Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr."—Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "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.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling gravel loaded in steel hopper cars.			35
7000 class engines.		70	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	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25
MacArthur type engines with 63-in. drivers.		55	50				15
MacArthur type engines with 57-in. drivers.		35	35	Trains handling company roadway machines on their own wheels: On straight track. On curves. Branch lines except Dent Branch.			30
Consolidation and Ten-Wheeler type engines.		35	35				25
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				15
0-6-0 and 0-8-0 type yard engines.		20	20	Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40			50	40
Diesel-electric switch engines in road service.		35	35	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement All other classes engines; Forward movement Back-up movement		10	10
Diesel-electric locomotives running light, dynamic brake not in operation.			35				6
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	15	15	15
Trains handling air-dump cars.		20	20			10	10
Trains handling scale test cars: On main line On branch lines except Dent branch.			30	Jordan spreaders and other machines of spreader type, when in operation.	20	20	20
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30				
			20	All wye tracks.	6	6	6

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour			
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.	
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45	
4000 class engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30	
Freight engines not otherwise shown.		50				40		
Light engines.		45	45	97.4 and 97.7	50	40	25	
Denver, within city limits over street crossings.	35	35	25	Corlett Side 97.7 and 97.9 97.9 and 98.6 101.4 and 101.5 Corlett Jct. and M. P. 103.9	30	30	25	
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 0.7 and 0.4 eastward track.	30	30	25			50	40	25
	30	30	25			70	60	45
	30	30	25					
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.7 and 99.4	50	40	25	
Evans 49.4 and 49.7	70	60	50					

SECOND SUBDIVISION

Cheyenne to Laramie, westward	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, eastward	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, eastward	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, eastward	70	60	30	Granite Canon on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P. 549.7 and 557.0			
4000 class engines.		45	40			30	
Freight engines not otherwise shown.		50					

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Cheyenne 510.4 and 511.8	50	40	25	Forelle 562.2 and 549.8	60	50	40
Corlett 515.6 and 515.7	60	50	40	Hermosa 548.1 and 547.0	55	45	35
518.8 and 519.1	60	50	40	Hermosa Tunnel	50	40	25
Borie 522.1 and 522.3	60	50	40	545.1 and 537.9	50	45	35
523.3 and 523.6	60	50	40	537.5 and 535.6	50	40	25
Otto 524.5 and 525.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Granite Canon 528.7 and 529.5	50	40	25	530.2 and 530.0	50	40	30
530.0 and 535.1	55	45	35	529.5 and 528.7	50	40	25
535.6 and 537.5	50	40	25	Granite Canon 525.6 and 524.5	60	50	30
537.9 and 540.9	45	40	35	Otto 523.6 and 523.4	65	55	30
541.1 and 545.1	55	45	35	522.3 and 522.1	60	50	30
Hermosa Tunnel	50	40	25	Borie 519.1 and 518.8 515.7 and 515.6	60	50	30
547.0 and 548.1	55	45	35			60	55
Hermosa 549.3 and 549.6	50	40	30	Corlett 511.8 and 510.4	50	40	25
549.7 and 550.0	40	30	25				
550.0 and 563.6	70	60	40	Cheyenne			
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U.P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Laramie 566.8 and 567.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 802.5	50	40	25
Wilcox 609.5 and 611.6	70	60	50	802.0 and 801.0	50	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	50	40
Ridge 617.2 and 617.6	70	60	50	798.4 and 797.3	55	45	35
621.8 and 622.4	75	65	50	Baxter 795.3 and 795.1	60	50	40
Calvin 627.1 and 628.7	50	45	35	794.5 and 794.2	70	60	50
629.4 and 629.9	60	50	40	791.7 and 791.4	70	60	50
630.9 and 637.8	70	60	50	Salt Wells 787.0 and 786.7	75	65	50
Ramsey 639.3 and 640.2	60	50	40	781.7 and 781.3	70	60	50
642.5 and 643.7	50	40	25	780.2 and 780.0	60	50	40
Hanna 645.1 and 646.3	70	60	50	778.9 and 777.8	60	50	40
647.5 and 648.0	70	60	50	Point of Rocks 776.6 and 775.8	65	55	45
Percy 650.2 and 650.7	70	60	50	775.0 and 774.3	70	65	50
Dana 652.2 and 652.5	60	50	50	773.2 and 773.0	60	50	40
653.1 and 656.4	70	60	50	772.3 and 771.8	70	65	50
				Hallville 769.3 and 768.8	60	50	40
				Black Buttes 765.6 and 765.2	60	50	40
				762.3 and 762.0	70	60	50
				761.0 and 760.5	70	60	50
				757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.3 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Fort Steele 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
Sinclair 678.1 and 678.5	80	70	50	Latham 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
Rawlins 683.2 and 684.2	50	40	25	Creston 709.0 and 708.6	70	60	50
Ferris 686.8 and 687.8	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Daleys Ranch 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	Knobs 692.4 and 690.3	60	50	40
Riner 703.0 and 704.2	70	60	50	Hadsell 687.8 and 686.8	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Ferris 684.2 and 683.2	50	40	25
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Thayer Junction 786.6 and 787.0	75	65	50	611.6 and 609.5	70	60	50
Salt Wells 791.4 and 791.7	70	60	50	Rock River 604.6 and 603.9	60	50	40
794.2 and 794.5	70	60	50	602.2 and 601.1	60	50	40
795.1 and 795.3	60	50	40	599.7 and 598.5	70	60	50
Baxter 797.3 and 798.4	55	45	35	Harper 596.8 and 596.5	70	60	50
799.5 and 800.5	60	50	40	Lookout 593.7 and 593.3	70	60	50
801.0 and 802.0	50	40	25	Cooper Lake 588.4 and 587.7	70	60	50
802.5 and 803.5	50	40	25	Howell 567.2 and 566.8	50	40	25
806.6 and 807.0	70	60	50	Laramie			
807.5 and 807.8	65	55	45				
Kanda 809.6 and 813.9	55	45	35				
814.1 and 816.1	40	40	25				
816.1 and 816.3	35	30	25				
816.3 and 817.0	50	40	25				
Green River							

FOURTH SUBDIVISION

Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.
4000 class engines		45	45	
Freight engines not otherwise shown.		50	50	
Light engines.			45	

Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Green River 817.0 and 818.5.	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7.	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 909.3 and 910.4	80	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1	60	50	25	818.5 and 817.0	50	40	25
Evanston				Green River			

FOURTH SUBDIVISION (Continued)

Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK Between Mile Posts— Evanston 920.6 and 921.2	70	60	50	ON EASTWARD TRACK Between Mile Posts— Ogden 989.0 and 987.9	65	55	45
Wyuta 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	Uintah 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	Gateway 983.5 and 981.0	40	35	30
Castle Rock 937.0 and 939.4	50	40	35	981.0 and 980.7	35	35	30
941.1 and 941.9	55	45	40	980.7 and 978.7	40	35	30
Emory 942.9 and 945.5	50	40	35	Strawberry 977.3 and 977.0	60	50	45
946.9, and 951.1	50	40	35	976.1 and 974.1	55	45	35
952.1 and 952.5	35	30	25	Peterson 972.6 and 972.4	75	65	50
Echo 953.3 and 954.1	60	50	25	Morgan 967.8 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
Henefer 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	Devil's Slide 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	Henefer 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
Stoddard 972.4 and 972.6	75	65	50	Echo 952.5 and 952.1	35	30	25
974.1 and 976.1	50	45	35	951.1 and 946.9	50	40	35
977.0 and 977.3	60	50	45	945.5 and 942.9	50	40	35
Strawberry 978.7 and 980.7	40	35	30	Emory 941.6 and 940.9	55	45	40
980.7 and 981.0	35	35	30	939.1 and 929.2	55	45	35
981.0 and 983.7	40	35	30	Curvo 928.8 and 927.6	50	40	25
Uintah 985.5 and 985.8	70	60	50	Wahsatch 927.6 and 927.4	30	25	25
986.7 and 987.0	65	60	50	927.4 and 926.5	60	50	25
987.9 and 989.0	65	55	45	926.2 and 925.9	65	55	40
Ogden				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9	60	50	25
				Evanston			

Within Ogden Terminal Limits, O.U.R. & D. Speed Restrictions Apply

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
			U. P. and S. P. roundhouse and shop limits.	8	8
When using cross-overs or turn-outs.	15	15	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
Over railroad crossings.	10	10			
BRANCHES					
Boulder Branch Maximum Speed.		25	Greeley Branch		15
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	Pleasant Valley Branch		13
Between Parkdale Jct. and Erie.		15	Puritan Branch		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10	Lionkol Branch		10
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.		15
800 class engines.	45	40	Branches not otherwise shown.		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur		5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.		10
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Between Mile Posts— Quimby 10.0 and 10.6	50	40	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
11.6 and 12.0	50	40	Park City Branch Maximum Speed Between Mile Posts— 0.0 and 4.3		25
East Lake 14.3 and 14.6	50	40	5.1 and 5.2		15
St. Vrains 21.5 and 21.9	40	25	13.2 and 13.5		15
Frederick 25.6 and 25.8	40	25	14.8 and 21.0		15
Gowanda 37.9 and 38.0	50	40	24.0 and 24.1		15
Wild Cat 40.4 and 40.5	50	40	25.1 and 25.2		15
Fort Collins Branch Between Dent and Fort Collins.		30	26.3 and 28.4		15
Between Fort Collins and Buckeye.		25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Dent, over west wye switch.		10	Ontario Branch		15
Fort Collins, within city limits		15	Cranmer spur, between Keetley and end of track.		10
Fort Collins, over east cross-over switch.		5			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	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	Park City Branch			
Peckham.....	42.4	24P	Both	Beggs spur.....	26.0	3	West
Hambert.....	43.3	24	East	Broadwater spur.....	27.2	47	West
Stage.....	64.9	22	East	Almy Branch			
Fourth Subdivision				Stock Yards.....			
Almy Jct.....	918.4	Spur 1.7 Mi.	East		1.5	33	East
Baskin.....	947.9	4	East				
Stoddard.....(1)	970.6	13	Both				
		11 PX	West				
Strawberry.....	977.7	33 P	Both				

(1) Flag stop for Nos. 225 and 226.

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.		R. H. Jessen	Surgeon	Hanna, Wyo.	Hanna to Rock Springs
Wm. M. Grieg	District Surgeon	Denver, Colo.	Denver District.	O. E. Plummer	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. A. Buntan	District Surgeon	Cheyenne, Wyo.	Cheyenne District.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	E. W. McNamara	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.	P. M. McCrann	Surgeon	Rock Spgs., Wyo	Laramie to Green River.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	R. C. Stratton	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
J. S. Benwell	Surgeon	Denver, Colo.	Denver.	A. T. Sudman	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.	J. H. Holland	Surgeon	Evanston Wyo.	Green River to Morgan.
I. E. Hix	Oculist	Denver, Colo.	Denver.	J. H. Waters	Surgeon	Evanston Wyo.	Green River to Morgan
J. W. Wells	Surgeon	Brighton Colo.	Denver to Lupton and Brighton to Erie.	J. S. Hellwell	Surgeon	Evanston Wyo.	Green River to Morgan
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	H. T. High	Surgeon	Devils Slide Utah	Delvis Slide to Ogden
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.	E. W. Oldham	Surgeon	Coalville Utah	Echo to Park City
J. W. Allely	Surgeon	Greeley, Colo.	Evans to Eaton.	R. F. Howe	Surgeon	Ogden Utah	
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	L. S. Sycamore	Surgeon	Ogden Utah	
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	Floyd Seager	Surgeon	Ogden Utah	Ogden to Green, River Brigham and Kaysville
R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.	K. A. Stafford	Surgeon	Ogden Utah	
G. W. Koford	Surgeon	Cheyenne, Wyo.	Cheyenne to Laramie and Cheyenne to Carr.	D. D. Olson	Surgeon	Ogden Utah	
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.	C. D. Van Hook	Surgeon	Ogden Utah	
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
J. R. Newnam	Surgeon	Cheyenne, Wyo.	Cheyenne.	F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Fort Collins.
B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
E. C. Pelton	Surgeon	Laramie, Wyo.	Laramie to Hanna.	C. P. Bishop	Surgeon	Frederick Colo.	Vicinity
Emory W. De Kay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	S. J. Hanten	Surgeon	Superior, Wyo.	Superior to Thayer Jct.
				C. A. Laffoon	Surgeon	Park City, Utah.	Between Park City and Echo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

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		