

UNION PACIFIC RAILROAD COMPANY

Eastern District



**WYOMING DIVISION
TIME-TABLE**

No. 8

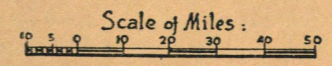
**Effective Sunday,
May 28, 1950**

at 12:01 A. M. Mountain Time

Be Careful Today

FOR EMPLOYEES ONLY

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



CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table details (No. 8, May 28, 1950) and distances from Council Bluffs.

Thru Time From Omaha 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. TERWILLEGER, Asst. Superintendent... Green River, Wyo.

- 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.

- 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.

- 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 table with rows for Main Line (595.06), Branches (216.81), and Total (811.87).

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, NORTH PLATTE, JULESBURG, SIDNEY, KANSAS CITY, DENVER, CHEYENNE, BORIE, LARAMIE, RAWLINS, GREEN RIVER, GRANGER, OGDEN) and rows for time-table details (No. 8, May 28, 1950) and distances from Council Bluffs.

Thru Time To Omaha Average speed per hour

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.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and Train, At, Discharge Passengers From, Pick Up Passengers Destined To.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, C.R.I.&P. Mixed, Time Freight, and various station numbers (26, 377, 96, 370, 250, 92) and distances from Denver.

Time-Table No. 8

May 28, 1950

STATIONS

Table listing stations from DENVER to CHEYENNE with directions (DN, UP) and track information (Double Track, Block Signals).

(0.08) 16.5 (3.30) 29.9 (0.18) 7.3 (0.40) 3.3 (1.20) 34.6 (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.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Passenger, Streamliner Passenger, C.R.I.&P. Rocket Passenger, and various station numbers (10, 57, 16, 37, 86, 112, 8, 38, 9) and distances from Denver.

Time-Table No. 8

May 28, 1950

STATIONS

Table listing stations from DENVER to CHEYENNE with directions (DN, UP) and track information (Double Track, Block Signals).

(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.

FIRST SUBDIVISION EASTWARD

Time-Table No. 8

May 28, 1950

FIRST CLASS

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

STATIONS

DN-R DENVER YL UD	0.0	A 7.25AM	A 7.30AM	A 8.00AM	A 8.25AM	A 8.30AM	A 9.30AM	A 11.30AM	A 3.30PM	A 7.45PM	
0.6 23RD STREET YL	0.6	7.21		7.35		8.21	9.18				
1.1 DN-R 36TH ST. YL RA	1.7	7.19	7.21	7.27	8.17	8.18	9.15	11.24	3.04	7.35	
0.5 PULLMAN YL	2.2	7.18AM	7.20	7.26	8.16AM	8.17	9.14	11.22	3.03PM	7.34	
2.7 C. B. & Q. CROSSING	4.9										
0.1 DNSANDCREEK JCT. YL SK	5.0		7.08	7.22		8.13	9.09	11.18		7.29	
3.1 DUPONT	8.1		7.03	7.18		8.09	9.04	11.13		7.25	
3.2 HAZELTINE	11.3		6.59	7.14		8.06	9.00	f 11.09		7.22	
2.8 HENDERSON	14.1		6.56	7.11		8.03	8.57	f 11.05		7.20	
5.0 DN BRIGHTON YL BI	19.1		6.50	7.06		7.59	f 8.51	s 10.59		7.15	
6.7 D LUPTON UP	25.8		6.43	6.58		7.53	8.43	s 10.52		7.09	
4.3 IONE	30.1		6.38	6.54		7.49	8.39	f 10.46		7.05	
4.7 D PLATTEVILLE PA	34.8		6.33	6.50		7.45	8.34	f 10.40		7.01 ²⁵⁰	
5.2 D GILOREST GI	40.0		6.28	6.45		7.40	8.28	f 10.33		6.56	
6.1 DN-R LA SALLE YL SA	46.1		6.20AM	6.37		7.32AM	8.18AM	s 10.25		6.50	
2.1 EVANS	48.2			6.34				f 10.20		6.47	
3.5 DN GREELEY YL HG	51.7			s 6.29				s 10.15		s 6.41	
2.8 GREELEY JCT.	54.0										
1.8 D LUCERNE O	55.8			6.22				f 10.07		6.37 ³⁷	
3.4 DN EATON YL UR	59.2			6.18				s 10.02		6.33	
0.1 G. W. CROSSING	59.8										
3.7 D AULT A	63.0			6.14				s 9.57		6.29	
3.8 D PIEROE RI	66.8			6.10				f 9.53		6.26	
5.1 D NUNN NU	71.9			6.06				f 9.48		6.21	
5.1 DOVER	77.0			6.02				f 9.43		6.16	
4.9 DECKER	81.9			5.58				9.38		6.11	
4.1 DN OAR OR	86.0			5.54				s 9.34		6.07	
4.4 WARREN	90.4			5.49				9.29 ⁹		6.02	
4.0 GLEASON	94.4			5.45				9.21		5.58	
3.4 D SPEER YL S	97.8			5.41				f 9.16		5.54	
5.3 DN BORIE YL BO	103.1			5.35AM							
3.2 CORLETT JCT.	101.5							9.09		5.47	
3.2 DN TOWER A YL AY	104.7							9.04		5.43	
1.8 DN-R CHEYENNE YL N-OY	106.0							9.00AM		5.40PM	

(106.0)

Daily Daily Daily Daily Daily Daily Daily Daily Daily

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. 8

May 28, 1950

SECOND CLASS

Mile Post	25	97	91	369	455	334															Car Capacity of Seating, etc. See Rule 6 (A), Page 26.
	C.R.I.&P. Mixed	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed															

STATIONS

DN-R DENVER YL UD	0.0	A 3.30AM	A 6.30AM	A 11.59AM	A 11.45AM					A 11.50PM												YP
0.6 23RD STREET YL	0.6			11.10 ³⁰⁰	11.10 ⁹¹																	ZP
1.1 DN-R 36TH ST. YL RA	1.7	3.07	5.40	11.05	11.08	A 10.15PM	11.28															WCOTYZP
0.5 PULLMAN YL	2.2	3.05AM	5.30AM	11.00AM	11.05AM	10.07	11.25															
2.7 C. B. & Q. CROSSING	4.9																					
0.1 DNSANDCREEK JCT. YL SK	5.0										9.59	11.20PM										IP
3.1 DUPONT	8.1										9.52											85 P
3.2 HAZELTINE	11.8										9.47											57 P
2.8 HENDERSON	14.1										9.42											52 P
5.0 DN BRIGHTON YL BI	19.1										9.35 ³⁷⁷											91 WYZP
6.7 D LUPTON UP	25.8										9.25											94 P
4.3 IONE	30.1										9.18											53 P
4.7 D PLATTEVILLE PA	34.8										9.10											95 P
5.2 D GILOREST GI	40.0										9.01											119 P
6.1 DN-R LA SALLE YL SA	46.1										8.50PM	A 9.05PM										192 WCTYP
2.1 EVANS	48.2										8.58											60 P
3.5 DN GREELEY YL HG	51.7										s 8.46 ⁵⁷											247 WYZP
2.8 GREELEY JCT.	54.0																					YP
1.8 D LUCERNE O	55.8										8.38											81 P
3.4 DN EATON YL UR	59.2										s 8.32											80 P
0.1 G. W. CROSSING	59.8																					I
3.7 D AULT A	63.0										s 8.25											65 P
3.8 D PIEROE RI	66.8										8.18											64 WYP
5.1 D NUNN NU	71.9										8.10											52 P
5.1 DOVER	77.0										8.02											96 P
4.9 DECKER	81.9										7.54											51 P
4.1 DN OAR OR	86.0										s 7.47											94 WCYP
4.4 WARREN	90.4										7.41											97 P
4.0 GLEASON	94.4										f 7.26 ³⁷											52 P
3.4 D SPEER YL S	97.8										f 7.19											95 } WYP 45 }
5.3 DN BORIE YL BO	103.1																					72 IP
3.2 CORLETT JCT.	101.5											7.10										P
3.2 DN TOWER A YL AY	104.7											7.05										IP
1.8 DN-R CHEYENNE YL N-OY	106.0											7.00PM										WCOTYZP

(106.0)

Daily Daily Daily Daily Daily Daily

Thru Time.....	(0.25)	(1.00)	(0.59)	(0.40)	(1.25)	(4.50)
Average speed per hour.....	5.2	2.2	2.2	3.3	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 Sidings, etc. See Rule 6 (A), page 26.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 8	
	37	5	23	27	3	103	101	105	1		May 28, 1950	STATIONS
	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	DN-R CHEYENNE YL N	
IP		6.53	6.38	2.33	10.28	9.38	9.23	9.05	6.13	510.8	DN TOWER A YL AY	
P										514.0	CORLETT JUNCTION	
WS 93 XP		7.00	6.43	2.39	10.34	9.42	9.27	9.09	6.19	514.9	CORLETT	
WS110 ES110 XIP	7.40PM	7.06	6.49	2.45	10.41	9.49	9.34	9.15	6.25	519.0	DN BORIE BO	
WS 93 XWP ES 110	7.50	7.14	6.57	2.52	10.49	9.57	9.42	9.24	6.32	524.0	OTTO	
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	DN GRANITE CANON YLOA	
WS 105 WYP ES 90 X	8.13	7.35	7.17	3.12	11.10	10.17	10.02	9.44	6.52	536.5	BUFORD YL	
CS 95 XYP	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.49	6.59	540.4	DN SHERMAN S	
ES 63 WXP	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.52	7.02	543.0	DALE CREEK	
CS 82 XP	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.59	7.09	548.4	DN HERMOSA HM	
WS 123 WP	8.44	8.05	7.43	3.38	11.36	10.41	10.26	10.08	7.18	557.0	RED BUTTES	
ES 79 P											HEARD	
ES 110 WP		These Stations are not on Westward Track										
ES 70 P											OOLOROS	
ES 89 P											SATANKA	
WCOTY PZ X	9.00PM	8.20PM	7.57PM	3.52PM	11.50AM	10.54AM	10.39AM	10.21AM	7.32AM	566.8	DN-R LARAMIE YL K-KI	

Thru Time Thru Time
Average speed per hour 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	37	5	23	27	3	103	101	105	1	Distance from Council Bluffs	STATIONS
6:50 PM		6.50 PM	6.35 PM	2.30 PM	10.25 AM	9.35 AM	9.20 AM	9.02 AM	6.10 AM	509.5	DN-R CHEYENNE YL N
6:53		6.53	6.38	2.33	10.28	9.38	9.23	9.05	6.13	510.8	DN TOWER A YL AY
										514.0	CORLETT JUNCTION
7:00		7.00	6.43	2.39	10.34	9.42	9.27	9.09	6.19	514.9	CORLETT
7:40 PM	7.40 PM	7.06	6.49	2.45	10.41	9.49	9.34	9.15	6.25	519.0	DN BORIE BO
7:50	7.50	7.14	6.57	2.52	10.49	9.57	9.42	9.24	6.32	524.0	OTTO
7:58	7.58	7.22	7.05	3.00	10.57	10.05	9.50	9.32	6.40	528.6	DN GRANITE CANON YLOA
8:13	8.13	7.35	7.17	3.12	11.10	10.17	10.02	9.44	6.52	536.5	BUFORD YL
8:20	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.49	6.59	540.4	DN SHERMAN S
8:23	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.52	7.02	543.0	DALE CREEK
8:31	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.59	7.09	548.4	DN HERMOSA HM
8:44	8.44	8.05	7.43	3.38	11.36	10.41	10.26	10.08	7.18	557.0	RED BUTTES
											HEARD
											OOLOROS
											SATANKA
9:00 PM	9.00 PM	8.20 PM	7.57 PM	3.52 PM	11.50 AM	10.54 AM	10.39 AM	10.21 AM	7.32 AM	566.8	DN-R LARAMIE YL K-KI

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 8	FIRST CLASS									Mile Post	STATIONS
	38	6	24	28	4	2	104	102	106		
May 28, 1950	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
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		
510.8		7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36		
514.0											
514.9		7.21	7.59	4.48	5.03	5.33	6.11	6.21	6.31		
519.0	A 5.35AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27		
524.0	5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22		
528.6	5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17		
536.5	5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06		
540.4	5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01		
543.0	5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58		
548.4	4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51		
		This	Station	is not	on East	ward Tr	ack				
551.7	4.48	6.28	7.02	4.02	4.17	4.47	5.28	5.38	5.48		
554.2	4.45	6.25	6.57	3.59	4.14	4.44	5.25	5.35	5.45		
557.8	4.40	6.20	6.50	3.54	4.09	4.39	5.21	5.31	5.41		
562.0	4.34	6.14	6.44	3.48	4.03	4.33	5.16	5.26	5.36		
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		

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.

Time	38	6	24	28	4	2	104	102	106	Distance from Council Bluffs	STATIONS
7:35 AM		A 7.35 AM	A 8.15 AM	A 5.00 PM	A 5.15 PM	A 5.45 PM	A 6.20 PM	A 6.30 PM	A 6.40 PM		
7:27		7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36		
7:21		7.21	7.59	4.48	5.03	5.33	6.11	6.21	6.31		
7:16	A 5.35 AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27		
7:09	5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22		
7:03	5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17		
6:50	5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06		
6:44	5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01		
6:40	5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58		
6:33	4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51		
		This	Station	is not	on East	ward Tr	ack				
6:28	4.48	6.28	7.02	4.02	4.17	4.47	5.28	5.38	5.48		
6:25	4.45	6.25	6.57	3.59	4.14	4.44	5.25	5.35	5.45		
6:20	4.40	6.20	6.50	3.54	4.09	4.39	5.21	5.31	5.41		
6:14	4.34	6.14	6.44	3.48	4.03	4.33	5.16	5.26	5.36		
6:05 AM	4.25 AM	6.05 AM	6.35 AM	3.40 PM	3.55 PM	4.25 PM	5.10 PM	5.20 PM	5.30 PM		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Seating, 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	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
WOOTYPZ	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 53 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	8.34	4.25	12.24	11.17	11.01	10.42	8.05	590.6
CS 105 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	9.53	9.16	f 8.53	4.40	12.39	11.30	11.15	10.55	8.20	605.3
ES 120 YFX	9.58	9.21	8.59	4.44	12.43	11.33	11.18	10.58	8.24	609.0
CS 73 XP	10.06	9.29	9.07	4.52	12.51	11.40	11.25	11.05	8.32	616.8
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 WCY	f 10.42	10.07	f 9.45	5.21	1.22	12.03PM	11.48	11.28	9.01	643.1
ES 100 YPX	10.51	10.16	9.53	5.27	1.29	12.09	11.54	11.34	9.07	648.4
WS 56 XP	10.55	10.20	9.57	5.31	1.33	12.13	11.58AM	11.37	9.11	651.8
ES 82 XP	11.01	10.26	10.03	5.36	1.38	12.17	12.02PM	11.41	9.16	657.0
CS 71 XP	11.07	10.32	f 10.10	5.41	1.43	12.22	12.07	11.46	9.21	661.9
CS 68 XP	11.13	10.38	10.17	5.47	1.49	12.27	12.12	11.55	9.27	667.6
CS 80 XP	11.23	10.48	f 10.27	5.56	1.57	12.35	12.20	11.58AM	9.36	676.3
CS 123 XP	11.35	11.00	10.40	6.10	2.10	12.44	12.29	12.06PM	9.50	682.5
WOOTYZXP	f 11.45	11.10	10.50	6.15	2.20	12.45	12.30	12.07	9.55	688.5
WS 71 XP	11.53	11.16	10.56	6.23	2.26	12.49	12.34	12.11	10.03	688.0
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 XWP	12.09	11.33	11.14	6.39	2.42	1.01	12.46	12.23	10.19	700.0
ES 125 P	12.13	11.38	11.19	6.43	2.46	1.05	12.50	12.27	10.23	705.3
CS 81 XP	12.21	11.47	11.28	6.52	2.54	1.12	12.57	12.34	10.32	712.0
WS 62 XP	12.21	11.47	11.28	6.52	2.54	1.12	12.57	12.34	10.32	712.0
CS 81 YP	12.25	11.51	11.32	6.56	2.59	1.15	1.00	12.37	10.36	716.0
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	12.34	11.59PM	f 11.42	7.05	3.07	1.22	1.07	12.44	10.45	724.2
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	12.52	12.17	f 12.02AM	7.23	3.24	1.36	1.21	12.58	11.03	740.0
ES 67 YP	12.56	12.21	12.06	7.27	3.27	1.39	1.24	1.01	11.07	743.4
WS 104 X	12.59	12.25	12.10	7.30	3.30	1.43	1.27	1.04	11.10	746.7
ES 106 P	1.03	12.29	12.15	7.34	3.34	1.46	1.31	1.08	11.14	751.7
WS 60 XP	1.03	12.29	12.15	7.34	3.34	1.46	1.31	1.08	11.14	751.7
ES 71 P	1.08	12.35	f 12.22	7.39	3.39	1.50	1.35	1.12	11.19	756.7
WS 162 WC	1.18	12.45	12.32	7.49	3.48	1.58	1.43	1.21	11.29	765.9
ES 169 YXP	1.18	12.45	12.32	7.49	3.48	1.58	1.43	1.21	11.29	765.9
CS 122 XP	1.24	12.51	12.38	7.55	3.53	2.02	1.47	1.26	11.35	771.2
WS 70 XP	1.30	12.57	f 12.45	8.01	3.59	2.08	1.53	1.32	11.41	777.1
WS 115 K	1.36	1.05	12.53	8.07	4.06	2.15	2.00	1.39	11.47	784.1
CS 132 WP	1.41	1.10	12.58	8.12	4.11	2.19	2.04	1.43	11.52	788.6
CS 79 XP	1.48	1.17	1.07	8.19	4.18	2.25	2.10	1.49	11.59AM	795.7
CS 120 XP	s 2.05	s 1.40	s 1.25	8.32	s 4.38	2.36	2.20	2.00	12.12PM	802.1
WS 74 WCY	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0
ES 97 TZXP	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0
CS 135 XP	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
WOOTYPZ	(5.20)	(5.35)	(5.45)	(5.00)	(5.01)	(4.00)	(4.00)	(3.58)	(5.00)	.....Thru Time
	47.1	45.0	43.0	50.2	50.0	62.8	62.8	63.3	50.2	.....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. 8 May 28, 1950	Mile Post	FIRST CLASS									
		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	A 5.29PM	A 4.15AM	
HOWELL	574.1	6.10	5.42	3.20	3.35	4.05	4.59	5.09	5.20	4.04	
WYOMING	577.7	6.06	5.39	3.17	3.32	4.02	4.56	5.06	5.17	4.01	
D BOSLER FY	585.3	f 5.57	5.31	3.09	3.24	3.54	4.48	4.58	5.10	3.53	
COOPER LAKE	590.6	5.47	5.25	3.04	3.19	3.49	4.44	4.54	5.06	3.48	
LOOKOUT	593.9	f 5.42	5.22	3.01	3.16	3.46	4.41	4.51	5.03	3.45	
HARPER	598.9	5.33	5.16	2.56	3.11	3.41	4.36	4.46	4.58	3.40	
DN ROCK RIVER OK	605.3	f 5.24	5.07	2.48	3.03	3.33	4.29	4.39	4.52	3.31	
WILCOX	609.0	5.16	5.02	2.43	2.58	3.28	4.25	4.35	4.49	3.26	
RIDGE	616.8	5.06	4.53	2.34	2.49	3.19	4.18	4.28	4.42	3.17	
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.27	2.42	3.12	4.12	4.22	4.36	3.10	
COMO	632.6	4.42	4.34	2.16	2.31	3.01	4.03	4.13	4.27	2.59	
RAMSEY	638.7	4.35	4.28	2.10	2.25	2.55	3.57	4.07	4.21	2.53	
DN HANNA YL HN	643.1	s 4.29	4.22	2.04	2.19	2.49	3.52	4.02	4.16	2.47	
PEROY	648.4	4.19	4.14	1.57	2.11	2.42	3.47	3.57	4.11	2.39	
DANA	651.8	4.14	4.09	1.54	2.09	2.38	3.44	3.54	4.08	2.35	
EDSON	657.0	4.08	4.03	1.49	2.04	2.33	3.39	3.49	4.03	2.30	
D WALCOTT WA	661.9	f 3.57	3.57	1.44	1.59	2.27	3.34	3.44	3.59	2.24	
FORT STEELE	667.6	f 3.47	3.51	1.38	1.53	2.21	3.28	3.38	3.54	2.18	
D SINCLAIR GV	676.3	f 3.35	3.43	1.30	1.45	2.13	3.21	3.31	3.47	2.09	
DN-R RAWLINS YL RS	682.8	3.25	3.35	1.20	1.35	2.05	3.15	3.25	3.40	2.02	
FERRIS	688.0	3.15	3.25	1.10	1.25	1.55	3.14	3.24	3.39	1.55	
HADSELL	689.8	3.05	3.18	1.04	1.19	1.48	3.07	3.17	3.32	1.48	
KNOB	689.8	3.00	3.14	1.00	1.15	1.44	3.03	3.13	3.28	1.44	
DALEY'S RANOH	693.0	2.55	3.09	12.56	1.11	1.39	3.00	3.10	3.25	1.41	
RINER	697.0	2.51	3.05	12.52	1.07	1.35	2.57	3.07	3.22	1.37	
OHEROKEE	700.7	f 2.46	3.02	12.49	1.04	1.32	2.54	3.04	3.19	1.34	
ORESTON	705.3	2.40	2.57	12.45	1.00	1.27	2.49	2.59	3.14	1.29	
LATHAM	712.0	f 2.33	2.50	12.38	12.53	1.20	2.43	2.53	3.08	1.23	
DN WAMJUTTER WM	716.0	2.28	2.45	12.33	12.48	1.15	2.38	2.48	3.03	1.18	
FREWEN	724.2	f 2.18	2.36	12.24	12.39	1.06	2.30	2.40	2.55	1.09	
RED DESERT	729.1	2.11	2.31	12.19	12.34	1.01	2.26	2.36	2.51	1.04	
TIPTON	732.7	2.07	2.28	12.16	12.31	12.58	2.23	2.33	2.48	1.01	
ROBINSON	740.0	f 1.58	2.20	12.08	12.23	12.50	2.16	2.26	2.41	12.53	
TABLE ROCK	743.4	1.53	2.16	12.04	12.19	12.46	2.13	2.23	2.38	12.48	
MONELL	746.7	1.49	2.13	12.01PM	12.16	12.43	2.10	2.20	2.35	12.46	
DN BITTER CREEK YL BK	751.7	1.44	2.08	11.56AM	12.11	12.38	2.05	2.15	2.30	12.41	
BLACK BUTTES	756.7	f 1.37	2.02	11.50	12.05PM	12.32	2.01	2.11	2.26	12.36	
HALLVILLE	765.9										

WESTWARD FOURTH SUBDIVISION

SECOND CLASS

225	259	263	257
Mixed	Time Freight	Time Freight	Time Freight
Daily Ex. Sun.	Daily	Daily	Daily

Distance from Council Bluffs

Time-Table No. 8

May 28, 1950

STATIONS

FIRST CLASS

27
Passenger
Daily

COPTWXYZ			9.00AM	8.45AM	1.10AM	817.0
WS 61 PX						821.1
CS 82 P						824.9
CS 81 P						830.2
CS 118 P						837.8
WS99 IPWXY ES 63 RCS			A 10.00AM	A 2.30AM		847.2
CS 125 P						854.0
CS 103 P						858.7
CS 103 P						865.9
CS 95 P						869.7
CS135 CPXW						875.4
CS 103 P						880.9
CS 131 P						885.6
WS 77 CS 83 PW						890.5
WS 71 PX						894.8
WS 71 P CS 82						897.6
ES 44 X						901.8
ES122 PX ES 64 PX						903.6
CS 118 PX						908.7
						912.7
PTWXYZC						917.2
CS 124 P						921.7
CS98 PWXY						927.6
						932.6
WS 118 ES 101 PW CS 125 PWX						936.7
						943.8
WS120 CS120 ES101 CPTWX		2.45PM				952.7
CS 118 PX	f	2.55				956.5
CS 118 PX	s	3.05				960.6
CS 132 PWX	s	3.20				968.0
WS 122 ES 118 P	f	3.35				975.5
						980.1
ES 62 PX	f	3.55				985.1
						989.9
COPTWYZ	A	4.10PM	A	3.00PM		992.6

DN-R GREEN RIVER YLGR	4.1
RIVIEW	3.8
PERU	5.3
BRYAN	7.6
WESTVACO	9.4
DN GRANGER YL GN	8.8
VERNE	4.7
CHURCH BUTTES	7.2
HAMPTON	3.8
ELKHURST	5.7
DN CARTER Q	5.5
ANTELOPE	4.7
BRIDGER	4.9
LEROY	4.3
RAGAN	2.8
SPRING VALLEY	4.2
ASPEN	1.8
DN ALTAMONT AP	5.1
KNIGHT	4.0
MILLIS	4.5
DN-R EVANSTON YL NA	4.5
WYUTA	5.9
DN WAHSATCH YL WH	5.0
CURVO	4.1
CASTLE ROCK	6.6
EMORY	9.4
DN ECHO YL HO	3.8
HENEFER	4.1
D DEVIL'S SLIDE ON	7.4
DN MORGAN WB	7.5
PETERSON	4.6
GATEWAY	5.0
UINTAH	4.8
RIVERDALE YL	2.7
DN-R OGDEN YL OG	

Double Track

BLOCK SIGNALS

(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.
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 For stations not shown on schedule pages.—See page 26.

WESTWARD FOURTH SUBDIVISION

FIRST CLASS

11	3	103	101	105	1	17	37	5	23
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Distance from Council Bluffs

Time-Table No. 8

May 28, 1950

STATIONS

5.40PM	5.25PM	3.05PM	2.50PM	2.30PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0
5.47	5.31	3.10	2.55	2.35	12.57	3.23	2.52	2.32	2.17	821.1
5.51	5.35	3.14	2.59	2.39	1.01	3.28	2.57	2.37	2.22	824.9
5.57	5.40	3.19	3.04	2.44	1.06	3.34	3.02	2.42	2.27	830.2
6.05	5.47	3.25	3.10	2.50	1.13	3.41	3.09	2.49	2.34	837.8
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
	6.04	3.40	3.25		1.31		3.27	3.07	2.52	854.0
	6.09	3.44	3.29		1.36		3.32	3.12	2.57	858.7
	6.16	3.50	3.35		1.43		3.39	3.19	3.05	865.9
	6.20	3.54	3.39		1.47		3.44	3.24	3.10	869.7
	6.26	3.59	3.44		1.53		3.50	3.30	f 3.17	875.4
	6.31	4.04	3.49		1.58		3.55	3.35	3.23	880.9
	6.36	4.08	3.53		2.03		4.00	3.40	3.28	885.6
	6.42	4.14	3.59		2.09		4.06	3.46	3.34	890.5
	6.47	4.18	4.03		2.14		4.11	3.51	f 3.40	894.8
	6.51	4.21	4.06		2.18		4.15	3.55	3.45	897.6
	6.57	4.27	4.12		2.24		4.20	4.00	f 3.51	901.8
	7.02	4.31	4.16		2.29		4.26	4.06	f 3.57	903.6
	7.08	4.36	4.21		2.35		4.32	4.12	4.04	908.7
	7.12	4.40	4.25		2.39		4.37	4.17	4.09	912.7
	7.18	s 4.45	s 4.30		2.46		4.45	4.25	4.15	917.2
	7.23				2.50		4.50	4.35	4.22	921.7
	7.30	4.51	4.36		2.57		4.57	4.42	4.29	927.6
	7.38	4.57	4.42		3.05		5.05	4.50	f 4.38	932.6
	7.45	5.04	4.49		3.12		5.12	4.57	4.45	936.7
	7.53	5.11	4.56		3.20		5.20	5.05	4.53	943.8
	8.02	5.19	5.04		3.29		5.29	5.14	5.02	948.3
	8.15	5.31	5.16		3.42		5.42	5.27	f 5.16	952.7
	8.20	5.35	5.20		3.47		5.47	5.32	5.21	956.5
	8.25	5.39	5.24		3.52		5.52	5.37	5.26	960.6
	8.34	5.48	5.33		4.01		6.01	5.46	f 5.35	968.0
	8.42	5.56	5.41		4.09		6.09	5.54	5.44	975.5
	8.48	6.01	5.46		4.15		6.15	6.00	5.50	980.1
	8.55	6.08	5.53		4.22		6.22	6.07	5.57	985.1
										989.9
	A 9.15PM	A 6.20PM	A 6.05PM		A 4.40PM		A 6.35AM	A 6.20AM	A 6.15AM	992.6

BLOCK SIGNALS

Double Track

(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.....

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FOURTH SUBDIVISION EASTWARD

Time-Table No. 8

May 28, 1950

STATIONS

Mile Post	FIRST CLASS									
	12	28	4	2	104	102	106	38	18	24
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
817.0	A10.10AM	A10.30AM	A10.35AM	A11.10AM	A12.50PM	A 1.05PM	A 1.15PM	A10.55PM	A11.05PM	A11.50PM
821.1	9.57	10.18	10.23	11.04	12.40	12.55	1.07	10.46	10.57	11.39
824.9	9.53	10.14	10.19	11.00	12.36	12.51	1.03	10.42	10.53	11.35
830.2	9.48	10.09	10.14	10.55	12.31	12.46	12.58	10.37	10.47	11.28
837.8	9.40	10.02	10.07	10.48	12.25	12.40	12.51	10.30	10.40	11.20
847.2	9.30AM	9.53	9.58	10.39	12.17	12.32	12.42PM	10.21	10.30PM	f11.10
854.0		9.46	9.51	10.31	12.11	12.26		10.14		11.01
858.7		9.41	9.46	10.27	12.07	12.22		10.09		10.55
865.9		9.35	9.40	10.21	12.02PM	12.17		10.02		10.47
869.7		9.31	9.36	10.18	11.59AM	12.13		9.58		10.43
875.4		9.25	9.30	10.12	11.54	12.08		9.51		f10.35
880.9		9.18	9.24	10.06	11.49	12.03PM		9.45		10.26
885.6		9.14	9.20	10.02	11.45	11.59AM		9.40		10.21
890.5		9.09	9.15	9.57	11.41	11.55		9.35		10.16
894.8		9.04	9.11	9.52	11.37	11.51		9.30		10.11
897.6		9.01	9.08	9.49	11.34	11.48		9.26		10.07
901.8		8.57	9.04	9.44	11.30	11.44		9.22		f10.00
908.6		8.51	8.58	9.38	11.25	11.39		9.17		f 9.55
908.7		8.44	8.51	9.31	11.21	11.34		9.10		9.45
912.7		8.39	8.47	9.26	11.16	11 30		9.04		9.38
917.2		8.32	8.40	9.19	s11.09	s11.23		8.57		9.30
921.7		8.23	8.28	9.08	11.01	11.16		8.45		9.10
927.6		8.17	8.22	9.02	10.56	11.11		8.39		f 9.03
932.6		8.08	8.13	8.53	10.49	11.04		8.30		8.51
936.7		8.02	8.07	8.47	10.44	10.59		8.24		8.44
943.8		7.52	7.57	8.37	10.36	10.51		8.14		8.32
952.7		7.37	7.42	8.22	10.23	10.38		8.00		f 8.15
956.5		7.32	7.37	8.17	10.19	10.34		7.55		8.07
960.6		7.27	7.32	8.12	10.15	10.30		7.50		8.02
968.0		7.18	7.23	8.03	10.08	10.23		7.41		f 7.52
975.5		7.10	7.15	7.55	10.02	10.17		7.34		7.43
980.1		7.04	7.09	7.49	9.57	10.12		7.28		7.35
985.1		6.57	7.02	7.42	9.50	10.05		7.22		7.28
989.9										
992.6		6.45AM	6.50AM	7.30AM	9.40AM	9.55AM		7.10PM		7.15PM
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

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).
 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

FIRST CLASS

Time-Table No. 8

May 28, 1950

STATIONS

SECOND CLASS

254

264

226

262

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

Mile Post	6 Mail and Express	Mile Post	Time-Table No. 8 May 28, 1950	SECOND CLASS				Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.
				254 Time Freight	264 Time Freight	226 Mixed	262 Time Freight	
817.0	A12.25AM	817.0	DN-R GREEN RIVER YLGR	A 8.00AM	A 8.15AM		A10.35PM	COPTWXYZ
821.1	12.20	821.1	RIVIEW					WS 61 PX
824.9	12.16	824.9	PERU					CS 82 P
830.2	12.11	830.2	BRYAN					CS 81 P
837.8	12.04AM	837.8	WESTVACO					CS 118 P
847.2	11.55PM	847.2	DN GRANGER YL GN		6.30AM		8.15PM	WS89 IPWXY ES68 RCS
854.0	11.48	854.0	VERNE					CS 125 P
858.7	11.44	858.7	CHURCH BUTTES					CS 103 P
865.9	11.37	865.9	HAMPTON					CS 103 P
869.7	11.33	869.7	ELKHURST					CS 95 P
875.4	s11.25	875.4	DN CARTER Q					CS135 CPWX
880.9	11.17	880.9	ANTELOPE					CS 103 P
885.6	11.12	885.6	BRIDGER					CS 131 P
890.5	11.08	890.5	LEROY					WS 77 CS 83 PW
894.8	11.03	894.8	RAGAN					WS 71 PX
897.6	11.00	897.6	SPRING VALLEY					WS 71 CS 82 P
901.8	10.56	901.8	ASPEN					ES 44 X
908.6	10.50	908.6	DN ALTAMONT AP					ES 122 PX
908.7	10.42	908.7	KNIGHT					ES 64 PX
912.7	10.37	912.7	MILLIS					CS 118 P
917.2	10.30	917.2	DN-R EVANSTON YL NA					CPTWXYZ
921.7	10.20	921.7	WYUTA					CS 124 P
927.6	10.14	927.6	DN WAHSATOH YL WH					CS98 PWXY
932.6	10.08	932.6	CURVO					P
936.7	9.57	936.7	CASTLE ROCK					WS 118 ES 101 PW CS 125 PWX
943.8	9.51	943.8	EMORY					WS120 CS120 ES101 CPTWX
952.7	9.41	952.7	DN ECHO YL HO		A 9.05AM			CS 118 PX
956.5	9.25	956.5	HENEFER		f 8.55			CS 118 PX
960.6	9.20	960.6	D DEVIL'S SLIDE ON		s 8.45			CS 118 PX
968.0	9.15	968.0	DN MORGAN WB		s 8.30			CS 132 PWX
975.5	9.06	975.5	PETERSON		f 8.10			WS122 ES 118 P
980.1	8.58	980.1	GATEWAY		8.00			PW
985.1	8.50	985.1	UINTAH		f 7.50			ES 62 PX
989.9	8.43	989.9	RIVERDALE YL					PX
992.6	8.30PM	992.6	DN-R OGDEN YL OG	1.00AM		7.35AM		COPTWYZ
	Daily		(175.6)	Daily	Daily	Daily Ex. Sun.	Daily	

BLOCK SIGNALS

Double Track

(3.55)	.....Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
44.8	.....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).
 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		DENT BRANCH		EASTWARD		
SECOND CLASS		Time-Table No. 8		SECOND CLASS		
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		212	Distance from Denver	Mile Post	211	334
		Mixed			Mixed	Mixed
		Daily				
		STATIONS				
IP		DN SAND CREEK JCT. YL SK	5.0		A11.20PM	
31 P	9.8	6.4 QUILBY	9.8		11.11	
36 P	13.8	4.0 EAST LAKE	13.8		f11.04	
31 P	18.1	4.3 DARLOW	18.1		10.57	
55 IPWY	22.2	DN ST. VRAINS YL VS	22.2		f10.48	
	22.2	U. P. CROSSING	22.2			
53 YP	26.1	D FREDERICK YL FR	26.1		f10.37	
	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	
	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-B 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		—FORT COLLINS BRANCH—		EASTWARD	
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		211	Mile Post	212	Mile Post
		Mixed		Mixed	
		Daily			
		STATIONS			
21 WYP	9.43AM	0.0 N DENT YL FD	A 4.20PM		
P	f 9.48	1.7 MILLIKEN YL	f 4.15		
		0.8 G. W. CROSSING			
P	f 9.55	5.3 KOENIG	f 4.04		
		1.7 G. W. CROSSING			
P	f10.00	0.1 KELIM	f 4.00		
		4.4 BOYD LAKE			
	f10.06	2.9 REDMOND	f 3.51		
	f10.10	3.1 HARMONY	f 3.40		
42 P	f10.15	5.5 FORT COLLINS YL FO	f 3.30PM		
136 WCTYZP	A10.30AM	0.2 O. & S. CROSSING			
		0.1 C. & S. CROSSING			
P	27.9	2.6 POUDDRE YL			
P	30.0	3.1 BOETTCHER YL			
P	38.5	8.5 RIPPLE			
Y	41.7	3.2 BUCKEYE YL			
		(41.7)	Daily		
	(0.47)	.....Thru Time.....	(0.50)	.....Thru Time.....	
	32.0	.....Average speed per hour.....	30.0	.....Average speed per hour.....	

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. 8		SECOND CLASS	
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		211	Distance from Greeley	334	Mile Post
		Mixed		Mixed	
		Daily			
		STATIONS			
247 WYZP	0.0 DN	GREELEY YL HG	0.0		
		2.3 GREELEY JCT. YL	2.3		
34 YP	6.0	3.7 CLOVERLY	6.0		
		8.4 ALDEN	8.4		
37 P	10.4 D	2.0 GILL GI	10.4		
		3.4 MATTHEWS	13.8		
		0.7 BARNESVILLE	14.5		
29 YP	28.1	13.6 BRIGGSDALE	28.1		
		(28.1)			

WESTWARD		—Superior Branch—		EASTWARD	
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		211	Distance from Thayer Jct.	334	Mile Post
		Mixed		Mixed	
		Daily			
		STATIONS			
XPY	0.0	THAYER JUNCTION YL	0.0		
WP	7.6 D	7.6 SUPERIOR SU	7.6		
		1.5 END OF TRACK	9.1		

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. 8		SECOND CLASS	
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		211	Distance from Parkdale Jct.	334	Mile Post
		Mixed		Mixed	
		Daily			
		STATIONS			
		0.0 PARKDALE JCT YL	0.0		
		1.9 PURITAN	1.9		
		1.2 END OF TRACK	3.1		

WESTWARD		—Lionkol Branch—		EASTWARD	
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
Car Capacity of Sidings, Etc. See Rule 6(A), Page 26.		211	Distance from Lionkol Jct.	334	Mile Post
		Mixed		Mixed	
		Daily			
		STATIONS			
		0.0 LIONKOL JUNCTION	0.0		
		2.0 LIONKOL	2.0		
		0.5 END OF TRACK	2.5		

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 "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 15
MacArthur type engines with 63-in. drivers.		55	50				
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 25 15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	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
0-6-0 and 0-8-0 type yard engines.		20	20		50	40	25 15
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 40	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 6 6
Diesel-electric switch engines in road service.		35	35		15	15	15 10
Diesel-electric locomotives running light, dynamic brake not in operation.			35		10	10	10
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 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.	20	20	20
Trains handling air-dump cars.			35	Jordan spreaders and other machines of spreader type, when in operation.			15
Trains handling scale test cars: On main line On branch lines except Dent branch.			30 20	All wye tracks.	6	6	6
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30 20				

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 40
Freight engines not otherwise shown.		50		97.4 and 97.7	50	40	25
Light engines.		45	45	Corlett Side 97.7 and 97.9	30	30	25
Denver, within city limits over street crossings.	35	35	25	97.9 and 98.6	50	40	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 30 30	30 30 30 30	25 25 25 25	101.4 and 101.5	70	60	45
LaSalle 47.8 and 48.0	70	60	50	Corlett Jct. and M. P. 103.9		70	
Evans 49.4 and 49.7	70	60	50	Borie Side 97.7 and 99.4	50	40	25

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		30	
4000 class engines.		45	40				
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	60	50	30
547.0 and 548.1	55	45	35	515.7 and 515.6	60	55	30
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	Cheyenne			
550.0 and 563.6	70	60	40				
Red Buttes 565.2 and 565.3	30	25	20				
565.3 and 565.6	50	40	25				
Laramie							

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				
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

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 662.8 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

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 Ogden	65	55	45	926.2 and 925.9	65	55	40
				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9 Evanston	60	50	25

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
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
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	1.5	33	East
Almy Jet	918.4	Spur 1.7 Mi.	East				
Baskin	947.9	4	East				
Stoddard	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. Bunten	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 Plateville.	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	Odgen Utah	
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	L. S. Sycamore	Surgeon	Odgen Utah	
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	Floyd Seager	Surgeon	Ogden Utah	Ogden to Green, River
R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.	K. A. Stafford	Surgeon	Ogden Utah	Brigham and Kaysville
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—28th 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		