

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

															Distance from Council Bluffs	Time Table No. 17 May 24, 1953	
11	85	1	17	37	23	5	9	103	101	27	105	111				STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
						9.20								0.0	CO. BLUFFS		
9.55	9.45	9.40			10.25	9.55		3.10	2.55	1.45	1.40	12.50	2.8		OMAHA		
1.20	12.30	12.15			1.20	12.45		5.10	4.55	4.22	3.40	2.55	146.9		GRAND ISLAND		
4.20	2.40	2.30			3.55	3.05		6.55	6.40	6.35	5.25	4.50	284.1	C.T. M.T.	NORTH PLATTE		
3.40	2.00	1.40			3.05	2.15		6.00	5.45	6.05	4.30	3.55	365.3	M.T.	JULESBURG		
	3.30														SIDNEY		
6.25		4.00			5.25	4.35		7.43	7.28	8.25	6.13				KANSAS CITY		
				11.59		9.30									DENVER		
	7.20			5.40	3.30	5.35		7.55	8.25			8.30			CHEYENNE		
8.40		6.05			7.35	6.35		9.25	9.10	10.30	7.55				LARAMIE		
9.10		6.15			7.45	6.50		9.35	9.20	10.40	8.05				RAWLINS		
10.45		7.45	9.38	9.15	9.25	8.30	11.45	10.55	10.40	12.10	9.25				GREEN RIVER		
1.12		10.00	12.05	11.45	11.55	11.10	1.44	12.40	12.30	2.25	11.15				GRANGER		
3.45		12.40	2.40	2.20	2.30	1.50	4.05	2.50	2.40	5.05	1.25				OGDEN		
5.25		12.55	3.25	2.45	3.00	2.25	4.40	3.00	2.50	5.40	1.35				(1002.0)		
6.00			4.05								2.05						
			4.45		6.35	7.00	6.20	8.35	6.15	6.05	9.30						
(21.05)	(10.35)	(20.05)	(10.25)	(31.36)	(21.35)	(21.35)	(24.05)	(16.05)	(16.10)	(20.45)	(13.25)	(8.40)			Thru Time From Omaha		
42.1	52.8	49.8	39.4	38.1	46.2	46.2	50.9	62.1	61.8	48.2	63.6	69.2			Average speed per hour		

E. HICKS
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

- C. J. COLOMBO, Superintendent**..... Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent..... Cheyenne, Wyo.
O. A. DURRANT, Asst. Superintendent..... Green River, Wyo.
H. G. HAGGLUND, Terminal Superintendent..... Green River, Wyo.
C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
R. W. HOPKINS, Terminal Superintendent..... Denver, Colo.
K. I. JONES, Trainmaster..... Cheyenne, Wyo.
G. E. O'HARA, Trainmaster..... Laramie, Wyo.
J. L. PHILLIPS, Asst. Trainmaster..... Laramie, Wyo.
P. D. SELF, Terminal Superintendent..... Laramie, Wyo.
W. G. JOHNSON, Trainmaster..... Rawlins, Wyo.
D. E. MOORE, Safety Representative..... Green River, Wyo.
W. C. SATTERFIELD, Trainmaster..... Ogden, Utah
J. C. JOCHIM, Trainmaster..... Denver, Colo.
C. E. MYERS, Master Mechanic..... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic..... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
R. M. WARNER, Road Foreman of Engines..... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines..... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines..... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines..... Rawlins, Wyo.
T. A. KELLEHER, Road Foreman of Engines..... Ogden, Utah
H. C. LUSTY, Road Foreman of Engines..... Evanston, Wyo.
J. W. GODFREY, Division Engineer..... Cheyenne, Wyo.
G. M. PICKERING, General Roadmaster..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher**..... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher..... Denver, Colo.

SECOND SUBDIVISION AND THIRD SUBDIVISION
LARAMIE TO RAWLINS, AND BRANCHES

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

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

- B. FOSTER, Chief Train Dispatcher**..... Green River, Wyo.
L. R. DEARDEN, Asst. Chief Train Dispatcher..... Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher..... Green River, Wyo.

MILEAGE

Main Line	628.23
Branches	372.31
Total	1000.54

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		FIRST CLASS														
Time Table No. 17 May 24, 1953		112	12	10	28	2	104	102	106	38	18	24	6	86		
STATIONS		Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger		
CO. BLUFFS	0.0														6.50	
OMAHA	2.8	12.30	6.40		3.35	4.05	2.40	2.50	3.00					7.50	6.05	4.15
GRAND ISLAND	146.9	10.24	3.25		1.10	1.35	12.31	12.40	12.50					4.45	3.25	1.48
NORTH PLATTE	284.1	8.37	12.15		10.23	11.15	10.38	10.48	10.58					1.40	12.55	11.30
JULESBURG	365.3	7.32	10.55		9.13	10.05	9.33	9.43	9.53					12.30	11.45	10.15
SIDNEY	407.5															8.55
KANSAS CITY	407.5		8.45		7.22	8.15	7.52	8.02	8.12					10.20	9.45	
DENVER	562.5	3.30			7.15						10.30					
CHEYENNE	509.5		6.20		5.40	6.15	6.30	6.40	6.50					8.30	7.55	
LARAMIE	566.0		5.40		5.25	5.55	6.20	6.30	6.40					8.15	7.35	
RAWLINS	682.8		4.20	3.10	4.00	4.35	5.10	5.20	5.30	4.15	4.25	6.35	6.05			
GREEN RIVER	817.0		2.00	1.05	1.40	2.10	3.20	3.30	3.40	1.55	2.05	3.20	3.35			
GRANGER	847.2		11.10	10.45	11.00	11.20	1.05	1.15	1.25	11.10	11.25	12.15	12.45			
OGDEN	992.6		9.50	10.20	10.50	11.10	12.55	1.05	1.15	10.55	11.05	11.40	12.25			
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time From Omaha		(8.00)	(20.25)	(23.25)	(19.35)	(19.35)	(15.55)	(15.55)	(13.18)	(26.20)	(9.40)	(23.35)	(20.35)	(10.15)		
Average speed per hour		69.5	41.2	50.5	49.6	49.6	62.2	62.2	63.5	46.2	44.6	42.0	48.1	54.4		

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Rock Springs	East of Council Bluffs arriving on this train	Salt Lake City or beyond.	2	Rock Springs	Salt Lake City or beyond	Omaha or beyond.
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs	Sleeping car passengers from West of Ogden or Pocatello	Denver or beyond.
9	Rock Springs	Denver or beyond	Sleeping car passengers for West of Ogden, Pocatello or beyond.	18	Any station on First and Third Subdivision	Granger or beyond.	
37	Rock River	Denver or east.		24	Any station on Third Subdivision	Ogden or beyond.	
	Medicine Bow			24	Any station on Fourth Subdivision	Ogden or beyond	Green River or beyond.
	Sinclair						
17	Any station on Third Subdivision		North of Granger.	28	Rock Springs	West of Ogden.	
23	Any station on Third and Fourth Subdivision	East of Cheyenne	Ogden or beyond.	38	Any station on First Subdivision	Ogden or beyond.	
27	Rock Springs	Omaha and Denver or beyond	West of Ogden.	86	Any station on First Subdivision		East of Julesburg.
85	Brighton	From East of La Salle		106	Rock Springs	Pocatello or beyond.	Cheyenne or beyond.
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.	334	Any Station	Cheyenne or beyond.	

WESTWARD		FIRST SUBDIVISION										Time-Table No. 17				
		SECOND CLASS										May 24, 1953				
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Stations											370	250	Distance from Denver		
												Mixed	Time Freight			
												Daily	Daily	STATIONS		
	YIP												6.50PM		0.0	DN-R DENVER YL UD 0.6 23RD STREET YL
	ZP												7.25	6.10PM	1.7	DN-R 36TH ST. YL RA 0.5 PULLMAN YL
	WCOTYZP												A 7.35PM	6.13	2.2	0.5 C. B. & Q. CROSSING 0.1 DNSANDCREEKJCT.YLSK
	IP													6.20	4.9	1.0 ADAMS
7															6.0	2.1 DUPONT
95	P														8.1	1.8 ROLLA
23															9.9	1.4 HAZELTINE
57	P														11.3	2.8 HENDERSON
52	P														14.1	1.9 NORTHWAY
22															16.0	3.1 DN BRIGHTON YL BI
91	WYZP													6.43	19.1	3.7 POWARS
31	P														22.8	3.0 D LUPTON UP
94	P														25.8	4.3 D IONE
53	P														30.1	4.7 D PLATTEVILLE PA
95	P													7.04	34.8	1.4 D VASQUEZ
24															36.2	1.6 D HOUSTON
42	P														37.8	2.2 D GLOREST GI
119	P													7.11	40.0	2.4 D PEOKHAM
24	P														42.4	0.8 D HAMBERT
24															43.2	2.9 DN-R LA SALLE YL SA
192	WCTYP													A 7.20PM	46.1	2.1 EVANS
60	P														48.2	3.5 DN GREELEY YL HG
247	WYZP														51.7	2.3 D GREELEY JCT.
	YP														54.0	1.8 D LUCERNE O
81	P														55.8	3.4 D EATON YL UR
80	P														59.2	0.1 D G. W. CROSSING
	I														59.3	3.7 D AULT A
65	P														63.0	1.9 D STAGE
22															64.9	1.9 D PIEROE BU
64	WYP														66.8	5.1 D NUNN NU
52	P														71.9	5.1 D DOVER
96	P														77.0	4.9 D DECKER
51	P														81.9	4.1 DN CARR OR
94	WCYP														86.0	4.4 D WARREN
97	P														90.4	4.0 D GLEASON
52	P														94.4	4.9 DN SPEER YL SP
138	WP														99.3	4.0 DN BORIE YL BO
72	IP														103.3	(103.3)

(0.45) (1.10) Thru Time
2.9 38.1
Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are 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 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD		FIRST SUBDIVISION										Time-Table No. 17											
		FIRST CLASS										May 24, 1953											
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Stations											10	17	37	86	112	8	38	57	9	Distance from Denver		
												Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger			
												Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
													6.50PM	5.40PM	5.35PM	5.00PM	3.30PM	12.50PM	9.00AM	8.30AM	8.25AM	0.0	DN-R DENVER YL UD 0.6 23RD STREET YL
													6.54	5.45	5.40	5.06	3.34	12.54	9.04	8.35	8.29	0.6	DN-R 36TH ST. YL
													A 6.55PM	5.47	5.42	5.07	3.35	A 12.55PM	A 9.05AM	8.37	8.30	1.7	DN-R PULLMAN YL RA 0.5 C. B. & Q. CROSSING 0.1 DNSANDCREEKJCT.YLSK
														5.52	5.47 ¹⁰	5.12	3.39			8.42	8.34	4.9	1.0 ADAMS
														5.57	5.51	5.16	3.42			8.47	8.38	6.0	2.1 DUPONT
																					8.1	1.8 ROLLA	
																					9.9	1.4 HAZELTINE	
																			f 8.50	8.41	11.3	2.8 HENDERSON	
																			f 8.53	8.43	14.1	1.9 NORTHWAY	
																			s 9.04	8.48	16.0	3.1 DN BRIGHTON YL BI	
																					19.1	3.7 POWARS	
																					22.8	3.0 D LUPTON UP	
																			f 9.11	8.54	25.8	4.3 D IONE	
																			f 9.16	8.58	30.1	4.7 D PLATTEVILLE PA	
																			f 9.21	9.02	34.8	1.4 D VASQUEZ	
																					36.2	1.6 D HOUSTON	
																			f 9.26	9.07	37.8	2.2 D GLOREST GI	
																					40.0	2.4 D PEOKHAM	
																					42.4	0.8 D HAMBERT	
																			s 6.37	s 6.27	43.2	2.9 DN-R LA SALLE YL SA	
																			A 5.59PM	A 4.15PM ⁵²	46.1	2.1 EVANS	
																					48.2	3.5 DN GREELEY YL HG	
																			s 6.50	s 6.40	51.7	2.3 D GREELEY JCT.	
																					54.0	1.8 D LUCERNE O	
																			f 9.55	9.30	55.8	3.4 D EATON YL UR	
																			f 10.00	9.34	59.2	0.1 D G. W. CROSSING	
																					59.3	3.7 D AULT A	
																			f 10.05	9.38	63.0	1.9 D STAGE	
																			f 10.10	9.42	64.9	1.9 D PIEROE BU	
																			f 10.16	9.47	66.8	5.1 D NUNN NU	
																			f 10.22	9.53	71.9	5.1 D DOVER	
																					77.0	4.9 D DECKER	
																					81.9	4.1 DN CARR OR	
																			f 10.32	10.04	86.0	4.4 D WARREN	
																			f 10.38	10.10	90.4	4.0 D GLEASON	
																			f 10.44	10.16	94.4	4.9 DN SPEER YL SP	
																					99.3	4.0 DN BORIE YL BO	
																			A 7.55PM	A 7.40PM	103.3	(103.3)	

(0.05) (2.15) (2.05) (0.59) (0.45) (0.05) (0.05) (2.20) (1.55) Thru Time
26.4 44.1 47.6 46.9 61.4 26.4 26.4 42.6 51.8
Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are 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 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers, —See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1953

FIRST CLASS

85	38	9	18	7	111	37	52	10
Passenger	Passenger	Streamliner Passenger	Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger

STATIONS

Mile Post

DN-R DENVER YL UD	0.0	A 7.20AM	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 3.30PM	A 5.20PM	A 6.20PM
0.6 23RD STREET YL	0.6		7.35	7.39	7.45		8.22			
1.1 DN-R 36TH ST. YL	1.7	7.07	7.31	7.36	7.41	8.17	8.20	3.04	5.14	5.52
0.5 PULLMAN YL RA	2.2	7.06	7.29	7.35AM	7.40	8.16AM	8.19	3.03PM	5.13	5.51
2.7 C. B. & Q. CROSSING	4.9									
0.1 DNSANDCREEKJCT.YLSK	5.0	7.01	7.22		7.35		8.15		5.09	5.47 ³⁷
1.0 ADAMS	6.0									
2.0 DUPONT	8.1	6.57	7.18		7.30		8.10		5.03	5.43
1.8 ROLLA	9.9									
1.4 HAZELTINE	11.3	6.53	7.14		7.26		8.07	f 4.58	5.40	
2.8 HENDERSON	14.1	6.51	7.11		7.22		8.05	f 4.54	5.38	
1.9 NORTHWAY	16.0									
3.1 DN BRIGHTON YL BI	19.1	6.45	7.06		7.16		7.59	s 4.47	5.33 ⁸⁶	
3.7 POWARS	22.8									
2.0 D LUPTON UP	25.8	6.38	6.58		7.08		7.52	s 4.38	5.27	
4.3 IONE	30.1	6.33	6.52		7.03		7.48	f 4.33	5.23	
4.7 D PLATTEVILLE PA	34.8	6.29	6.47		6.57		7.45	f 4.28	5.19	
1.4 VASQUEZ	36.2									
1.6 HOUSTON	37.8									
2.2 D GLOREST GI	40.0	6.24	6.41		6.51		7.41	f 4.22	5.14	
2.4 PECKHAM	42.4									
0.8 HAMBERT	43.2									
2.9 DN-R LA SALLE YL SA	46.1	6.17AM	6.34		6.44		7.34AM	s 4.15 ¹¹²	5.09	
2.1 EVANS	48.2		6.31		6.41			f 4.06	5.07	
3.5 DN GREELEY YL HG	51.7		s 6.26		s 6.36			s 4.01	s 5.03	
2.3 GREELEY JCT.	54.0									
1.8 D LUCERNE O	55.8		6.19		6.29			f 3.53	4.57	
3.4 D EATON YL UR	59.2		6.15		6.25			s 3.49	4.54	
0.1 G. W. CROSSING	59.3									
3.7 D AULT A	63.0		6.11		6.21			s 3.44	4.50	
1.9 STAGE	64.9									
1.9 D PIEROE BU	66.8		6.07		6.17			f 3.39	4.47	
5.1 D NUNN NU	71.9		6.02		6.12			f 3.33	4.43	
5.1 DOVER	77.0		5.57		6.07			f 3.27	4.39	
4.9 DECKER	81.9		5.52		6.02			3.22	4.35	
4.1 DN CARR OR	86.0		5.48		5.58			s 3.17	4.31	
4.4 WARREN	90.4		5.43		5.53			3.12	4.27	
4.0 GLEASON	94.4		5.39		5.49			3.07	4.23	
4.9 DN SPEER YL SP	99.3		5.34		5.44			f 3.00PM	4.18	
4.0 DN BORIE YL BO	103.3		5.25AM		5.35AM				4.10PM	
(103.3)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Block Signals C.T.C.

Thru Time.....	(1.03)	(2.35)	(0.20)	(2.35)	(0.09)	(0.56)	(0.27)	(2.20)	(2.10)
Average speed per hour.....	42.0	40.0	6.1	40.0	14.7	49.4	4.9	42.5	47.7

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are 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 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

FIRST SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1953

SECOND CLASS

369	334								
Mixed	Mixed								

STATIONS

Mile Post

DN-R DENVER YL UD	0.0	A 7.15AM	A 11.50PM							
0.6 23RD STREET YL	0.6	6.55								
1.1 DN-R 36TH ST. YL RA	1.7	6.53	11.33							
0.5 PULLMAN YL	2.2	6.50AM	11.28							
2.7 C. B. & Q. CROSSING	4.9									
0.1 DNSANDCREEKJCT.YLSK	5.0		11.17							
1.0 ADAMS	6.0									
2.1 DUPONT	8.1		11.11							
1.8 ROLLA	9.9									
1.4 HAZELTINE	11.3		11.06							
2.8 HENDERSON	14.1		11.01							
1.9 NORTHWAY	16.0									
3.1 DN BRIGHTON YL BI	19.1		f 10.53							
3.7 POWARS	22.8									
3.0 D LUPTON UP	25.8		f 10.43							
4.3 IONE	30.1		10.36							
4.7 D PLATTEVILLE PA	34.8		10.30							
1.4 VASQUEZ	36.2									
1.6 HOUSTON	37.8									
2.2 D GLOREST GI	40.0		10.22							
2.4 PECKHAM	42.4									
0.8 HAMBERT	43.2									
2.9 DN-R LA SALLE YL SA	46.1		s 10.10							
2.1 EVANS	48.2		9.48							
3.5 DN GREELEY YL HG	51.7		s 9.40							
2.3 GREELEY JCT.	54.0									
1.8 D LUCERNE O	55.8		9.25							
3.4 D EATON YL UR	59.2		s 9.19							
0.1 G. W. CROSSING	59.3									
3.7 D AULT A	63.0		s 9.12							
1.9 STAGE	64.9									
1.9 D PIEROE BU	66.8		9.05							
5.1 D NUNN NU	71.9		8.57							
5.1 DOVER	77.0		8.49							
4.9 DECKER	81.9		8.40							
4.1 DN CARR OR	86.0		s 8.32							
4.4 WARREN	90.4		8.22							
4.0 GLEASON	94.4		f 8.16							
4.9 DN SPEER YL SP	99.3		f 8.10PM							
4.0 DN BORIE YL BO	103.3									
(103.3)		Daily	Daily							

BLOCK SIGNALS

Block Signals C.T.C.

Thru Time.....	(0.25)	(3.40)
Average speed per hour.....	5.3	27.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are 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 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD		SECOND SUBDIVISION		FIRST CLASS			
SECOND CLASS		Time-Table No. 17			FIRST CLASS		
		May 24, 1953			17	23	37
		STATIONS			Passenger	Passenger	Passenger
		STATIONS			Daily	Daily	Daily
WCOTY PZ	X	7.45PM	509.5	DN-R CHEYENNE YL N		7.45PM	
				1.3			
	IP	7.52	510.8	DN TOWER A YL AY		7.48	
				8.2			
138	WP	A 8.10PM	519.0	DN SPEER YL SP	7.55PM		7.40PM
				6.8			
132	P		525.8	EMKAY			
				8.4			
137	P		534.2	LYNOH			
				8.5			
143 127	CWP		542.7	HARRIMAN			
				6.8			
131	P		549.5	PERKINS			
				4.8			
WS110 ES110	XIP		519.0	DN BORIE BO			
				5.0			
WS 93 ES 110	XWP		524.0	OTTO			
				4.6			
WS 137 ES 76	XWP		528.6	DN GRANITE YL OA			
				7.9			
WS 105 ES 90	WYP		536.5	BUFORD YL			
	X			8.9			
CS 95	XYP		540.4	DN SHERMAN S			
				4.4			
ES 63	WXP		554.3	DALE	8.51	8.37	8.31
			544.8	3.1			
CS 130	XP		557.4	DN HERMOSA HM	8.59	8.44	8.39
				8.9			
WS 133	WP		566.3	RED BUTTES	9.12	8.57	8.52
				9.2			
ES 79	P		551.7	3.8			
				HEARD			
ES 110	WP		554.0	2.3			
				COLORES			
ES 284	P		563.0	9.0			
				FORELLE			
WCOTY PZ	X		575.5	DN-R LARAMIE YLK-KI	A 9.28PM	A 9.15PM	A 9.05PM
				3.0			
				(66.0)			

(0.25) Thru Time..... (1.33) (1.30) (1.25)
18.5 Average speed per hour..... 36.5 44.0 39.9

Westward trains must keep to the left between Dale 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.
Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		SECOND SUBDIVISION		FIRST CLASS											
SECOND CLASS		Time-Table No. 17					FIRST CLASS								
		May 24, 1953					5	52	27	9	103	101	11	105	1
		STATIONS					Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger
		STATIONS					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
						6.50PM	2.45PM	10.40AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	509.5
						6.53	2.49	10.43		9.38	9.23	9.13	8.08	6.18	510.8
							f A3.00PM		10.20AM						519.0
															525.8
															534.2
															542.7
															549.5
															519.0
															524.0
															528.6
															536.5
															540.4
						7.45		11.32	11.10	10.25	10.10	10.01	8.55	7.07	554.3
						7.52		11.39	11.17	10.32	10.17	10.08	9.02	7.14	548.8
						8.05		11.49AM	11.26	10.41	10.26	10.19	9.11	7.25	557.4
															566.3
															551.7
															554.0
															563.0
						A 8.20PM		A 12.02PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	A 7.37AM	575.5

(1.30) (0.15) (1.22) (1.20) (1.19) (1.19) (1.22) (1.19) (1.22)
44.0 25.6 49.3 42.0 50.1 50.1 49.3 50.1 49.3

Westward trains must keep to the left between Dale 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.
Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

Table with columns for Car Capacity of Sidings, Distance from Council Bluffs, Time-Table No. 17 (May 24, 1953), STATIONS, and FIRST CLASS 17 Passenger Daily. Includes stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINOLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANOH, RINER, OHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, and GREEN RIVER.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time (5.02)
..... Average speed per hour 49.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Rules 251 to 254 inclusive apply on Third Subdivision.
For conditional stops to discharge or pick up revenue passengers.—See page 3.

WESTWARD

THIRD SUBDIVISION

Table with columns for 23, 37, 5, 27, 9, 103, 11, 101, 105, 1, Distance from Council Bluffs, Time-Table No. 17 (May 24, 1953), STATIONS, and FIRST CLASS. Includes stations like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, RAMSEY, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINOLAIR, RAWLINS, FERRIS, HADSELL, KNOBS, DALEY'S RANOH, RINER, OHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, and GREEN RIVER.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

..... Thru Time (5.02)
..... Average speed per hour 49.9

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Rules 251 to 254 inclusive apply on Third Subdivision.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 17

May 24, 1953

STATIONS

Mile Post	FIRST CLASS										
	12	10	28	2	104	102	106	38	18	24	
	Passenger	Passenger	Passenger	Passenger	Streamliner	Streamliner	Streamliner	Passenger	Passenger	Passenger	
DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.20AM	A 10.50AM	A 11.10AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.41	10.13	10.39	11.04	12.45	12.55	1.07	10.46	10.57	11.27
PERU	824.9	9.37	10.09	10.35	11.00	12.41	12.51	1.03	10.42	10.53	11.23
BRYAN	830.2	9.32	10.04	10.30	10.55	12.36	12.46	12.58	10.37	10.47	11.16
WESTVACO	837.8	9.24	9.57	10.23	10.48	12.30	12.40	12.51	10.30	10.40	11.08
DN GRANGER YL GN	847.2	9.15AM	9.48	10.14	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
VERNE	854.0		9.41	10.08	10.31	12.16	12.26		10.14		10.49
CHURCH BUTTES	858.7		9.37	10.03	10.27	12.12	12.22		10.09		10.43
HAMPTON	865.9		9.31	9.56	10.21	12.07	12.17		10.02		10.35
ELKHURST	869.7		9.28	9.52	10.18	12.04PM	12.14		9.58		10.31
DN CARTER YL Q	875.4		9.22	9.46	10.12	11.59AM	12.09		9.51		f 10.23
ANTELOPE	880.9		9.17	9.39	10.06	11.54	12.04PM		9.45		10.14
BRIDGER	885.6		9.13	9.34	10.02	11.50	11.59AM		9.40		10.09
LEROY	890.5		9.09	9.29	9.57	11.46	11.55		9.35		10.05
RAGAN	894.8		9.05	9.24	9.52	11.42	11.51		9.30		9.59
SPRING VALLEY	897.6		9.02	9.20	9.49	11.39	11.49		9.26		9.55
ASPEN	901.8		8.58	9.16	9.44	11.35	11.45		9.22		f 9.49
DN ALTAMONT AP	908.6		8.52	9.10	9.38	11.30	11.40		9.17		f 9.43
KNIGHT	908.7		8.45	9.03	9.31	11.26	11.36		9.10		9.34
MILLIS	912.7		8.40	8.57	9.26	11.21	11.31		9.04		9.27
DN-R EVANSTON YL NA	917.2		8.34	8.50	9.19	s 11.14	s 11.24		8.57		9.20
ALMY JCT.	918.4		8.30	8.45	9.15				8.52		9.15
WYUTA	921.7		8.23	8.37	9.08	11.06	11.16		8.45		9.06
DN WAHSATCH YL WH	927.6		8.17	8.31	9.02	11.01	11.11		8.39		f 8.59
CURVO	932.6		8.08	8.22	8.53	10.54	11.04		8.30		8.47
CASTLE ROOK	936.7		8.02	8.16	8.47	10.49	10.59		8.24		8.40
EMORY	943.3		7.52	8.06	8.37	10.41	10.51		8.14		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.38	7.51	8.22	10.28	10.38		8.00		f 8.11
HENEFER	956.5		7.33	7.46	8.17	10.24	10.34		7.55		8.04
D DEVIL'S SLIDE ON	960.6		7.28	7.41	8.12	10.20	10.30		7.50		7.59
DN MORGAN WB	968.0		7.20	7.32	8.03	10.13	10.23		7.41		f 7.50
STODDARD	970.6										
PETERSON	975.5		7.13	7.25	7.55	10.07	10.17		7.34		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		7.07	7.19	7.49	10.02	10.12		7.28		7.34
UINTAH	985.1		7.01	7.12	7.42	9.55	10.05		7.22		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.50AM	7.00AM	7.30AM	9.45AM	9.55AM		7.10PM		7.15PM

BLOCK SIGNALS

Double Track

Thru Time.....	(0.35)	(3.30)	(3.50)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour.....	51.7	50.2	45.8	47.9	55.5	55.5	54.9	46.8	51.7	39.8

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.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 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.

FOURTH SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 17

May 24, 1953

STATIONS

Mile Post	6	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
		254	264	226	262		
	Mail and Express	Time Freight	Time Freight	Local Freight	Time Freight		
A 12.25AM	817.0					COPTWXYZ	
12.15	821.1					WS 61 PX	
12.11	824.9					CS 82 P	
12.06AM	830.2					CS 120 P	
11.59PM	837.8					CS 118 P	
11.50	847.2		6.20AM		7.30PM	WS 90 IPWXY ES 126 RCS	
11.43	854.0					CS 125 P	
11.39	858.7					CS 103 P	
11.32	865.9					CS 103 P	
11.28	869.7					CS 95 P	
s 11.20	875.4					CS 135 CPWX	
11.12	880.9					CS 103 P	
11.07	885.6					CS 131 P	
11.03	890.5					WS 77 CS 83 PW	
10.58	894.8					WS 71 PX	
10.55	897.6					CS 125 P	
10.51	901.8					ES 44 X	
10.45	903.6					ES 122 PX	
10.37	908.7					ES 64 PX	
10.32	912.7					CS 118 P	
10.25	917.2					CPTWXYZ	
10.20	918.4						
10.14	921.7					CS 124 P	
10.08	927.6					CS 98 PWXY	
9.57	932.6					P	
9.51	936.7					WS 118 ES 101 PW	
9.41	943.3					CS 125 PWX	
	947.9					4	
9.25	952.7		A 9.05AM			WS 120 CS 120 ES 101 OPTWX	
9.20	956.5			f 8.55		CS 118 PX	
9.15	960.6			s 8.45		CS 118 PX	
9.06	968.0			s 8.30		CS 132 PWX	
	970.6						
8.58	975.5					WS 122 ES 118 P	
	977.7					P	
8.50	980.1				8.00	PW	
8.43	985.1			f 7.50		ES 62 PX	
	989.9					PX	
8.30PM	992.6		1.00AM		7.35AM	COPTWYZ	

BLOCK SIGNALS

Double Track

(3.55) Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
44.8Average 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.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 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.

WESTWARD				DENT BRANCH				EASTWARD			
SECOND CLASS				Time-Table No. 17				SECOND CLASS			
212				May 24, 1953				211			
Mixed				STATIONS				Mixed			
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Denver		DN	STATIONS	YL	SK	Mile Post	Distance from Denver		
IP		5.0		DN	SAND CREEK JCT	YL	SK	5.0			
15		8.2			WELBY			8.2			
31	P	9.8			QUIMBY			9.8			
36	P	13.8			EAST LAKE			13.8			
31	P	18.1			DARLOW			18.1			
55	IPWY	22.2		DN	ST. VRAINS	YL	VS	22.2			
		22.2			U. P. CROSSING			22.2			
42		24.3			GRADEN			24.3			
53	YP	26.1		D	FREDERICK	YL	FR	26.1			
		27.8			FIRESTONE			27.8			
19	P	30.2			HARNEY			30.2			
31	P	34.6			GOWANDA			34.6			
		38.3			WILD OAT			38.3			
21	WYP	42.8	4.35PM		DENT	YL		42.8		A 9.43AM	
WCTYP		50.6	5.05PM	DN-R	LA SALLE	YL	SA	50.6		9.30AM	
										Daily Except Sunday	
											(45.6)

(0.30) Thru Time (0.13)
 15.8 Average speed per hour 36.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent No. 211 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
211		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Denver	
21	WYP	9.43AM	0.0
	P	f 9.48	1.7
			2.0
	P	f 10.01	7.3
			9.0
	P	f 10.05	9.1
		f 10.15	13.5
		f 10.21	16.4
42	P	f 10.27	19.5
138	WCTYZP	A 10.40AM	25.0
			25.2
			25.3
	P		27.9
	P		30.0
	P		38.5
	Y		41.7
			(41.7)

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 25.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 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.

WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
212		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Denver	
55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	YOXALL
21	IWYP	7.1	DN ST. VRAINS YL VS
		8.1	U. P. CROSSING
		10.1	NATIONAL
	P	10.9	STATE COAL MINE JOT. YL
	P	11.4	PARKDALE JCT YL
		15.1	ERIE
		15.1	O. B. & Q. CROSSING
		16.4	TABOR
		17.8	LEYNER
		19.6	LIGGETT
	P	24.0	VALMONT YL
		26.0	O. & S. CROSSING
	WYP	26.1	ARA YL
	P	27.6	DN-R BOULDER YL BR
			(27.6)

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 25.0

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
201		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Greeley	
247	WYZP	0.0	DN GREELEY YL HG 0.0
	YP	2.3	GREELEY JCT. YL 2.3
34	YP	6.0	CLOVERLY 6.0
		8.4	ALDEN 8.4
37	P	10.4	D GILL GI 10.4
		18.8	MATTHEWS 18.8
		14.5	BARNESVILLE 14.5
29	YP	28.1	BRIGGS DALE 28.1
			(28.1)

WESTWARD—Pleasant Valley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
211		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Cloverly	
34	YP	0.0	CLOVERLY 0.0
		8.1	LOWE 8.1
	P	5.1	D GALETON GN 5.1
			(5.1)

WESTWARD—Coalmont Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
221		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Laramie	
		9.30AM	0.0
22	PZ	f 10.15	14.5
21	P	f 10.30	17.8
17	PW	f 10.42	21.3
20	P	s 11.07	29.7
42	Y	f 11.22	34.5
	PW	f 11.32AM	35.6
19	PW	f 12.02PM	40.4
24	W	12.44	47.3
76	YOWP	s 1.30	54.6
25	P	f 2.26	63.9
89	PYW	f 3.07	70.8
18	P	f 3.27	73.8
76	PYW	f 4.03	79.8
6		f 4.15	83.5
27		f 4.30	88.2
82	P	s 4.40	92.2
32		f 5.02	100.7
17		f 5.29	107.6
80	PYCW	A 5.50PM	111.1
			(111.1)

(8.20) Thru Time (8.30)
 12.3 Average speed per hour 13.1

Westward trains are superior to trains of same class in the opposite direction, except that No. 202 is superior to No. 201.—See Rule S-72.

WESTWARD—Encampment Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
201		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Walcott	
		12.01PM	0.0
6		f 12.28	6.8
7		f 12.54	12.3
1		f 1.27	20.6
26	WY	s 1.56	24.1
1		f 2.15	27.8
1		f 2.23	29.7
13		f 2.36	32.7
15		f 3.07	39.3
43	WY A	3.32PM	44.4
			(44.4)

(3.31) Thru Time (3.16)
 12.6 Average speed per hour 13.6

WESTWARD—Superior Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
201		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Thayer Jct.	
		0.0	THAYER JUNCTION YL 0.0
WP		7.6	D SUPERIOR SU 7.6
		9.1	END OF TRACK 9.1
			(9.1)

WESTWARD—South Pass Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
212		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Rock Springs	
W74 WCY		0.0	DN-R ROCK SPRINGS YL SG 0.0
E2 96 TZP		3.4	LIONKOL JUNCTION 3.4
		5.5	RELIANCE JUNCTION 5.5
		7.9	STANSBURY JUNCTION 7.9
		9.5	WINTON JUNCTION 9.5
			(9.5)

WESTWARD—Reliance Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
201		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Reliance Jct.	
		0.0	RELIANCE JUNCTION 0.0
		1.7	RELIANCE MINE 1.7
		2.1	END OF TRACK 2.1
			(3.1)

WESTWARD—Winton Branch—EASTWARD			
SECOND CLASS		Time-Table No. 17	
201		May 24, 1953	
Mixed		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Post	Distance from Winton Jct.	
		0.0	WINTON JUNCTION 0.0
		2.4	HAY 2.4
		5.0	WINTON YL 5.0
		5.2	END OF TRACK 5.2
			(5.2)

(8.30) Thru Time (8.30)
 13.1 Average speed per hour 13.1

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Puritan Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	YL	0.0
	1.9	PURITAN		1.9
	3.1	END OF TRACK (3.1)		3.1

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION		0.0
	2.0	LIONKOL		2.0
	2.5	END OF TRACK (2.5)		2.5

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK (2.1)		2.1

WESTWARD—Dines Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Dines	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	HAY		0.0
	1.6	DINES		1.6
	1.9	END OF TRACK (1.9)		1.9

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	SECOND CLASS 226 Local Freight Daily Except Sunday	Distance from Park City	Time-Table No. 17 May 24, 1953		Mile Post	SECOND CLASS 225 Local Freight	
			STATIONS				
WS120CS120 ES101CPTW	9.15AM	0.0	DN-R	ECHO	YL HO	0.0	A 2.10PM
18	9.45	5.7	D	OOALVILLE	YL VE	5.7	1.45
10	10.20	13.4		WANSHIP		13.4	1.10
12	10.50	20.8		ATKINSON		20.8	12.40
16	11.07	24.5		KEETLEY JCT.	YL	24.5	12.20
3		26.0		BEGGS SPUR		26.0	
47		27.2		BROADWATER SPUR		27.2	
PWY	11.30AM	28.4	D-R	PARK CITY	YL KD	28.4	12.01PM
				(28.4)			Daily Except Sunday
	(2.15)			Thru Time		(2.09)	
	13.6			Average speed per hour		13.0	

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 17 May 24, 1953		Mile Post
		STATIONS		
	0.0	KEETLEY JCT.		0.0
	5.2	KEETLEY		5.2
	7.0	CRANMER		7.0

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

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		

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 "Frnt." —Train with freight cars; train with caboose only; locomotive without cars.

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 under "Frnt." 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.	Frnt.		Str.	Psgr.	Frnt.
Inspection bus cars.		40	40	When more than 50% of the tonnage is gravel.			40
When caboose is handled in train consisting of passenger train equipment.		50		Trains designated as lumber trains			25
Within yard limits protected by block signals where not otherwise restricted.	60	50	25	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Other branch lines.		30	15	Trains handling air-dump cars.			35
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	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
1500 class Diesel-electric road freight locomotives.	50	50	50	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric yard switch locomotives in road service.		35	35	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
Diesel-electric locomotives running light, dynamic brake not in operation.			35	When using No. 14 turn-outs.	25	20	20
7000 and 7800 class engines.		75	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 10 10
3800 and 3900 class engines.		60	50	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
5000 and 9000 class engines.		50	50	All wye tracks.	6	6	6
MacArthur type engines with 63-in. drivers.		55	50	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45				
Freight engines not otherwise shown.		50		Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30
Light engines.		45	45				40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				97.4 and 97.7	50	40	25
Denver, within city limits over street crossings.	35	35	25				
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30	30	25	Cheyenne Side 97.7 and 97.9	30	30	25
	20	20	25				
	30	30	25	97.9 and 98.6	50	40	25
	30	30	25	101.4 and 101.5	70	60	45
	20	20	25	Cheyenne and M. P. 103.9		70	
	30	30	25	Borie Side 97.7 and 99.4	50	40	25
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION

Cheyenne to Dale, No. 3 track	70	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Laramie, No. 1 track	79	60	40	When more than 50% of the tonnage is gravel.			30
Laramie to Sherman, No. 2 track	79	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, No. 2 track	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, No. 2 track	70	60	30	Granite 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				

ON No. 3 TRACK Between Mile Posts—			ON No. 2 TRACK Between Mile Posts—				
Perkins 553.5 and 554.0	60	50	40	Forelle 562.2 and 549.8	60	50	40
Cheyenne 510.4 and 511.8	50	40	25	Hermosa 548.1 and 547.0	55	45	35
515.6 and 515.7	60	50	40	Hermosa Tunnel	50	40	25
518.8 and 519.1	60	50	40	545.1 and 537.9	50	45	35
Borie 522.1 and 522.3	60	50	40	537.5 and 535.6	50	40	25
523.3 and 523.6	60	50	40	Buford 535.1 and 530.2	60	50	30
Otto 524.5 and 525.6	60	50	40	530.2 and 530.0	50	40	30
Granite 528.7 and 529.5	50	40	35	529.5 and 528.7	50	40	25
530.0 and 535.1	55	45	35	Granite 525.6 and 524.5	60	50	30
535.6 and 537.5	50	40	25	Otto 523.6 and 523.4	65	55	30
537.9 and 540.9	45	40	35	522.3 and 522.1	60	50	30
541.1 and 545.1	55	45	35	Borie 519.1 and 518.8	60	50	30
Hermosa Tunnel	50	40	25	515.7 and 515.6	60	55	30
547.0 and 548.1	55	45	35	511.8 and 510.4	50	40	25
Hermosa 549.3 and 549.6	50	40	30	Cheyenne			
549.7 and 550.0	40	30	25				
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.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				

ON WESTWARD TRACK Between Mile Posts—			ON EASTWARD TRACK Between Mile Posts—				
Laramie 566.8 and 567.2				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 801.0	50	40	25
Wilcox 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
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	50	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				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.	Frnt.		Str.	Psgr.	Frnt.
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	70	60	50
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	65	55	45	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							

FOURTH SUBDIVISION

Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	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.			
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)

Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
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	25	20
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 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	80	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0	50	40	25
				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				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Evanston 920.6 and 921.2	70	60	50	Ogden			
Wyuta 925.9 and 926.2	65	55	40	989.0 and 987.9	65	55	45
926.5 and 928.8	60	50	25	985.7 and 985.4	60	50	40
928.8 and 935.8	35	35	30	Uintah 984.8 and 984.4	60	50	40
Castle Rock 937.0 and 939.4	50	40	35	Gateway 983.5 and 981.0	40	35	30
941.1 and 941.9	55	45	40	981.0 and 980.7	35	35	30
Emory 942.9 and 945.5	50	40	35	980.7 and 978.7	40	35	30
946.9 and 951.1	50	40	35	Strawberry 977.3 and 977.0	60	50	45
952.1 and 952.5	35	30	25	976.1 and 974.1	55	45	35
Echo 953.3 and 954.1	60	50	25	Peterson 972.6 and 972.4	75	65	50
954.2 and 954.5	55	50	45	Morgan 967.8 and 967.2	60	50	40
Henefer 958.1 and 959.5	70	60	45	965.1 and 963.1	45	35	30
959.8 and 962.8	60	50	45	962.8 and 959.8	60	50	40
963.1 and 965.1	45	35	30	Devils Slide 959.5 and 958.1	70	60	45
967.2 and 967.8	60	50	40	Henefer 954.5 and 954.2	55	50	45
Stoddard 972.4 and 972.6	75	65	50	954.1 and 953.3	60	50	25
974.1 and 976.1	50	45	35	Echo 952.5 and 952.1	35	30	25
977.0 and 977.3	60	50	45	951.1 and 946.9	50	40	35
Strawberry 987.7 and 980.7	40	35	30	945.5 and 942.9	50	40	35
980.7 and 981.0	35	35	30	Emory 941.6 and 940.9	55	45	40
981.0 and 983.7	40	35	30	939.1 and 929.2	55	45	35
Uintah 985.5 and 985.8	70	60	50	Curvo 928.8 and 927.6	50	40	25
986.7 and 987.0	65	60	50	Wahsatch 927.6 and 927.4	30	25	25
987.9 and 989.0	65	55	45	927.4 and 926.5	60	50	25
Ogden				926.2 and 925.9	65	55	40
				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9	60	50	25
				Evanston			

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	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

BRANCHES

Boulder Branch Maximum Speed	25	Encampment Branch Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10 10
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.	15	Pleasant Valley Branch	15
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	Superior Branch , on yard tracks at Thayer Jct.	15
800 class engines.	45	Branches not otherwise shown.	15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	Stansbury Spur	5
Freight engines not otherwise shown.	50	Spurs not otherwise shown.	10
Trains handling outfit cars.	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	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
Between Mile Posts— Quimby 10.0 and 10.6 11.6 and 12.0	50 50	Park City Branch Maximum Speed	25
East Lake 14.3 and 14.6	50	Trains handling outfit cars.	20
St. Vrain 21.5 and 21.9	40	Between Mile Posts— 0.0 and 4.3	15
Frederick 25.6 and 25.8	40	5.1 and 5.2	15
Gowanda 37.9 and 38.0	50	13.2 and 13.5	15
Wild Cat 40.4 and 40.5	50	14.8 and 21.0	15
Fort Collins Branch Between Dent and Fort Collins.	30	24.0 and 24.1	15
Between Fort Collins and Buckeye.	25	25.1 and 25.2	15
Trains handling outfit cars.	20	26.3 and 28.4	15
Dent, over west wye switch.	10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Fort Collins, within city limits.	15	Ontario Branch	15
Fort Collins, over east cross-over switch.	5	Cranmer spur , between Keetley and end of track.	10
Greeley Branch	15		
Coalmont Branch Maximum speed.	20		
Between Mile Posts— 36 and 79	10		

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	NAME	TITLE	PLACE
D. L. Gamette	Medical Director	Los Angeles, Cal.	R. H. Jesson	Surgeon	Hanna, Wyo.
Wm. M. Grieg	District Surgeon	Denver, Colo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
J. S. Benwell	Surgeon	Denver, Colo.	O. S. Pavy	Surgeon	Laramie, Wyo.
T. E. Beyer	Aurist	Denver, Colo.	E. C. Pelton	Surgeon	Laramie, Wyo.
J. R. Blair	Aurist	Denver, Colo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
A. T. Haley	Surgeon	Denver, Colo.	R. F. Howe	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	Paul Southwick	Surgeon	Ogden, Utah
W. L. Bennett	Surgeon	Denver, Colo.	M. F. Wilcox	Surgeon	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	H. B. Harmon	Surgeon	Ogden, Utah
P. R. Farrington	Surgeon	Boulder, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
J. W. Wells	Surgeon	Brighton, Colo.	W. P. Daines	Surgeon	Ogden, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	H. V. De Mars	Oculist & Aurist	Ogden, Utah
F. A. Humphrey	Surgeon	Fort Collins, Colo.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah
J. W. Allely	Surgeon	Greeley, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. L. Wilkinson	Surgeon	LaSalle, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
E. R. Pearson	Surgeon	Lupton, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
C. M. Morgan	Surgeon	Walden, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	V. L. Overholt	Surgeon	Superior, Wyo.
L. A. Watts	Surgeon	Cheyenne, Wyo.	Louis J. Tauger	District Surgeon	Salt Lake City, Utah
G. W. Koford	Surgeon	Cheyenne, Wyo.	R. J. Parker	Surgeon	Coalville, Utah
P. J. Preston	Orthopedist	Cheyenne, Wyo.	H. T. High	Surgeon	Devils Slide, Utah
E. W. Newman	Oculist	Cheyenne, Wyo.	J. H. Waters	Surgeon	Evanston, Wyo.
G. W. Marbry	Oculist	Cheyenne, Wyo.	J. B. Bennett	Surgeon	Evanston, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	Dan Oniki	Surgeon	Park City, Utah
Blair Liddell	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Hanna	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Telegraph Office
29th Street	Yard Office	Rawlins	Yard Office
36th Street	Telegraph Office	Rawlins	Engine Dispatcher's Office
36th Street	Register Room	Rock Springs	Telegraph Office
Pullman	Yard Office	Rock Springs	Roundhouse Foreman's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Train Dispatcher's Office
Brighton	Telegraph Office	Green River	Telegraph Office
La Salle	Telegraph Office	Green River	Engine Crew Dispatcher's Office
Greeley	Telegraph Office	Green River	Switchmen's Locker Room
Eaton	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Yard Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Yard Office	Ogden	Enginemen's Wash Room
Laramie	Depot Telegraph Office	Ogden	RD—28th St. Telegraph Office
Laramie	Engine Dispatcher's Office	Fort Collins	Telegraph Office