

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



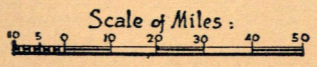
**WYOMING DIVISION  
TIME-TABLE**

**No. 9**

**Effective Monday,  
June 19, 1950**

**at 12:01 A. M. Mountain Time**

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



*Be Careful Today*

**FOR EMPLOYEES ONLY**

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (11, 3, 85, 1, 17, 37, 5, 23, 27, 9, 103, 101, 105, 111) and rows for time-table details including passenger types, distances, and arrival/departure times.

H. E. SHUMWAY
General Manager

V. W. SMITH
General Superintendent

- List of personnel including E. H. BAILEY, K. I. JONES, C. J. COLOMBO, F. E. TERWILLEGGER, E. F. BERGONZO, C. T. ALFORD, C. E. BRETERNITZ, E. F. BOYLE, G. E. O'HARA, C. B. LISHER, O. A. DURRANT, J. C. JOCHIM, H. L. CRANE, H. T. SNYDER, D. P. CLIFFORD, R. M. WARNER, E. J. MOORE, G. L. LIEBAU, M. N. ANDERSON, E. J. LENHART, T. A. KELLEHER, H. C. LUSTY, T. L. PIDCOCK, G. M. PICKERING.

A. D. HANSON
Genl. Supt. Transportation

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher
S. G. TWEDT, Asst. Chief Train Dispatcher

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

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

THIRD SUBDIVISION AND FOURTH SUBDIVISION, RAWLINS TO OGDEN, AND BRANCHES

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

Mileage table showing Main Line (595.06) and Branches (216.81) totaling 811.87.

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (12, 112, 28, 10, 4, 2, 104, 102, 106, 38, 18, 24, 6, 86) and rows for time-table details including passenger types, distances, and arrival/departure times.

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 rows for various stations and passenger types.

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for station names (YIP, ZP, WCOTYZP, IP, 95, 57, 52, 91, 94, 53, 95, 119, 192, 60, 247, YP, 81, 80, I, 65, 64, 52, 96, 51, 94, 97, 52, 95, 46, 72, P, IP, WCOTYZP) and arrival/departure times for various train numbers (370, 26, 377, 96, 250, 92).

Time-Table No. 9

June 19, 1950

STATIONS

Vertical list of stations including DENVER, 23RD STREET, 36TH ST., PULLMAN, O. B. & Q. CROSSING, SAND CREEK JCT., DUPONT, HAZELTINE, HENDERSON, BRIGHTON, LUPTON, IONE, PLATTEVILLE, GILCREST, LA SALLE, EVANS, GREELEY, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, PIERCE, NUNN, DOVER, DECKER, OARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, and CHEYENNE.

BLOCK SIGNALS

Double Track

(0.55) 2.7, (0.08) 16.5, (3.30) 29.9, (0.18) 7.3, (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. 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, 38, 52, 86, 9, 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 station names (10, 57, 37, 86, 112, 8, 38, 9) and arrival/departure times for various train numbers (10, 57, 37, 86, 112, 8, 38, 9).

Time-Table No. 9

June 19, 1950

STATIONS

Vertical list of stations including DENVER, 23RD STREET, 36TH ST., PULLMAN, C. B. & Q. CROSSING, SAND CREEK JCT., DUPONT, HAZELTINE, HENDERSON, BRIGHTON, LUPTON, IONE, PLATTEVILLE, GILCREST, LA SALLE, EVANS, GREELEY, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, PIERCE, NUNN, DOVER, DECKER, OARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, and CHEYENNE.

BLOCK SIGNALS

Double Track

(0.05) 26.4, (2.35) 41.4, (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, 38, 52, 9, 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

FIRST CLASS

Time-Table No. 9 June 19, 1950	Mile Post	FIRST CLASS							
		9 Passenger	85 Passenger	38 Passenger	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	52 Passenger	37 Passenger	10 Passenger
<b>STATIONS</b>									
DN-R DENVER YL UD 0.6 23RD STREET YL	0.0	A 7.25AM	A 7.30AM	A 8.00AM	A 8.25AM	A 8.30AM	A 11.30AM	A 3.30PM	A 7.45PM
DN-R 36TH ST. YL RA 1.1 PULLMAN YL	0.6	7.21		7.35		8.21			
DN-R 36TH ST. YL RA 1.7 PULLMAN YL	1.7	7.19	7.21	7.27	8.17	8.18	11.24	3.04	7.35
C. B. & Q. CROSSING 2.2 DNSANDCREEK JCT.YL SK	2.2	7.18AM	7.20	7.26	8.16AM	8.17	11.22	3.03PM	7.34
DUPONT 4.9 HAZELTINE	4.9								
DUPONT 5.0 HAZELTINE	5.0		7.08	7.22		8.13	11.18		7.29
DUPONT 8.1 HAZELTINE	8.1		7.03	7.18		8.09	11.13		7.25
HAZELTINE 11.8 HENDERSON	11.8		6.59	7.14		8.06	f 11.09		7.22
HENDERSON 14.1 BRIGHTON YL BI	14.1		6.56	7.11		8.03	f 11.05		7.20
BRIGHTON YL BI 19.1 LUPTON UP	19.1		f 6.50	7.06		7.59	s 10.59		7.15
LUPTON UP 25.8 IONE	25.8		6.43	6.58		7.53	s 10.52		7.09
IONE 30.1 PLATTEVILLE PA	30.1		6.38	6.54		7.49	f 10.46		7.05
PLATTEVILLE PA 34.8 GILCREST GI	34.8		6.33	6.50		7.45	f 10.40		7.01 <sup>250</sup>
GILCREST GI 40.0 LA SALLE YL SA	40.0		6.28	6.45		7.40	f 10.33		6.56
LA SALLE YL SA 46.1 EVANS	46.1		6.20AM	6.37		7.32AM	s 10.25		6.50
EVANS 48.2 GREELEY YL HG	48.2			6.34			f 10.20		6.47
GREELEY YL HG 51.7 GREELEY JCT.	51.7			s 6.29			s 10.15		s 6.41
GREELEY JCT. 54.0 LUCERNE O	54.0								
LUCERNE O 55.8 EATON YL UR	55.8			6.22			f 10.07		6.37 <sup>37</sup>
EATON YL UR 59.2 G. W. CROSSING	59.2			6.18			s 10.02		6.33
G. W. CROSSING 59.3 AULT A	59.3								
AULT A 63.0 PIEROE RI	63.0			6.14			s 9.57		6.29
PIEROE RI 66.8 NUNN NU	66.8			6.10			f 9.53		6.26
NUNN NU 71.9 DOVER	71.9			6.06			f 9.48		6.21
DOVER 77.0 DEOKER	77.0			6.02			f 9.43		6.16
DEOKER 81.9 CARE OR	81.9			5.58			9.38		6.11
CARE OR 88.0 WARREN	88.0			5.54			s 9.34		6.07
WARREN 90.4 GLEASON	90.4			5.49			9.29 <sup>9</sup>		6.02
GLEASON 94.4 SPEER YL S	94.4			5.45			9.21		5.58
SPEER YL S 97.8 BORIE YL BO	97.8			5.41			f 9.16		5.54
BORIE YL BO 103.1 CORLETT JCT.	103.1			5.35AM					
CORLETT JCT. 101.5 TOWER A YL AY	101.5						9.09		5.47
TOWER A YL AY 104.7 DN-R CHEYENNE YL N-OY	104.7						9.04		5.43
CHEYENNE YL N-OY 106.0	106.0						9.00AM		5.40PM
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time.....	(0.07)	(1.10)	(2.25)	(0.09)	(0.58)	(2.30)	(0.27)	(2.05)
Average speed per hour.....	18.9	39.5	42.7	14.7	47.7	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, 38, 52, 9, 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

SECOND CLASS

Time-Table No. 9 June 19, 1950	Mile Post	SECOND CLASS						Car Capacity of Seating, etc. See Rule 6 (A), Page 26.
		25 C.R.I.&P. Mixed	97 C.R.I.&P. Freight	369 Mixed	91 C.R.I.&P. Freight	334 Mixed	455 Time Freight	
<b>STATIONS</b>								
DN-R DENVER YL UD 0.6 23RD STREET YL	0.0	A 3.30AM	A 6.30AM	A 8.15AM	A 11.59AM	A 11.50PM	YIP	
DN-R 36TH ST. YL RA 1.1 PULLMAN YL	0.6			7.55	11.10			
DN-R 36TH ST. YL RA 1.7 PULLMAN YL	1.7	3.07	5.40	7.53	11.05	11.28	ZP	
C. B. & Q. CROSSING 2.2 DNSANDCREEK JCT.YL SK	2.2	3.05AM	5.30AM	7.50AM	11.00AM	11.25	WCOTYZP	
DUPONT 4.9 HAZELTINE	4.9							
DUPONT 5.0 HAZELTINE	5.0					11.20PM	IP	
DUPONT 8.1 HAZELTINE	8.1					10.18	95 P	
HAZELTINE 11.8 HENDERSON	11.8					10.13	57 P	
HENDERSON 14.1 BRIGHTON YL BI	14.1					10.08	52 P	
BRIGHTON YL BI 19.1 LUPTON UP	19.1					10.01	91 WYZP	
LUPTON UP 25.8 IONE	25.8					9.52 <sup>877</sup>	94 P	
IONE 30.1 PLATTEVILLE PA	30.1					9.45	58 P	
PLATTEVILLE PA 34.8 GILCREST GI	34.8					9.38	95 P	
GILCREST GI 40.0 LA SALLE YL SA	40.0					9.30	119 P	
LA SALLE YL SA 46.1 EVANS	46.1				A 9.05PM	9.20PM	192 WCTYP	
EVANS 48.2 GREELEY YL HG	48.2				8.58		60 P	
GREELEY YL HG 51.7 GREELEY JCT.	51.7				s 8.46 <sup>57</sup>		247 WYZP	
GREELEY JCT. 54.0 LUCERNE O	54.0						YP	
LUCERNE O 55.8 EATON YL UR	55.8				8.38		81 P	
EATON YL UR 59.2 G. W. CROSSING	59.2				s 8.32		80 P	
G. W. CROSSING 59.3 AULT A	59.3						I	
AULT A 63.0 PIEROE RI	63.0				s 8.25		65 P	
PIEROE RI 66.8 NUNN NU	66.8				8.18		64 WYP	
NUNN NU 71.9 DOVER	71.9				8.10		52 P	
DOVER 77.0 DEOKER	77.0				8.02		96 P	
DEOKER 81.9 CARE OR	81.9				7.54		51 P	
CARE OR 88.0 WARREN	88.0				s 7.47		94 WCYP	
WARREN 90.4 GLEASON	90.4				7.41		97 P	
GLEASON 94.4 SPEER YL S	94.4				f 7.26 <sup>37</sup>		52 P	
SPEER YL S 97.8 BORIE YL BO	97.8				f 7.19		95 } WYP 45 }	
BORIE YL BO 103.1 CORLETT JCT.	103.1						72 IP	
CORLETT JCT. 101.5 TOWER A YL AY	101.5				7.10		P	
TOWER A YL AY 104.7 DN-R CHEYENNE YL N-OY	104.7				7.05		IP	
CHEYENNE YL N-OY 106.0	106.0				7.00PM		WCOTYZP	
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(0.25)	(1.00)	(0.25)	(0.59)	(4.50)	(1.15)
Average speed per hour.....	5.2	2.2	5.5	2.2	22.9	35.5

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 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 must be cleared not less than five minutes by Nos. 10, 86, 38, 52, 9, 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
	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	8.15AM	6.10AM	509.5
IP		6.53	6.38	2.33	10.28	9.38	9.23	8.18	6.13	510.8
P										514.0
WS 98 XP		7.00	6.43	2.39	10.34	9.42	9.27	8.22	6.19	514.9
WS110 ES110 XIP	7.40PM	7.06	6.49	2.45	10.41	9.49	9.34	8.29	6.25	519.0
WS 93 ES 110 XWP	7.50	7.14	6.57	2.52	10.49	9.57	9.42	8.37	6.32	524.0
WS 137 ES 76 XWP	7.58	7.22	7.05	3.00	10.57	10.05	9.50	8.45	6.40	528.6
WS 105 ES 90 WYP X	8.13	7.35	7.17	3.12	11.10	10.17	10.02	8.57	6.52	536.5
CS 95 XYP	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.02	6.59	540.4
ES 63 WXP	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.05	7.02	543.0
CS 92 XP	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.12	7.09	543.4
WS 133 WP	8.44	8.05	7.43	3.38	11.36	10.41	10.26	9.21	7.18	557.0
ES 70 P										
ES 110 WP		These Stations are not on Westward Track								
ES 70 P										
ES 60 P										
WCOTY PZ X	9.00PM	8.20PM	7.57PM	3.52PM	11.50AM	10.54AM	10.39AM	9.34AM	7.32AM	566.8

**Time-Table No. 9**

June 19, 1950

**STATIONS**

DN-R CHEYENNE YL N	OY
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 CREEK	
5.4	
DN HERMOSA HM	
8.6	
RED BUTTES	
9.3	
2.0	
HEARD	
2.5	
COLORES	
3.7	
SATANKA	
4.1	
FORELLE	
4.0	
DN-R LARAMIE YL K-KI	
(56.8)	

BLOCK SIGNALS

Double Track

(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. 9	June 19, 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	Daily	Daily	Daily
DN-R CHEYENNE YL N	OY	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		
1.3		510.8		7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36		
DN TOWER A YL AY		514.0											
3.2		514.9											
CORLETT JUNCTION		519.0											
0.9		524.0											
CORLETT		528.6											
4.1		536.5											
DN BORIE BO		540.4		A 5.35AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27	
5.0		543.0		5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22	
OTTO		548.4		5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17	
4.6		548.4		5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06	
DN GRANITE CANON YLOA		540.4		5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01	
7.9		543.0		5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58	
BUFORD YL		548.4		4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51	
3.9													
DN SHERMAN S													
2.6													
DALE CREEK													
5.4													
DN HERMOSA HM													
8.6													
RED BUTTES													
9.3													
2.0													
HEARD													
2.5													
COLORES													
3.7													
SATANKA													
4.1													
FORELLE													
4.0													
DN-R LARAMIE YL K-KI													
(56.8)													

BLOCK SIGNALS

Double Track

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 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	
<b>WOOTYPZ</b>	9.10PM	8.30PM	8.05PM	4.00PM	11.59AM	10.55AM	10.40AM	9.35AM	7.40AM	566.0
CS 92 XP	9.20	8.40	8.15	4.10	12.09PM	11.02	10.49	9.44	7.50	574.1
WS 53 XP	9.24	8.44	8.19	4.13	12.12	11.05	10.52	9.47	7.53	577.7
WS 47 XP	9.32	8.52	f 8.28	4.20	12.19	11.11	10.58	9.53	8.00	585.3
ES 64 XP	9.37	8.57	f 8.34	4.25	12.24	11.15	11.01	9.56	8.05	590.6
CS 105 XP	9.41	9.02	f 8.39	4.29	12.28	11.18	11.05	10.00	8.09	593.9
CS 81 XP	9.46	9.08	f 8.45	4.34	12.33	11.22	11.09	10.04	8.14	598.9
CS 128 WC YPX	9.53	9.16	f 8.53	4.40	12.39	11.28	11.15	10.10	8.20	605.3
WS 58 XP	9.58	9.21	f 8.59	4.44	12.43	11.31	11.18	10.13	8.24	609.0
ES 120 XP	10.06	9.29	f 9.07	4.52	12.51	11.38	11.25	10.20	8.32	616.8
CS 73 XP	10.06	9.29	f 9.07	4.52	12.51	11.38	11.25	10.20	8.32	616.8
CS 128 XYP	10.13	9.37	f 9.16	4.58	12.58	11.44	11.31	10.26	8.38	622.9
CS 81 XP	10.26	9.50	f 9.28	5.08	1.08	11.51	11.38	10.33	8.48	632.6
CS 80 XP	10.34	9.58	f 9.35	5.15	1.16	11.57AM	11.44	10.39	8.55	638.7
WS 118 WC ES 150 YPX	f 10.42	10.07	f 9.45	5.21	1.22	12.01PM	11.48	10.43	9.01	643.1
WS 68 XP	10.51	10.16	f 9.53	5.27	1.29	12.05	11.54	10.49	9.07	648.4
ES 82 XP	10.51	10.16	f 9.53	5.27	1.29	12.05	11.54	10.49	9.07	648.4
CS 71 XP	10.55	10.20	f 9.57	5.31	1.33	12.08	11.58AM	10.53	9.11	651.8
CS 131 XP	11.01	10.26	f 10.03	5.36	1.38	12.12	12.02PM	10.57	9.16	657.0
CS 68 XP	11.07	10.32	f 10.10	5.41	1.43	12.17	12.07	11.02	9.21	661.9
CS 80 XP	11.13	10.38	f 10.17	5.47	1.49	12.22	12.12	11.07	9.27	667.6
CS 123 XP	11.23	10.48	f 10.27	5.56	1.57	12.30	12.20	11.15	9.36	676.3
WCOTYZXP	11.35	11.00	10.40	6.10	2.10	12.39	12.29	11.24	9.50	682.8
WS 71 XP	11.45	11.10	10.50	6.15	2.20	12.40	12.30	11.25	9.55	688.0
CS 117 XP	11.53	11.16	10.56	6.23	2.26	12.44	12.34	11.29	10.03	696.0
ES 81 XP	11.58PM	11.21	11.01	6.28	2.31	12.47	12.37	11.32	10.08	699.8
ES 81 XP	12.02AM	11.25	11.05	6.32	2.35	12.50	12.40	11.35	10.12	699.0
WS 65 XP	12.06	11.29	11.09	6.36	2.39	12.53	12.43	11.38	10.16	697.0
WS 70 ES 125 XWP	12.09	11.33	11.14	6.39	2.42	12.56	12.46	11.41	10.19	700.0
ES 125 XP	12.09	11.33	11.14	6.39	2.42	12.56	12.46	11.41	10.19	700.0
CS 81 XP	12.13	11.38	11.19	6.43	2.46	1.00	12.50	11.45	10.23	705.3
WS 62 X CS 81 YP	12.21	11.47	11.28	6.52	2.54	1.07	12.57	11.52	10.32	712.0
CS 81 XP	12.25	11.51	11.32	6.56	2.59	1.10	1.00	11.55AM	10.36	716.0
WS 124 WC ES 106 YXP	12.34	11.59PM	f 11.42	7.05	3.07	1.17	1.07	12.02PM	10.45	724.2
WS 121 XP	12.39	12.04AM	11.48	7.10	3.12	1.21	1.11	12.06	10.50	729.1
CS 71 XP	12.43	12.08	11.52PM	7.14	3.16	1.24	1.14	12.09	10.54	732.7
WS 64 XP ES 67 XP	12.52	12.17	f 12.02AM	7.23	3.24	1.31	1.21	12.16	11.03	740.0
WS 104 X YP	12.56	12.21	12.06	7.27	3.27	1.34	1.24	12.19	11.07	743.4
WS 125 ES 106 P	12.59	12.25	12.10	7.30	3.30	1.38	1.27	12.22	11.10	746.7
WS 60 ES 71 P	1.03	12.29	12.15	7.34	3.34	1.41	1.31	12.26	11.14	751.7
WS 152 WC ES 189 YXP	1.08	12.35	f 12.22	7.39	3.39	1.45	1.35	12.30	11.19	756.7
CS 122 XP	1.18	12.45	12.32	7.49	3.48	1.53	1.43	12.38	11.29	765.9
WS 70 XP	1.24	12.51	12.38	7.55	3.53	1.57	1.47	12.42	11.35	771.2
WS 116 X CS 132 WP	1.30	12.57	f 12.45	8.01	3.59	2.03	1.53	12.48	11.41	777.1
XYP	1.36	1.05	12.53	8.07	4.06	2.10	2.00	12.55	11.47	784.1
CS 79 XP	1.41	1.10	12.58	8.12	4.11	2.14	2.04	12.59	11.52	788.6
CS 120 XP	1.48	1.17	1.07	8.19	4.18	2.20	2.10	1.05	11.59AM	795.7
WS 74 WC ES 97 TZXP	s 2.05	s 1.40	s 1.25	8.32	s 4.38	2.31	2.20	1.15	12.12PM	802.1
CS 135 XP	2.16	1.50	1.35	8.43	4.46	2.38	2.28	1.23	12.23	809.0
WCOTYPZ	A 2.30AM	A 2.05AM	A 1.50AM	A 9.00PM	A 5.00PM	A 2.50PM	A 2.40PM	A 1.35PM	A 12.40PM	817.0

**Time-Table No. 9**

June 19, 1950

**STATIONS**

DN-R LARAMIE YL KI-K
HOWELL
WYOMING
D BOSLER FY
COOPER LAKE
LOOKOUT
HARPER
DN ROCK RIVER OK
WILCOX
RIDGE
D MEDICINE BOW MB
COMO
RAMSEY
DN HANNA YL HN
PEROY
DANA
EDSON
D WALCOTT WA
FORT STEELE
D SINOLAIR GV
DN-R RAWLINS YL RS
FERRIS
HADSELL
KNOBS
DALEY'S RANCH
RINER
OHROKKEE
ORESTON
LATHAM
DN WAMJUTTER WM
FREWEN
RED DESERT
TIPTON
ROBINSON
TABLE ROCK
MONELL
DN BITTER CREEK YL BK
BLACK BUTTES
HALLVILLE
D POINT OF ROCKS RO
THAYER JUNCTION
SALT WELLS
BAXTER
DN ROCK SPRINGS YL SG
KANDA
DN-R GREEN RIVER YLGR

(251.0)

Block Signals and Automatic Cab Signals

Double Track

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. 9 June 19, 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			
<b>DN-R LARAMIE YL KI-K</b>	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	5.00	5.09	5.20	4.04			
WYOMING	577.7	6.06	5.39	3.17	3.32	4.02	4.57	5.06	5.17	4.01			
D BOSLER FY	585.3	f 5.57	5.31	3.09	3.24	3.54	4.50	4.58	5.10	3.53			
COOPER LAKE	590.6	5.47	5.25	3.04	3.19	3.49	4.46	4.54	5.06	3.48			
LOOKOUT	593.9	f 5.42	5.22	3.01	3.16	3.46	4.43	4.51	5.03	3.45			
HARPER	598.9	5.33	5.16	2.56	3.11	3.41	4.38	4.46	4.58	3.40			
DN ROCK RIVER OK	605.3	f 5.24	5.07	2.48	3.03	3.33	4.32	4.39	4.52	3.31			
WILCOX	609.0	5.16	5.02	2.43	2.58	3.28	4.29	4.35	4.49	3.26			
RIDGE	616.8	5.06	4.53	2.34	2.49	3.19	4.22	4.28	4.42	3.17			
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.27	2.42	3.12	4.16	4.22	4.36	3.10			
COMO	632.6	4.42	4.34	2.16	2.31	3.01	4.07	4.13	4.27	2.59			
RAMSEY	638.7	4.35	4.28	2.10	2.25	2.55	4.01	4.07	4.21	2.53			
DN HANNA YL HN	643.1	s 4.29	4.22	2.04	2.19	2.49	3.56	4.02	4.16	2.47			
PEROY	648.4	4.19	4.14	1.57	2.11	2.42	3.51	3.57	4.11	2.39			
DANA	651.8	4.14	4.09	1.54	2.09	2.38	3.48	3.54	4.08	2.35			
EDSON	657.0	4.08	4.03	1.49	2.04	2.33	3.43	3.49	4.03	2.30			
D WALCOTT WA	661.9	f 3.57	3.57	1.44	1.59	2.27	3.39	3.44	3.59	2.24			
FORT STEELE	667.6	f 3.47	3.51	1.38	1.53	2.21	3.34	3.38	3.54	2.18			
D SINOLAIR GV	676.3	f 3.35	3.43	1.30	1.45	2.13	3.27	3.31	3.47	2.09			
DN-R RAWLINS YL RS	682.8	3.25	3.35	1.20	1.35	2.05	3.20	3.25	3.40	2.02			
FERRIS	686.0	3.05	3.18	1.04	1.19	1.48	3.12	3.17	3.32	1.48			
HADSELL	689.8	3.00	3.14	1.00	1.15	1.44	3.08	3.13	3.28	1.44			
KNOBS	693.0	2.55	3.09	12.56	1.11	1.39	3.05	3.10	3.25	1.41			
DALEY'S RANCH	697.0	2.51	3.05	12.52	1.07	1.35	3.02	3.07	3.22	1.37			
RINER	700.7	f 2.46	3.02	12.49	1.04	1.32	2.59	3.04	3.19	1.34			
OHROKKEE	705.3	2.40	2.57	12.45	1.00	1.27	2.54	2.59	3.14	1.29			
ORESTON	712.0	f 2.33	2.50	12.38	12.53	1.20	2.48	2.53	3.08	1.23			
LATHAM	716.0	2.28	2.45	12.33	12.48	1.15	2.43	2.48	3.03	1.18			
DN WAMJUTTER WM	724.2	f 2.18	2.36	12.24	12.39	1.06	2.35	2.40	2.55				

**WESTWARD FOURTH SUBDIVISION**

Car Capacity of Seating, etc. See Rule 6 (A), Page 26.	SECOND CLASS				Distance from Council Bluffs	Time-Table No. 9 June 19, 1950	FIRST CLASS	
	225	259	263	257				27
	Mixed Daily Ex. Sun.	Time Freight Daily	Time Freight Daily	Time Freight Daily				Passenger Daily
COPTWXYZ		9.00AM	8.45AM	1.10AM	817.0	DN-R GREEN RIVER YLGR		9.10PM
WS 61 PX					821.1	RIVIEW		9.17
CS 82 P					824.9	PERU		9.22
CS 81 P					830.2	BRYAN		9.27
CS 118 P					837.8	WESTVACO		9.34
WS99 IPWXY ES 68 RCS		A 10.00AM		A 2.30AM	847.2	DN GRANGER YL GN		9.45
CS 125 P					854.0	VERNE		9.52
CS 103 P					858.7	OHUROH BUTTES		9.57
CS 103 P					865.9	HAMPTON		10.04
CS 95 P					869.7	ELKHURST		10.08
CS135 CPXW					875.4	DN CARTER Q		10.15
CS 103 P					880.9	ANTELOPE		10.21
CS 131 P					885.6	BRIDGER		10.26
WS 77 CS 83 PW					890.5	LEROY		10.32
WS 71 PX					894.8	RAGAN		10.37
WS 71 P CS 82					897.6	SPRING VALLEY		10.41
ES 44 X					901.8	ASPEN		10.46
ES122 PX ES 64 PX					903.6	DN ALTAMONT AP		10.52
CS 118 PX					908.7	KNIGHT		10.58
					912.7	MILLIS		11.02
PTWXYZC					917.2	DN-R EVANSTON YL NA		11.10 11.17
CS 124 P					921.7	WYUTA		11.22
CS98 PWXY					927.6	DN WAHSATOH YL WH		11.30
WS 118 ES 101 PW CS 125 PWX					932.6	CURVO		11.37
WS120 CS120 ES101 CPTWX		2.45PM			936.7	CASTLE ROOK		11.46
CS 118 PX		f 2.55			943.3	EMORY		11.55PM
CS 118 PX		s 3.05			952.7	DN ECHO YL HO		12.08AM
CS 132 PWX		s 3.20			956.5	HENEFER		12.14
WS 122 ES 118 P		f 3.35			960.6	D DEVIL'S SLIDE ON		12.19
WS 122 ES 118 P		f 3.45			968.0	DN MORGAN WB		12.28
ES 62 PX		f 3.55			975.5	PETERSON		12.36
					980.1	GATEWAY		12.42
					985.1	UINTAH		12.49
					989.9	RIVERDALE YL		
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.  
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 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. 9 June 19, 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	3.00PM	2.50PM	1.45PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0	DN-R GREEN RIVER YLGR
5.47	5.31	3.05	2.55	1.50	12.57	3.23	2.52	2.32	2.17	821.1	RIVIEW
5.51	5.35	3.09	2.59	1.54	1.01	3.28	2.57	2.37	2.22	824.9	PERU
5.57	5.40	3.14	3.04	1.59	1.06	3.34	3.02	2.42	2.27	830.2	BRYAN
6.05	5.47	3.20	3.10	2.05	1.13	3.41	3.09	2.49	2.34	837.8	WESTVACO
A 6.15PM	5.57	3.29	3.19	A 2.15PM	1.24	A f 3.55AM	3.20	3.00	f 2.45	847.2	DN GRANGER YL GN
	6.04	3.35	3.25		1.31		3.27	3.07	2.52	854.0	VERNE
	6.09	3.39	3.29		1.36		3.32	3.12	2.57	858.7	OHUROH BUTTES
	6.16	3.45	3.35		1.43		3.39	3.19	3.05	865.9	HAMPTON
	6.20	3.49	3.39		1.47		3.44	3.24	3.10	869.7	ELKHURST
	6.26	3.54	3.44		1.53		3.50	3.30	f 3.17	875.4	DN CARTER Q
	6.31	3.59	3.49		1.58		3.55	3.35	3.23	880.9	ANTELOPE
	6.36	4.03	3.53		2.03		4.00	3.40	3.28	885.6	BRIDGER
	6.42	4.09	3.59		2.09		4.06	3.46	3.34	890.5	LEROY
	6.47	4.13	4.03		2.14		4.11	3.51	f 3.40	894.8	RAGAN
	6.51	4.16	4.06		2.18		4.15	3.55	3.45	897.6	SPRING VALLEY
	6.57	4.22	4.12		2.24		4.20	4.00	f 3.51	901.8	ASPEN
	7.02	4.26	4.16		2.29		4.26	4.06	f 3.57	903.6	DN ALTAMONT AP
	7.08	4.31	4.21		2.35		4.32	4.12	4.04	908.7	KNIGHT
	7.12	4.35	4.25		2.39		4.37	4.17	4.09	912.7	MILLIS
	7.18	s 4.40	s 4.30		2.46		4.45	4.25	4.15	917.2	DN-R EVANSTON YL NA
	7.23				2.50		4.50	4.35	4.22	921.7	WYUTA
	7.30	4.46	4.36		2.57		4.57	4.42	4.29	927.6	DN WAHSATOH YL WH
	7.38	4.52	4.42		3.05		5.05	4.50	f 4.38	932.6	CURVO
	7.45	4.59	4.49		3.12		5.12	4.57	4.45	936.7	CASTLE ROOK
	7.53	5.06	4.56		3.20		5.20	5.05	4.53	938.7	EMORY
	8.02	5.14	5.04		3.29		5.29	5.14	5.02	943.3	DN ECHO YL HO
	8.15	5.26	5.16		3.42		5.42	5.27	f 5.16	952.7	HENEFER
	8.20	5.30	5.20		3.47		5.47	5.32	5.21	956.5	D DEVIL'S SLIDE ON
	8.25	5.34	5.24		3.52		5.52	5.37	5.26	960.6	DN MORGAN WB
	8.34	5.43	5.33		4.01		6.01	5.46	f 5.35	968.0	PETERSON
	8.42	5.51	5.41		4.09		6.09	5.54	5.44	975.5	GATEWAY
	8.48	5.56	5.46		4.15		6.15	6.00	5.50	980.1	UINTAH
	8.55	6.03	5.53		4.22		6.22	6.07	5.57	985.1	RIVERDALE YL
										989.9	DN-R OGDEN YL OG
	A 9.15PM	A 6.15PM	A 6.05PM		A 4.40PM		A 6.35AM	A 6.20AM	A 6.15AM	992.6	(175.6)

(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. 9**

June 19, 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	A12.55PM	A 1.05PM	A 1.15PM	A10.55PM	A11.05PM	A11.50PM
821.1	9.57	10.18	10.23	11.04	12.45	12.55	1.07	10.46	10.57	11.39
824.9	9.53	10.14	10.19	11.00	12.41	12.51	1.03	10.42	10.53	11.35
830.2	9.48	10.09	10.14	10.55	12.36	12.46	12.58	10.37	10.47	11.28
837.8	9.40	10.02	10.07	10.48	12.30	12.40	12.51	10.30	10.40	11.20
847.2	9.30AM	9.53	9.58	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f11.10
854.0		9.46	9.51	10.31	12.16	12.26		10.14		11.01
858.7		9.41	9.46	10.27	12.12	12.22		10.09		10.55
865.9		9.35	9.40	10.21	12.07	12.17		10.02		10.47
869.7		9.31	9.36	10.18	12.04PM	12.13		9.58		10.43
875.4		9.25	9.30	10.12	11.59AM	12.08		9.51		f10.35
880.9		9.18	9.24	10.06	11.54	12.03PM		9.45		10.26
885.6		9.14	9.20	10.02	11.50	11.59AM		9.40		10.21
890.5		9.09	9.15	9.57	11.46	11.55		9.35		10.16
894.8		9.04	9.11	9.52	11.42	11.51		9.30		10.11
897.6		9.01	9.08	9.49	11.39	11.48		9.26		10.07
901.8		8.57	9.04	9.44	11.35	11.44		9.22		f10.00
903.6		8.51	8.58	9.38	11.30	11.39		9.17		f 9.55
908.7		8.44	8.51	9.31	11.26	11.34		9.10		9.45
912.7		8.39	8.47	9.26	11.21	11 30		9.04		9.38
917.2		8.32	8.40	9.19	s11.14	s11.23		8.57		9.30
921.7		8.23	8.28	9.08	11.06	11.16		8.45		9.10
927.6		8.17	8.22	9.02	11.01	11.11		8.39		f 9.03
932.6		8.08	8.13	8.53	10.54	11.04		8.30		8.51
936.7		8.02	8.07	8.47	10.49	10.59		8.24		8.44
943.3		7.52	7.57	8.37	10.41	10.51		8.14		8.32
952.7		7.37	7.42	8.22	10.28	10.38		8.00		f 8.15
956.5		7.32	7.37	8.17	10.24	10.34		7.55		8.07
960.6		7.27	7.32	8.12	10.20	10.30		7.50		8.02
968.0		7.18	7.23	8.03	10.13	10.23		7.41		f 7.52
975.5		7.10	7.15	7.55	10.07	10.17		7.34		7.43
980.1		7.04	7.09	7.49	10.02	10.12		7.28		7.35
985.1		6.57	7.02	7.42	9.55	10.05		7.22		7.28
989.9										
992.6		6.45AM	6.50AM	7.30AM	9.45AM	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 38.8

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. 9**

June 19, 1950

**STATIONS**

Mile Post	6 Mail and Express	SECOND CLASS				Car Capacity of Sidings, etc. See Rule 6 (A), Page 20.
		254 Time Freight	264 Time Freight	226 Mixed	262 Time Freight	
817.0	A12.25AM	A 8.00AM	A 8.05AM		A10.30PM	COPTWXYZ
821.1	12.20					WS 61 PX
824.9	12.16					CS 82 P
830.2	12.11					CS 81 P
837.8	12.04AM					CS 118 P
847.2	11.55PM		6.20AM		8.10PM	WS899 IPWXY ES68 RCS
854.0	11.48					CS 125 P
858.7	11.44					CS 103 P
865.9	11.37					CS 103 P
869.7	11.33					CS 95 P
875.4	s11.25					CS185 CPWX
880.9	11.17					CS 103 P
885.6	11.12					CS 131 P
890.5	11.08					WS 77 CS 83 PW
894.8	11.03					WS 71 PX CS 82
897.6	11.00					WS 71 PX CS 82
901.8	10.56					ES 44 X
903.6	10.50					ES 122 PX
908.7	10.42					ES 64 PX
912.7	10.37					CS 118 P
917.2	10.30					
921.7	10.20					CPTWXYZ
927.6	10.14					CS 124 P
932.6	10.08					CS98 PWXY
936.7	9.57					P
943.3	9.51					WS 118 ES 101 PW CS 125 PWX
952.7	9.41					WS120 CS120 ES101 CPTWX
956.5	9.25			A 9.05AM		CS 118 PX
960.6	9.20			f 8.55		CS 118 PX
968.0	9.15			s 8.45		CS 132 PWX
975.5	9.06			s 8.30		WS122 ES 118 P
980.1	8.58			f 8.10		PW
985.1	8.50			8.00		ES 62 PX
989.9	8.43			f 7.50		PX
992.6	8.30PM			1.00AM	7.35AM	COPTWYZ
	Daily	Daily	Daily	Daily Ex. Sun.	Daily	

Thru Time..... (3.55) (7.00) (1.45) (1.30) (2.20)  
 Average speed per hour..... 44.8 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.



**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	Trains handling gravel loaded in steel hopper cars.			35	
When caboose is handled in train consisting of passenger train equipment.		50		When more than 50% of the tonnage is gravel.			40	
7000 class engines.		70	50	3500 and 5000 class engines on any coal mine lead or track.			10	
3800 and 3900 class engines.		60	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	
5000 and 9000 class engines.		50	50				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	
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	25
			40				30	15
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	
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			15	15	
		20	20		10	10	10	
Trains handling air-dump cars.			35	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.				
Trains handling scale test cars: On main line On branch lines except Dent branch.			30			20	20	20
			20	Jordan spreaders and other machines of spreader type, when in operation.			15	
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30	All wye tracks.				
			20			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	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
LaSalle 47.8 and 48.0	70	60	50	101.4 and 101.5				
Evans 49.4 and 49.7	70	60	50	Corlett Jct. and M. P. 103.9		70		
				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			
4000 class engines.		45	40			30	
Freight engines not otherwise shown.		50					

**ON WESTWARD TRACK**

Between Mile Posts—	Str.	Psgr.	Frt.
<b>Cheyenne</b> 510.4 and 511.8	50	40	25
<b>Corlett</b> 515.6 and 515.7	60	50	40
518.8 and 519.1	60	50	40
<b>Borie</b> 522.1 and 522.3	60	50	40
523.3 and 523.6	60	50	40
<b>Otto</b> 524.5 and 525.6	60	50	40
<b>Granite Canon</b> 528.7 and 529.5	50	40	25
530.0 and 535.1	55	45	35
535.6 and 537.5	50	40	25
537.9 and 540.9	45	40	35
541.1 and 545.1	55	45	35
Hermosa Tunnel	50	40	25
547.0 and 548.1	55	45	35
<b>Hermosa</b> 549.3 and 549.6	50	40	30
549.7 and 550.0	40	30	25
550.0 and 563.6	70	60	40
<b>Red Buttes</b> 565.2 and 565.3	30	25	20
565.3 and 565.6	50	40	25
<b>Laramie</b>			

**ON EASTWARD TRACK**

Between Mile Posts—	Str.	Psgr.	Frt.
<b>Forelle</b> 562.2 and 549.8	60	50	40
<b>Hermosa</b> 548.1 and 547.0	55	45	35
Hermosa Tunnel	50	40	25
545.1 and 537.9	50	45	35
537.5 and 535.6	50	40	25
<b>Buford</b> 535.1 and 530.2	60	50	30
530.2 and 530.0	50	40	30
529.5 and 528.7	50	40	25
<b>Granite Canon</b> 525.6 and 524.5	60	50	30
<b>Otto</b> 523.6 and 523.4	65	55	30
522.3 and 522.1	60	50	30
<b>Borie</b> 519.1 and 518.8	60	50	30
515.7 and 515.6	60	55	30
<b>Corlett</b> 511.8 and 510.4	50	40	25
<b>Cheyenne</b>			

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—			
<b>Laramie</b> 566.8 and 567.2	50	40	25	<b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 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	<b>Rock Springs</b> 803.5 and 801.0	50	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
<b>Ridge</b> 617.2 and 617.6	70	60	50	<b>Baxter</b> 795.3 and 795.1	60	50	40
621.8 and 622.4	75	65	50	794.5 and 794.2	70	60	50
<b>Calvin</b> 627.1 and 628.7	50	45	35	791.7 and 791.4	70	60	50
629.4 and 629.9	60	50	40	<b>Salt Wells</b> 787.0 and 786.7	75	65	50
630.9 and 637.8	70	60	50	781.7 and 781.3	70	60	50
<b>Ramsey</b> 639.3 and 640.2	60	50	40	780.2 and 780.0	60	50	40
642.5 and 643.7	50	40	25	778.9 and 777.8	60	50	40
<b>Hanna</b> 645.1 and 646.3	70	60	50	<b>Point of Rocks</b> 776.6 and 775.8	65	55	45
647.5 and 648.0	70	60	50	775.0 and 774.3	70	65	50
<b>Percy</b> 650.2 and 650.7	70	60	50	773.2 and 773.0	60	50	40
<b>Dana</b> 652.2 and 652.5	60	50	50	772.3 and 771.8	70	65	50
653.1 and 656.4	70	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	40
				<b>Black Buttes</b> 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—			
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	<b>Latham</b> 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
<b>Rawlins</b> 683.2 and 684.2	50	40	25	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	25
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
<b>Latham</b> 717.8 and 718.1	70	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
<b>Tipton</b> 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	<b>Edson</b> 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 650.7 and 650.2	70	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	25	<b>Percy</b> 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.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts— <b>Black Buttes</b> 768.8 and 769.3	60	50	40	Between Mile Posts— <b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 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
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 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	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Thayer Junction</b> 786.6 and 787.0	75	65	50	611.6 and 609.5	70	60	50
<b>Salt Wells</b> 791.4 and 791.7	70	60	50	<b>Rock River</b> 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
<b>Baxter</b> 797.3 and 798.4	55	45	35	<b>Harper</b> 596.8 and 596.5	70	60	50
799.5 and 800.5	60	50	40	<b>Lookout</b> 593.7 and 593.3	70	60	50
801.0 and 803.5	50	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
806.6 and 807.0	70	60	50	<b>Howell</b> 567.2 and 566.8	50	40	25
807.5 and 807.8	65	55	45	<b>Laramie</b>			
<b>Kanda</b> 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 <b>Green River</b>	50	40	25				

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

**FOURTH SUBDIVISION (Continued)**

**Between Evanston and Ogden**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Evanston</b> 920.6 and 921.2	70	60	50	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Ogden</b> 989.0 and 987.9	65	55	45
<b>Wyuta</b> 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	<b>Uintah</b> 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	<b>Gateway</b> 983.5 and 981.0	40	35	30
<b>Castle Rock</b> 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
<b>Emory</b> 942.9 and 945.5	50	40	35	<b>Strawberry</b> 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	<b>Peterson</b> 972.6 and 972.4	75	65	50
<b>Echo</b> 953.3 and 954.1	60	50	25	<b>Morgan</b> 967.8 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
<b>Henefer</b> 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	<b>Devil's Slide</b> 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	<b>Henefer</b> 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
<b>Stoddard</b> 972.4 and 972.6	75	65	50	<b>Echo</b> 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
<b>Strawberry</b> 978.7 and 980.7	40	35	30	<b>Emory</b> 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	<b>Curvo</b> 928.8 and 927.6	50	40	25
<b>Uintah</b> 985.5 and 985.8	70	60	50	<b>Wahsatch</b> 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
<b>Ogden</b>				<b>Wyuta</b> 921.2 and 920.6	70	60	50
				919.1 and 915.9	60	50	25
				<b>Evanston</b>			

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	Fr.
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
<b>BRANCHES</b>					
<b>Boulder Branch</b> Maximum Speed.		25	<b>Greeley Branch</b>		15
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	<b>Pleasant Valley Branch</b>		13
Between Parkdale Jct. and Erie.		15	<b>Puritan Branch</b>		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10	<b>Lionkol Branch</b>		10
<b>Dent Branch:</b> Maximum speed.	60	45	<b>Superior Branch, on yard tracks at Thayer Jct.</b>		15
800 class engines.	45	40	<b>Branches not otherwise shown.</b>		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Stansbury Spur</b>		5
Freight engines not otherwise shown.	50		<b>Spurs not otherwise shown.</b>		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— <b>Quimby</b> 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	<b>Park City Branch</b> Maximum Speed Between Mile Posts— 0.0 and 4.3		25
<b>East Lake</b> 14.3 and 14.6	50	40	5.1 and 5.2		15
<b>St. Vrains</b> 21.5 and 21.9	40	25	13.2 and 13.5		15
<b>Frederick</b> 25.6 and 25.8	40	25	14.8 and 21.0		15
<b>Gowanda</b> 37.9 and 38.0	50	40	24.0 and 24.1		15
<b>Wild Cat</b> 40.4 and 40.5	50	40	25.1 and 25.2		15
<b>Fort Collins Branch</b> 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	<b>Ontario Branch</b>		15
Fort Collins, within city limits		15	<b>Cranmer spur, between Keetley and end of track.</b>		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
<b>First Subdivision</b>				<b>Dent Branch</b>			
Adams.....	6.0	7	East	Welby.....	8.2	15	West
Rolla.....	9.9	23	Both	Graden.....	24.3	42	Both
Northway.....	16.0	22	Both	<b>Boulder Branch</b>			
Powars.....	22.8	31P	Both	Dick.....	7.1	21	Both
Vasquez.....	36.2	24	Both	National.....	10.0	0	Lead to Mine Trackage
Houston.....	37.8	42P	Both	<b>Park City Branch</b>			
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	<b>Almy Branch</b>			
<b>Fourth Subdivision</b>				Stock Yards.....	1.5	33	East
Almy Jct.....	918.4	Spur 1.7 Mi.	East				
Baskin.....	947.9	4	East				
Stoddard.....(1)	970.6	{13	Both				
		{11 PX	West				
		{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	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
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		

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.	System.	R. B. Stump.....	Oculist.....	Cheyenne, Wyo.	Cheyenne.
Wm. M. Grieg.....	District Surgeon.	Denver, Colo.....	North to, and including Warren.	R. I. Williams.....	Aurist.....	Cheyenne, Wyo.	Cheyenne.
			East to, but not including Ellis.	R. H. Jesson.....	Surgeon.....	Hanna, Wyo.....	Hanna to Rock Springs.
			East to, but not including Plainville.	Emory W. DeKay.....	Surgeon.....	Laramie, Wyo.....	Cheyenne to Hanna.
			East to, and including Ovid.	O. S. Pavy.....	Surgeon.....	Laramie, Wyo.....	Cheyenne to Hanna.
J. S. Benwell.....	Surgeon.....	Denver, Colo.....	Denver.....	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.....	Laramie to Hanna.
T. E. Beyer.....	Aurists.....	Denver, Colo.....	Denver.	B. J. Sullivan.....	Surgeon.....	Laramie, Wyo.....	Cheyenne to Hanna.
J. R. Blair.....				R. F. Howe.....	Surgeon.....	Ogden, Utah.....	
L. Scott Frank.....	Surgeon.....	Denver, Colo.....	Denver.	L. S. Sycamore.....	Surgeon.....	Ogden, Utah.....	Ogden to Green River, Brigham and Kaysville.
A. T. Haley.....	Surgeon.....	Denver, Colo.....	Denver.....	Floyd Seager.....	Surgeon.....	Ogden, Utah.....	
I. E. Hix.....	Oculist.....	Denver, Colo.....	Denver.	K. A. Stafford.....	Surgeon.....	Ogden, Utah.....	
H. W. Stuver.....	Surgeon.....	Denver, Colo.....	Denver.	D. D. Olson.....	Surgeon.....	Ogden, Utah.....	
P. R. Farrington.....	Surgeon.....	Boulder, Colo.....	Boulder to Erie.	C. D. Van Hook.....	Surgeon.....	Ogden, Utah.....	
J. W. Wells.....	Surgeon.....	Brighton, Colo.....	Denver to Lupton and Brighton to Erie.	H. V. De Mars.....	Oculist & Aurist	Ogden, Utah.....	Vicinity of Ogden.
F. D. Kuykendall.....	Surgeon.....	Eaton, Colo.....	Greeley to Ault.	R. W. Pugmire.....	Oculist & Aurist	Ogden, Utah.....	Vicinity of Ogden.
C. P. Bishop.....	Surgeon.....	Frederick, Colo.....	Vicinity.	R. D. Baker.....	Surgeon.....	Rawlins, Wyo.....	Hanna to Rock Springs.
F. A. Humphrey.....	Surgeon.....	Ft. Collins, Colo.....	LaSalle to Fort Collins.	E. W. McNamara.....	Surgeon.....	Rawlins, Wyo.....	Hanna to Rock Springs.
J. W. Allely.....	Surgeon.....	Greeley, Colo.....	Evans to Eaton.	O. E. Plummer.....	Surgeon.....	Rawlins, Wyo.....	Hanna to Rock Springs.
W. L. Wilkinson.....	Surgeon.....	LaSalle Colo.....	La Salle to Kersey.	R. A. Corbett.....	Surgeon.....	Saratoga, Wyo.....	Encampment to Walcott.
E. R. Pearson.....	Surgeon.....	Lupton, Colo.....	Brighton to Platteville.	S. J. Hanten.....	Surgeon.....	Superior, Wyo.....	Superior to Thayer Jet.
W. A. Buntun.....	District Surgeon	Cheyenne, Wyo.....	East to, but not including North Platte.	Louis J. Taufer.....	District Surgeon	Salt Lake, Utah.....	North to, but not including McCammon.
			West to, but not including Rock Springs.	E. W. Oldham.....	Surgeon.....	Coalville, Utah.....	East to, and including Rock Springs.
			South to, but not including Warren.	H. T. High.....	Surgeon.....	Devils Slide, Utah	South to, but not including Caliente.
R. C. Gramlich.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne to Laramie and Cheyenne to Carr.	J. S. Hellwell.....	Surgeon.....	Evanston, Wyo.....	Echo to Park City.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne to Laramie and Cheyenne to Carr.	J. H. Holland.....	Surgeon.....	Evanston, Wyo.....	Devils Slide to Ogden.
F. E. Magrath.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.	J. H. Waters.....	Surgeon.....	Evanston, Wyo.....	Green River to Morgan.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.....	Cheyenne.	R. C. Stratton.....	Surgeon.....	Green River, Wyo.....	Green River to Morgan.
John R. Newman.....	Surgeon.....	Cheyenne, Wyo.....	Cheyenne.	A. T. Sudman.....	Surgeon.....	Green River, Wyo.....	Rock Springs to Evanston.
				Clint A. Laffoon.....	Surgeon.....	Park City, Utah.....	Rock Springs to Evanston.
				P. M. McCrann.....	Surgeon.....	Rock Spgs., Wyo.....	Bet. Park City and Echo.
							Laramie to Green River.

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		