

MASTER

UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION

TIME-TABLE
No. 18

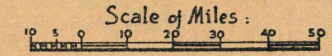
Effective Sunday,
September 27, 1953

at 12:01 P. M. Mountain Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1, 1953



WESTWARD

FIRST SUBDIVISION

SECOND CLASS

Table with columns for Car Capacity, Station, Time, and Distance from Denver. Includes stations like YIP, ZP, WCOTYZP, IP, 7, 95, 23, 57, 52, 22, 91, 31, 94, 53, 95, 24, 42, 119, 24, 24, 192, 60, 247, YP, 81, 80, 65, 22, 64, 52, 96, 51, 94, 97, 52, 138, P.

Time-Table No. 18
September 27, 1953

STATIONS

Station list including DENVER, 23RD STREET, 36TH ST., PULLMAN, O. B. & Q. CROSSING, SANDCREEK JCT., ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, STAGE, PIEROE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE.

BLOCK SIGNALS

C.T.C.

(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

FIRST CLASS

Table with columns for Streamliner Passenger, Passenger, C.R.I.&P. Rocket Passenger, Passenger, Streamliner Passenger, Distance from Denver, and Time. Includes times like 6.50PM, 6.00PM, 5.40PM, 5.35PM, 3.30PM, 12.50PM, 9.00AM, 8.30AM, 8.25AM, 6.54, 6.05, 5.45, 5.40, 3.34, 12.54, 9.04, 8.35, 8.29, A 6.55PM, 6.06, 5.47, 5.42, 3.35, A 12.55PM, A 9.05AM, 8.37, 8.30, 6.10, 5.52, 5.47, 3.39, 6.14, 5.57, 5.51, 3.42, 6.17, 6.01, 5.53, 3.44, f 8.50, 8.41, 6.20, 6.04, 5.55, 3.46, 6.26, 6.10, 6.00, 3.51, s 9.04, 8.48, 6.33, 6.16, 6.06, 3.57, f 9.11, 8.54, 6.37, 6.20, 6.10, 4.01, f 9.16, 8.58, 6.41, 6.24, 6.14, 4.05, f 9.21, 9.02, 6.47, 6.29, 6.19, 4.09, f 9.26, 9.07, A 6.52PM, s 6.37, s 6.27, A 4.15PM, s 9.35, 9.14, 46.1, f 9.38, 9.17, 48.2, s 6.40, 6.30, s 9.49, s 9.25, 51.7, f 9.55, 9.30, 55.8, f 10.00, 9.34, 59.2, f 10.05, 9.38, 63.0, f 10.10, 9.42, 66.8, f 10.16, 9.47, 71.9, f 10.22, 9.53, 77.0, 10.27, 9.58, 81.9, f 10.32, 10.04, 86.0, f 10.38, 10.10, 90.4, f 10.44, 10.16, 94.4, A 7.55PM, A 7.40PM, f 10.50AM, A 10.20AM, 99.3, 103.3.

Time-Table No. 18
September 27, 1953

STATIONS

Station list including DENVER, 23RD STREET, 36TH ST., PULLMAN, O. B. & Q. CROSSING, SANDCREEK JCT., ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, STAGE, PIEROE, NUNN, DOVER, DECKER, CARR, WARREN, GLEASON, SPEER, BORIE.

BLOCK SIGNALS

C.T.C.

(0.05) (0.52) (2.15) (2.05) (0.45) (0.05) (0.05) (2.20) (1.55) Thru Time
26.4 53.2 44.1 47.6 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. 18

September 27, 1953

FIRST CLASS

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

STATIONS	Mile Post	FIRST CLASS									
		38	9	18	7	111	85	37	52	10	
DN-R DENVER YL UD	0.0	A 8.00AM	A 7.55AM	A 8.10AM	A 8.25AM	A 8.30AM	A 9.15AM	A 3.30PM	A 5.20PM	A 6.20PM	
23RD STREET YL	0.6	7.35	7.39	7.45		8.22					
DN-R 36TH ST. YL	1.7	7.31	7.36	7.41	8.17	8.20	9.05	3.04	5.14	5.52	
PULLMAN YL RA	2.2	7.29	7.35AM	7.40	8.16AM	8.19	9.01	3.03PM	5.13	5.51	
O. B. & Q. CROSSING	4.9										
DN SAND CREEK JCT. YL SK	5.0	7.22		7.35		8.15	8.55		5.09	5.47 ³⁷	
ADAMS	6.0										
DUPONT	8.1	7.18		7.30		8.10	8.47 ⁵⁷		5.03	5.43	
ROLLA	9.9										
HAZELTINE	11.3	7.14		7.26		8.07	8.41 ⁹	f 4.58	5.40		
HENDERSON	14.1	7.11		7.22		8.05	8.35	f 4.54	5.38		
NORTHWAY	16.0										
DN BRIGHTON YL BI	19.1	7.06		7.16		7.59	8.31	s 4.47	5.33		
POWARS	22.8										
D LUPTON UP	25.8	6.58		7.08		7.52	8.25	s 4.38	5.27		
IONE	30.1	6.52		7.03		7.48	8.21	f 4.33	5.23		
D PLATTEVILLE PA	34.8	6.47		6.57		7.45	8.17	f 4.28	5.19		
VASQUEZ	36.2										
HOUSTON	37.8										
D GILCREST GI	40.0	6.41		6.51		7.41	8.12	f 4.22	5.14		
PECKHAM	42.4										
HAMBERT	43.2										
DN-R LA SALLE YL SA	46.1	6.34		6.44		7.34AM	8.05AM	s 4.15 ¹¹²	5.09		
EVANS	48.2	6.31		6.41				f 4.06	5.07		
DN GREELEY YL HG	51.7	s 6.26		s 6.36				s 4.01	s 5.03		
GREELEY JCT.	54.0										
D LUCERNE O	55.8	6.19		6.29				f 3.53	4.57		
D EATON YL UR	59.2	6.15		6.25				s 3.49	4.54		
G. W. CROSSING	59.3										
D AULT A	63.0	6.11		6.21				s 3.44	4.50		
STAGE	64.9										
D PIEROE BU	66.8	6.07		6.17				f 3.39	4.47		
D NUNN NU	71.9	6.02		6.12				f 3.33	4.42		
DOVER	77.0	5.57		6.07				f 3.27	4.37		
DECKER	81.9	5.52		6.02				3.22	4.32		
DN OARR OR	86.0	5.48		5.58				s 3.17	4.28		
WARREN	90.4	5.43		5.53				3.12	4.23		
GLEASON	94.4	5.39		5.49				3.07	4.19		
DN SPEER SP	99.3	5.34		5.44				f 3.00PM	4.13		
BORIE	103.3	5.25AM		5.35AM					4.02PM		

Thru Time.....	(2.35)	(0.20)	(2.35)	(0.09)	(0.56)	(1.10)	(0.27)	(2.20)	(2.18)
Average speed per hour.....	40.0	6.1	40.0	14.7	49.4	39.5	4.9	42.5	44.9

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 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. 18

September 27, 1953

SECOND CLASS

Mile Post	369	334									Car Capacity of Seating, etc. See Rule 6 (A), page 61.
	Mixed	Mixed									

STATIONS	Mile Post	SECOND CLASS										
		369	334									
DN-R DENVER YL UD	0.0	A 7.15AM	A 11.50PM									YIP
23RD STREET YL	0.6	6.55										
DN-R 36TH ST. YL RA	1.7	6.53	11.33									ZP
PULLMAN YL	2.2	6.50AM	11.28									WCOTYZP
O. B. & Q. CROSSING	4.9											
DN SAND CREEK JCT. YL SK	5.0		11.17									IP
ADAMS	6.0											7
DUPONT	8.1		11.11									95 P
ROLLA	9.9											23
HAZELTINE	11.3		11.06									57 P
HENDERSON	14.1		11.01									52 P
NORTHWAY	16.0											22
DN BRIGHTON YL BI	19.1		f 10.53									91 WYZP
POWARS	22.8											31 P
D LUPTON UP	25.8		f 10.43									94 P
IONE	30.1		10.36									53 P
D PLATTEVILLE PA	34.8		10.30									95 P
VASQUEZ	36.2											24
HOUSTON	37.8											42 P
D GILCREST GI	40.0		10.22									119 P
PECKHAM	42.4											24 P
HAMBERT	43.2											24
DN-R LA SALLE YL SA	46.1		s 10.10									192 WCTYP
EVANS	48.2		9.48									60 P
DN GREELEY YL HG	51.7		s 9.40									247 WYZP
GREELEY JCT.	54.0											YP
D LUCERNE O	55.8		9.25									81 P
D EATON YL UR	59.2		s 9.19									80 P
G. W. CROSSING	59.3											I
D AULT A	63.0		s 9.12									65 P
STAGE	64.9											22
D PIEROE BU	66.8		9.05									64 WYP
D NUNN NU	71.9		8.57									52 P
DOVER	77.0		8.49									96 P
DECKER	81.9		8.40									51 P
DN OARR OR	86.0		s 8.32									94 WCYP
WARREN	90.4		8.22									97 P
GLEASON	94.4		f 8.16									52 P
DN SPEER SP	99.3		f 8.10PM									138 WP
BORIE	103.3											P

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

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 For conditional stops to discharge or pick up revenue passengers, —See Page 3.

WESTWARD SECOND SUBDIVISION

SECOND CLASS				Time-Table No. 18 September 27, 1953		FIRST CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Distance from Council Bluffs	334		17	23	37	STATIONS		
		Mixed	Daily	Passenger	Passenger	Passenger	Daily	Daily	Daily
		STATIONS							
WCOTY PZ X			7.45PM	509.5	DN-R CHEYENNE YL N		7.30PM		
					1.3				
IP			7.52	510.8	DN TOWER A AY		7.33		
					8.2				
138 WP		A	8.10PM	519.0	DN SPEER SP		7.55PM		7.40PM
					6.8				
132 WP				525.8	EMKAY				
					8.4				
137 P				534.2	LYNOH				
					8.5				
143 CWP				542.7	HARRIMAN				
					6.8				
127				542.7	PERKINS				
					4.8				
131 P				549.5					
					8.2				
					BORIE				
109 XP				519.0	9.6				
					D GRANITE OA				
93 XWP				528.6	7.9				
					BUFORD YL				
CS 125 WP				536.5	3.9				
					DN SHERMAN S				
CS 95 XYP				540.4					
					4.4				
					DALE		8.51	8.37	8.31
ES 63 WXP				554.3	3.1				
					DN HERMOSA HM		8.59	8.44	8.39
CS 130 XP				557.4	8.9				
					RED BUTTES		9.12	8.57	8.52
WS 133 WP				566.3	9.2				
					6.1				
					COLORES				
ES 110 WP				554.0	9.0				
					FORELLE				
ES 284 P				563.0	3.0				
					DN-R LARAMIE YLK-KI		A 9.28PM	A 9.15PM	A 9.05PM
WCOTY PZ X				575.5					
					(66.0)				

(0.25) Thru Time (1.33) (1.45) (1.25)
18.5 Average speed per hour 36.5 37.7 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 between Granite and Laramie. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS									Time-Table No. 18 September 27, 1953			
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Distance from Council Bluffs	STATIONS		
										Daily	Daily	Daily
										STATIONS		
	6.20PM	2.45PM	10.40AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	509.5	DN-R CHEYENNE YL N	
											1.3	
	6.23	2.49	10.43		9.38	9.23	9.13	8.08	6.18	510.8	DN TOWER A AY	
											8.2	
		f A3.00PM		10.20AM						519.0	DN SPEER SP	
											6.8	
										525.8	EMKAY	
											8.4	
										534.2	LYNOH	
											8.5	
										542.7	HARRIMAN	
											6.8	
										549.5	PERKINS	
											4.8	
											8.2	
											BORIE	
										519.0	9.6	
											D GRANITE OA	
										528.6	7.9	
											BUFORD YL	
										536.5	3.9	
											DN SHERMAN S	
										540.4		
											4.4	
											DALE	
	7.21		11.42	11:10	10.25	10.10	10.01	8.55	7.07	554.3	3.1	
										548.8	DN HERMOSA HM	
	7.28		11.49	11.17	10.32	10.17	10.08	9.02	7.14	557.4	8.9	
											RED BUTTES	
	7.41		11.59AM	11.26	10.41	10.26	10.19	9.11	7.25	566.3	9.2	
											6.1	
											COLORES	
										554.0	9.0	
											FORELLE	
										563.0	3.0	
	A 7.55PM		A 12.12PM	A 11.40AM	A 10.54AM	A 10.39AM	A 10.32AM	A 9.24AM	A 7.37AM	575.5	DN-R LARAMIE YLK-KI	
											(66.0)	

(1.35) (0.15) (1.32) (1.20) (1.19) (1.19) (1.22) (1.19) (1.22) Thru Time
41.7 25.6 43.0 42.0 50.1 50.1 49.3 50.1 49.3 Average speed per hour

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 between Granite and Laramie. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 18
September 27, 1953

FIRST CLASS

Table with columns for passenger classes: 38, 18, 6, 24, 57, 10, 28, 12, 2. Sub-headers include Passenger, Mail and Express, Streamliner Passenger.

STATIONS

Mile Post

Main schedule table for page 10 showing stations (Cheyenne, Tower A, Speer, etc.) and arrival/departure times for various train services.

Summary table for page 10 showing Thru Time and Average speed per hour for various services.

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale. On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

SECOND SUBDIVISION

EASTWARD

Time-Table No. 18
September 27, 1953

FIRST CLASS

Table with columns for passenger classes: 104, 102, 106. Sub-headers include Streamliner Passenger.

STATIONS

Mile Post

Main schedule table for page 11 showing stations (Cheyenne, Tower A, Speer, etc.) and arrival/departure times for various train services.

Summary table for page 11 showing Thru Time and Average speed per hour for various services.

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale. On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.

WESTWARD

THIRD SUBDIVISION

Table with columns for Car Capacity, Distance from Council Bluffs, Time-Table No. 18 (September 27, 1953), STATIONS, and FIRST CLASS 17 Passenger Daily. Includes station names 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, HADSELL, KNOBS, DALEY'S RANCHO, RINER, OBEROKEE, ORESTON, 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 FIRST CLASS (23, 37, 5, 27, 9, 103, 11, 101, 105, 1) and Time-Table No. 18 (September 27, 1953). Includes station names and arrival/departure times for various train classes.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.05) (5.02) (5.15) (4.55) (4.20) (3.55) (5.00) (4.00) (4.00) (4.55)
49.4 49.9 47.8 51.1 57.9 64.1 50.0 62.8 62.8 51.1
.....Thru Time.....
.....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.
Rules 251 to 254 inclusive apply on Third Subdivision.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

Time-Table No. 18

September 27, 1953

STATIONS

STATIONS	Mile Post	FIRST CLASS									
		24	6	10	28	12	2	104	102	106	38
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R LARAMIE YL KI-K	566.0	A 6.25AM	A 5.55AM	A 2.55PM	A3.50PM	A 4.10PM	A 4.25PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.05AM
HOWELL	574.1	6.10	5.42	2.45	3.40	4.00	4.14	5.00	5.10	5.20	3.55
WYOMING	577.7	6.06	5.39	2.42	3.37	3.57	4.10	4.57	5.07	5.17	3.52
D BOSLER FY	585.8	f 5.57	5.31	2.35	3.29	3.49	4.00	4.50	5.00	5.10	3.44
COOPER LAKE	590.6	5.47	5.25	2.31	3.24	3.44	3.54	4.46	4.56	5.06	3.39
LOOKOUT	598.9	5.42	5.22	2.28	3.21	3.41	3.51	4.43	4.53	5.03	3.36
HARPER	598.9	5.33	5.16	2.23	3.16	3.36	3.45	4.38	4.48	4.58	3.31
DN ROOK RIVER OK	605.8	f 5.23	5.07	2.17	3.08	3.28	3.37	4.32	4.42	4.52	3.23
WILCOX	609.0	5.16	5.02	2.14	3.03	3.23	3.32	4.29	4.39	4.49	3.18
RIDGE	616.8	5.06	4.53	2.07	2.54	3.14	3.24	4.22	4.32	4.42	3.09
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.01	2.47	3.07	3.16	4.16	4.26	4.36	3.02
COMO	632.6	4.42	4.34	1.52	2.36	2.56	3.04	4.07	4.17	4.27	2.51
RAMSEY	638.7	4.35	4.28	1.46	2.30	2.50	2.58	4.01	4.11	4.21	2.45
DN HANNA YL HN	643.1	s 4.29	4.22	1.41	2.24	2.44	2.52	3.56	4.06	4.16	2.39
PEROY	648.4	4.19	4.14	1.36	2.17	2.37	2.46	3.51	4.01	4.11	2.32
DANA	651.8	4.14	4.09	1.33	2.14	2.33	2.42	3.48	3.58	4.08	2.28
EDSON	657.0	4.08	4.03	1.28	2.09	2.28	2.37	3.43	3.53	4.03	2.23
D WALCOTT WA	661.9	f 3.57	3.57	1.24	2.04	2.22	2.32	3.39	3.49	3.59	2.17
FORT STEELE	667.6	3.42	3.51	1.19	1.58	2.16	2.26	3.34	3.44	3.54	2.11
D SINCLAIR GV	678.8	f 3.30	3.43	1.12	1.50	2.08	2.18	3.27	3.37	3.47	2.03
DN-R RAWLINS YL RS	682.8	3.20	3.35	1.05	1.40	2.00	2.10	3.20	3.30	3.40	1.55
HADSELL	689.8	2.55	3.13	12.49	1.19	1.39	1.49	3.08	3.18	3.28	1.34
KNOBS	693.0	2.50	3.08	12.46	1.15	1.34	1.44	3.05	3.15	3.25	1.29
DALEY'S RANOH	697.0	2.46	3.04	12.43	1.11	1.30	1.40	3.02	3.12	3.22	1.25
RINER	700.7	f 2.41	3.01	12.40	1.08	1.27	1.37	2.59	3.09	3.19	1.22
CHEROKEE	705.8	2.35	2.56	12.35	1.03	1.22	1.32	2.54	3.04	3.14	1.17
ORESTON	712.0	f 2.28	2.49	12.29	12.57	1.15	1.25	2.48	2.58	3.08	1.10
LATHAM	716.0	2.23	2.44	12.24	12.52	1.10	1.20	2.43	2.53	3.03	1.05
DN WAMSUTTER WM	724.2	f 2.13	2.35	12.16	12.44	1.01	1.11	2.35	2.45	2.55	12.56
FREWEN	729.1	2.06	2.30	12.12	12.39	12.56	1.06	2.31	2.41	2.51	12.51
RED DESERT	732.7	2.02	2.27	12.09	12.36	12.53	1.03	2.28	2.38	2.48	12.48
TIPTON	740.0	f 1.53	2.19	12.02PM	12.29	12.45	12.55	2.21	2.31	2.41	12.40
ROBINSON	743.4	1.48	2.14	11.59AM	12.25	12.41	12.51	2.18	2.28	2.38	12.36
TABLE ROOK	746.7	1.44	2.10	11.56	12.22	12.38	12.48	2.15	2.25	2.35	12.33
MONELL	751.7	1.39	2.05	11.51	12.17	12.33	12.43	2.10	2.20	2.30	12.28
DN BITTER CREEK YL BK	756.7	f 1.32	1.59	11.47	12.12	12.27	12.37	2.06	2.16	2.26	12.22
BLACK BUTTES	765.9	1.22	1.49	11.39	12.03PM	12.18	12.28	1.58	2.08	2.18	12.13
HALLVILLE	771.2	1.17	1.43	11.34	11.58AM	12.13	12.23	1.53	2.03	2.13	12.08
POINT OF ROCKS	777.1	f 1.09	1.37	11.28	11.52	12.07PM	12.17	1.47	1.57	2.07	12.02AM
THAYER JUNCTION	784.1	1.00	1.29	11.20	11.44	11.59AM	12.09	1.39	1.49	1.59	11.54PM
SALT WELLS	788.6	12.55	1.24	11.16	11.40	11.54	12.04PM	1.35	1.45	1.55	11.49
BAXTER	795.7	12.48	1.16	11.10	11.33	11.47	11.57AM	1.29	1.39	1.49	11.42
DN ROCK SPRINGS YL SG	802.1	s 12.38	s 1.06	11.03	11.25	s 11.37	11.47	1.22	1.32	1.42	s 11.32
KANDA	809.0	12.26	12.56	10.55	11.15	11.26	11.36	1.15	1.25	1.35	11.21
DN-R GREEN RIVER YLGR	817.0	12.15AM	12.45AM	10.45AM	11.00AM	11.10AM	11.20AM	1.05PM	1.15PM	1.25PM	11.10PM

Thru Time.....	(6.10)	(5.10)	(4.10)	(4.50)	(5.00)	(5.05)	(4.04)	(4.04)	(4.04)	(4.55)
Average speed per hour.....	40.9	48.6	6.02	51.9	50.2	49.4	61.7	61.7	61.7	51.1

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.

THIRD SUBDIVISION EASTWARD

Time-Table No. 18

September 27, 1953

STATIONS

STATIONS	Mile Post	FIRST CLASS									
		18	6	10	28	12	2	104	102	106	38
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
DN-R LARAMIE YL KI-K	566.0	A 4.15AM									
HOWELL	574.1	4.05									
WYOMING	577.7	4.02									
D BOSLER FY	585.8	3.54									
COOPER LAKE	590.6	3.49									
LOOKOUT	598.9	3.46									
HARPER	598.9	3.41									
DN ROOK RIVER OK	605.8	3.33									
WILCOX	609.0	3.28									
RIDGE	616.8	3.19									
D MEDICINE BOW MB	622.9	3.12									
COMO	632.6	3.01									
RAMSEY	638.7	2.55									
DN HANNA YL HN	643.1	2.49									
PEROY	648.4	2.42									
DANA	651.8	2.38									
EDSON	657.0	2.33									
D WALCOTT WA	661.9	2.27									
FORT STEELE	667.6	2.21									
D SINCLAIR GV	678.8	2.13									
DN-R RAWLINS YL RS	682.8	2.05									
HADSELL	689.8	1.45									
KNOBS	693.0	1.41									
DALEY'S RANOH	697.0	1.37									
RINER	700.7	1.34									
CHEROKEE	705.8	1.30									
ORESTON	712.0	1.23									
LATHAM	716.0	1.18									
DN WAMSUTTER WM	724.2	1.09									
FREWEN	729.1	1.04									
RED DESERT	732.7	1.01									
TIPTON	740.0	12.53									
ROBINSON	743.4	12.49									
TABLE ROOK	746.7	12.46									
MONELL	751.7	12.41									
DN BITTER CREEK YL BK	756.7	12.35									
BLACK BUTTES	765.9	12.26									
HALLVILLE	771.2	12.21									
POINT OF ROCKS	777.1	12.15									
THAYER JUNCTION	784.1	12.07									
SALT WELLS	788.6	12.03AM									
BAXTER	795.7	11.56PM									
DN ROCK SPRINGS YL SG	802.1	s 11.46									
KANDA	809.0	11.36									
DN-R GREEN RIVER YLGR	817.0	11.25PM									

Thru Time.....	(4.50)									
Average speed per hour.....	51.9									

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 **FOURTH SUBDIVISION**

SECOND CLASS

Car Capacity of Seating, etc. See Rule 6 (A), page 31.			225 Local Freight Daily Ex. Sun.	259 Time Freight Daily	263 Time Freight Daily	257 Time Freight Daily	Distance from Council Bluffs	Time-Table No. 18	
								September 27, 1953	
								STATIONS	

COPTWXZY				12.30PM	8.45AM	1.10AM	826.5	DN-R GREEN RIVER YL GR	5.30PM
WS 61 PX							830.6	RIVIEW	5.37
CS 82 P							834.4	PERU	5.42
CS 120 P							839.7	BRYAN	5.47
CS 118 P							847.3	WESTVAO	5.54
WS 99 IPWXY ES 126 RCS				A 10.00AM		A 2.30AM	856.7	DN GRANGER YL GN	6.03
CS 125 P							863.5	VERNE	6.10
CS 103 P							868.2	CHURCH BUTTES	6.15
CS 103 P							875.4	HAMPTON	6.22
CS 95 P							879.2	ELKHURST	6.28
CS 185 CPXW							884.9	DN CARTER YL Q	6.35
CS 103 P							890.4	ANTELOPE	6.41
CS 131 P							895.1	BRIDGER	6.46
WS 77 PW CS 83 PW							900.0	LEROY	6.52
WS 71 PX							904.3	RAGAN	6.57
CS 125 P							907.1	SPRING VALLEY	7.01
ES 44 X							911.3	ASPEN	7.06
ES 122 PX							913.1	DN ALTAMONT AP	7.12
ES 64 PX							918.2	KNIGHT	7.18
CS 118 PX							922.2	MILLIS	7.22
PTWXYZC							926.7	DN-R EVANSTON YL NA	7.30
							927.9	ARMY JCT.	7.40
CS 124 P							931.2	WYUTA	7.48
CS 98 PWXY							937.1	DN WAHSATCH YL WH	7.56
							942.1	CURVO	8.05
WS 118 PW ES 101 PW							946.2	CASTLE ROOK	8.13
CS 125 PWX							952.8	EMORY	8.22
4							957.4	BASKIN	
WS 120 CS 120 ES 101 CPTWX				2.45PM			962.2	DN ECHO YL HO	8.35
CS 118 PX				f 2.55			966.0	HENEFER	8.40
CS 118 PX				s 3.05			970.1	D DEVIL'S SLIDE ON	8.45
CS 132 PWX				s 3.20			977.5	DN MORGAN WB	8.54
							980.1	STODDARD	
WS 122 ES 118 P				f 3.35			985.0	PETERSON	9.02
							987.2	STRAWBERRY	
							989.6	GATEWAY	9.08
ES 62 PX				f 3.55			994.6	UINTAH	9.16
							999.4	RIVERDALE YL	
COPTWYZ				A 4.10PM	A 8.00PM		1002.0	DN-R OGDEN YL OG	A 9.30PM

(1.25) (7.30) (1.15) (1.20)
28.2 23.4 24.1 22.6

..... Thru Time (4.00)
..... Average speed per hour 43.9

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.

Rules 251 to 254 inclusive apply on Fourth Subdivision.

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For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD **FOURTH SUBDIVISION**

FIRST CLASS

11 Passenger Daily	9 Passenger Daily	103 Streamliner Passenger Daily	101 Streamliner Passenger Daily	105 Streamliner Passenger Daily	1 Passenger Daily	17 Passenger Daily	23 Passenger Daily	37 Passenger Daily	5 Mail and Express Daily	Distance from Council Bluffs	Time-Table No. 18	
											September 27, 1953	
											STATIONS	

4.50PM	4.40PM	3.00PM	2.50PM	1.35PM	12.55PM	3.25AM	3.00AM	2.45AM	1.55AM	826.5	DN-R GREEN RIVER YL GR	5.30PM
4.57	4.47	3.05	2.55	1.40	1.02	3.33	3.07	2.52	2.02	830.6	RIVIEW	5.37
5.02	4.52	3.09	2.59	1.44	1.06	3.38	3.12	2.57	2.07	834.4	PERU	5.42
5.07	4.57	3.14	3.04	1.49	1.11	3.44	3.17	3.02	2.12	839.7	BRYAN	5.47
5.16	5.04	3.20	3.10	1.55	1.18	3.51	3.24	3.09	2.19	847.3	WESTVAO	5.54
A 5.25	5.15	3.29	3.19	A 2.05PM	1.29	A f 4.05AM	f 3.35	3.20	2.30	856.7	DN GRANGER YL GN	6.03
	5.22	3.35	3.25		1.36		3.42	3.27	2.37	863.5	VERNE	6.10
	5.27	3.39	3.29		1.41		3.47	3.32	2.42	868.2	CHURCH BUTTES	6.15
	5.34	3.45	3.35		1.48		3.54	3.39	2.49	875.4	HAMPTON	6.22
	5.39	3.49	3.39		1.52		3.59	3.44	2.54	879.2	ELKHURST	6.28
	5.45	3.54	3.44		1.58		f 4.06	3.50	3.00	884.9	DN CARTER YL Q	6.35
	5.50	3.59	3.49		2.03		4.12	3.55	3.05	890.4	ANTELOPE	6.41
	5.55	4.03	3.53		2.08		4.17	4.00	3.10	895.1	BRIDGER	6.46
	6.01	4.09	3.59		2.14		4.23	4.06	3.16	900.0	LEROY	6.52
	6.06	4.13	4.03		2.19		f 4.30	4.11	3.21	904.3	RAGAN	6.57
	6.10	4.16	4.06		2.23		4.35	4.15	3.25	907.1	SPRING VALLEY	7.01
	6.15	4.20	4.10		2.29		f 4.41	4.20	3.30	911.3	ASPEN	7.06
	6.21	4.24	4.14		2.34		f 4.48	4.26	3.36	913.1	DN ALTAMONT AP	7.12
	6.27	4.29	4.19		2.40		4.54	4.32	3.42	918.2	KNIGHT	7.18
	6.32	4.33	4.23		2.44		4.59	4.37	3.47	922.2	MILLIS	7.22
	6.40	s 4.40	s 4.30		2.51		5.06	4.45	3.55	926.7	DN-R EVANSTON YL NA	7.30
	6.45				2.56		5.16	4.50	4.00	927.9	ARMY JCT.	7.40
	6.53	4.46	4.36		3.03		5.23	4.57	4.07	931.2	WYUTA	7.48
	7.01	4.52	4.42		3.10		f 5.31	5.05	4.15	937.1	DN WAHSATCH YL WH	7.56
	7.10	4.59	4.49		3.17		5.38	5.12	4.22	942.1	CURVO	8.05
	7.18	5.06	4.56		3.25		5.46	5.20	4.30	946.2	CASTLE ROOK	8.13
	7.27	5.14	5.04		3.34		5.55	5.29	4.39	952.8	EMORY	8.22
	7.40	5.26	5.16		3.47					957.4	BASKIN	
	7.45	5.30	5.20		3.52		f 6.08	5.42	4.52	962.2	DN ECHO YL HO	8.35
	7.50	5.34	5.24		3.57		6.13	5.47	4.57	966.0	HENEFER	8.40
	7.59	5.43	5.33		4.06		6.18	5.52	5.02	970.1	D DEVIL'S SLIDE ON	8.45
							f 6.27	6.01	5.11	977.5	DN MORGAN WB	8.54
										980.1	STODDARD	
	8.07	5.51	5.41		4.14		6.35	6.09	5.19	985.0	PETERSON	9.02
										987.2	STRAWBERRY	
	8.13	5.56	5.46		4.20		6.41	6.15	5.25	989.6	GATEWAY	9.08
	8.21	6.03	5.53		4.27		6.48	6.22	5.32	994.6	UINTAH	9.16
										999.4	RIVERDALE YL	
	A 8.35PM	A 6.15PM	A 6.05PM		A 4.45PM		A 7.00AM	A 6.35AM	A 5.50AM	1002.0	DN-R OGDEN YL OG	A 9.30PM

(0.35) (3.55) (3.15) (3.15) (0.30) (3.50) (0.40) (4.00) (3.50) (3.55)
51.7 44.8 54.1 54.1 60.4 45.8 45.3 43.9 45.8 44.8

..... Thru Time (4.00)
..... Average speed per hour 43.9

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.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 18
September 27, 1953

FIRST CLASS

Mile Post	12	10	28	2	104	102	106	38	18	24
	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger

STATIONS	Mile Post	12	10	28	2	104	102	106	38	18	24
DN-RGREEN RIVER YLGR	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	903.6	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 8.30	8.50 8.45	9.19 9.15	s 11.14	s 11.24		8.57 8.52		9.20 9.15	
ALMY JCT.	918.4										
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 ROCK	936.7	8.02	8.16	8.47	10.49	10.59		8.24			8.40
EMORY	943.8	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).
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

FIRST CLASS

Mile Post	6	254	264	226	262	Car Capacity of Sidings, etc. See Rule 8 (A), page 31.
	Mail and Express	Time Freight	Time Freight	Local Freight	Time Freight	

STATIONS	Mile Post	254	264	226	262	Car Capacity of Sidings, etc. See Rule 8 (A), page 31.
DN-RGREEN RIVER YLGR	817.0	A 8.00AM	A 8.05AM		A 9.50PM	COPTWXYZ
RIVIEW	821.1					WS 61 PX
PERU	824.9					CS 82 P
BRYAN	830.2					CS 120 P
WESTVACO	837.8					CS 118 P
DN GRANGER YL GN	847.2	6.20AM			7.30PM	WS99 IPWXY ES 126 RCS
VERNE	854.0					CS 125 P
CHURCH BUTTES	858.7					CS 103 P
HAMPTON	865.9					CS 103 P
ELKHURST	869.7					CS 95 P
DN CARTER YL Q	875.4					CS135 CPWX
ANTELOPE	880.9					CS 103 P
BRIDGER	885.6					CS 131 P
LEROY	890.5					WS 77 CS 88 PW
RAGAN	894.8					WS 71 PX
SPRING VALLEY	897.6					CS 125 P
ASPEN	901.8					ES 44 X
DN ALTAMONT AP	903.6					ES 122 PX
KNIGHT	908.7					ES 64 PX
MILLIS	912.7					CS 118 P
DN-R EVANSTON YL NA	917.2					CPTWXYZ
ALMY JCT.	918.4					
WYUTA	921.7					CS 124 P
DN WAHSATCH YL WH	927.6					CS98 PWXY
CURVO	932.6					P
CASTLE ROCK	936.7					WS 118 ES 101 PW
EMORY	943.8					CS 125 PWX
BASKIN	947.9					4
DN ECHO YL HO	952.7			A 9.05AM		WS120 CS120 ES101 CPTWX
HENEFER	956.5			f 8.55		CS 118 PX
D DEVIL'S SLIDE ON	960.6			s 8.45		CS 118 PX
DN MORGAN WB	968.0			s 8.30		CS 132 PWX
STODDARD	970.6					
PETERSON	975.5			f 8.10		WS 122 ES 118 P
STRAWBERRY	977.7					P
GATEWAY	980.1			8.00		PW
UINTAH	985.1			f 7.50		ES 62 PX
RIVERDALE YL	989.9					PX
DN-R OGDEN YL OG	992.6	1.00AM		7.35AM		COPTWYZ

BLOCK SIGNALS

Double Track

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.
 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. 18				SECOND CLASS					
212				September 27, 1953				211					
Mixed				STATIONS				Mixed					
Distance from Denver				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							
	P		27.8		FIRESTONE	27.8							
19	P		30.2		HARNEY	30.2							
31	P		34.6		GOWANDA	34.6							
	P		38.3		WILD OAT	38.3							
21	WYP		42.8		DENT YL	42.8	A	9.43AM					
	WCTYP		50.6	DN-R	LA SALLE YL SA	50.6		9.30AM					
								Daily Except Sunday					

(0.30) Thru Time (0.13)
 15.6 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. 18	
211		September 27, 1953	
Mixed		STATIONS	
Distance from Denver		Mile Post	
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
136	WCTYZP	A 10.40AM	25.0
			25.2
			25.3
	P		27.9
	P		30.0
	P		38.5
	Y		41.7

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

WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 18	
212		September 27, 1953	
Mixed		STATIONS	
Distance from Denver		Mile Post	
55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	YOXALL
21		7.1	DIOK
	IWYP	8.1	DN ST VRAINS YL VS
		8.1	U. P. CROSSING
		10.1	NATIONAL
	P	10.9	STATE COAL MINE JCT YL
	P	11.4	PARKDALE JCT YL
	P	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	C. & S. CROSSING
	WYP	26.1	ARA YL
	P	27.6	DN-R BOULDER YL BR

(27.6) Thru Time
 Average speed per hour

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—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 18	
201		September 27, 1953	
Mixed		STATIONS	
Distance from Greeley		Mile Post	
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	BRIGGSDALE 28.1

WESTWARD—Pleasant Valley Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
221		Mile Post	
Mixed		Distance from Cloverly	
34	YP	0.0	CLOVERLY 0.0
		3.1	LOWE 3.1
	P	5.1	D GALETON GN 5.1

WESTWARD—Coalmont Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
221		Mile Post	
Mixed		Distance from Laramie	
	PYZ	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	YCWP	s 1.30	54.6
25	P	f 2.26	63.9
39	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

(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. 18	
202		September 27, 1953	
Mixed		STATIONS	
Distance from Wadout		Mile Post	
		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

(3.31) Thru Time (8.16)
 12.6 Average speed per hour 13.6

WESTWARD—Superior Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
221		Mile Post	
Mixed		Distance from Thayer Jct.	
	XPY	0.0	THAYER JUNCTION YL 0.0
WP		7.6	D SUPERIOR SU 7.6
		9.1	END OF TRACK 9.1

WESTWARD—South Pass Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
222		Mile Post	
Mixed		Distance from Rock Springs	
WS74	WCY	0.0	DN-R ROCK SPRINGS YL SG 0.0
ES	96	3.4	LIONKOL JUNCTION 3.4
		5.5	RELiance JUNCTION 5.5
		7.9	STANSBURY JUNCTION 7.9
		9.5	WINTON JUNCTION 9.5

WESTWARD—Reliance Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
222		Mile Post	
Mixed		Distance from Reliance Jct.	
		0.0	RELiance JUNCTION 0.0
		1.7	RELiance MINE 1.7
		2.1	END OF TRACK 2.1

WESTWARD—Winton Branch—EASTWARD

Time-Table No. 18			
September 27, 1953			
SECOND CLASS		STATIONS	
222		Mile Post	
Mixed		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

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 18 September 27, 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 6(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 18 September 27, 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 6(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 18 September 27, 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 6(A), Page 31.	Distance from Hay	Time-Table No. 18 September 27, 1953	Mile Post
		STATIONS	
	0.0	HAY	0.0
	1.6	DINES	1.6
	1.9	END OF TRACK (1.9)	1.9

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

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS 226 Local Freight Daily Except Sunday	Distance from Echo	Time-Table No. 18 September 27, 1953	Mile Post	SECOND CLASS 225 Local Freight
WS120CS120 ES101CPTW			STATIONS		
	9.15AM	0.0	ECHO YL HO	0.0	A 2.10PM
18 P	9.45	5.7	COALVILLE YL VE	5.7	S 1.45
16 P	10.20	13.4	WANSHIP	13.4	f 1.10
12 P	10.50	20.3	ATKINSON	20.3	f 12.40
16 PW	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 A	11.30AM	28.4	D-R PARK CITY YL KD	28.4	12.01PM
			(28.4)		Daily Except Sunday
	(2.15) 12.6	Thru Time		(2.09) 13.0	Average speed per hour

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 18 September 27, 1953	Mile Post
		STATIONS	
	0.0	KEETLEY JCT. YL	0.0
	5.2	KEETLEY YL	5.2
	7.0	CRANMER YL	7.0

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

- Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Fr't."** —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 "Fr't." 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.	Fr't.		Str.	Psgr.	Fr't.
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 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 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	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
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 air-dump cars.			35
1500 class Diesel-electric locomotives in road service.	50	50	50	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
Diesel-electric yard switch locomotives in road service.		35	35	Trains handling C. N. W., C. M. St. P. & P. or G. N. Jeep Ore Cars.			30
Diesel-electric locomotives running light, dynamic brake not in operation.			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
7000 and 7800 class engines.		75	50	When using No. 14 turn-outs.	25	20	20
3800 and 3900 class engines.		60	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 15 10 10
5000 and 9000 class engines.		50	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
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
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	20 20				

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		

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Warren	70	60	45
4000 class engines.		45	45	91.8 and 92.2			
Freight engines not otherwise shown.		50		Speer	60	50	30
Light engines.		45	45	93.3 and 97.4			40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				93.3 and 97.4 mixed trains.			
Denver, within city limits over street crossings.	35	35	25	97.4 and 97.7	50	40	25
Between Mile Posts—				Cheyenne Side			
Denver Yard				97.7 and 97.9	30	30	25
0.4 and 0.7 westward track.	30	30	25				
1.7 and 1.8 westward track.	20	20	25	97.9 and 98.6	50	40	25
2.5 and 3.0 westward track.	30	30	25	101.4 and 101.5	70	60	45
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25	Cheyenne and M. P. 103.9		70	
0.7 and 0.4 eastward track.	30	30	25	Borie Side			
LaSalle				97.7 and 99.4	50	40	25
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	60	50	40	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	10
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Cheyenne, No. 1 and 2 tracks	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P.			
4000 class engines.		45	40	549.7 and 557.0		30	

ON No. 3 TRACK				ON No. 2 TRACK			
Between Mile Posts—				Between Mile Posts—			
Perkins				Red Buttes			
553.5 and 554.0	60	50	40	565.3 and 565.6	50	40	25
ON No. 1 TRACK				Hermosa			
Between Mile Posts—				563.6 and 550.0	70	60	40
Cheyenne				550.0 and 549.7	40	30	25
510.4 and 511.8	50	40	25	549.6 and 549.3	50	40	30
515.6 and 515.7	60	50	40	548.1 and 547.0	55	45	35
518.8 and 519.1	60	50	40	Hermosa Tunnel	50	40	25
Borie				545.1 and 537.9	50	45	35
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			
Otto				535.1 and 530.2	60	50	30
524.5 and 525.6	60	50	40	530.2 and 530.0	50	40	30
Granite				529.5 and 528.7	50	40	25
528.7 and 529.5	50	40	35	Granite			
530.0 and 535.1	55	45	35	525.6 and 524.5	60	50	30
535.6 and 537.5	50	40	25	Otto			
537.9 and 540.9	45	40	35	523.6 and 523.4	65	55	30
541.1 and 545.1	55	45	35	522.3 and 522.1	60	50	30
Hermosa Tunnel	50	40	25	Borie			
547.0 and 548.1	55	45	35	519.1 and 518.8	60	50	30
Forelle				515.7 and 515.6	60	55	30
549.8 and 562.2	60	50	40	511.8 and 510.4	50	40	25
Laramie				Cheyenne			

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				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Laramie				Green River			
566.8 and 567.2				817.0 and 816.3	50	40	25
Bosler				816.3 and 816.1	35	30	25
587.7 and 588.4	70	60	50	816.1 and 814.1	40	40	25
Cooper Lake				813.9 and 809.6	55	45	35
593.3 and 593.7	70	60	50	Kanda			
Lookout				807.8 and 807.5	65	55	45
598.5 and 599.7	70	60	50	807.1 and 806.6	70	60	50
Harper				Rock Springs			
601.1 and 602.2	60	50	40	803.5 and 801.0	50	40	25
602.7 and 603.1	75	55	50	800.5 and 799.5	60	50	40
603.9 and 604.6	60	50	40	798.4 and 797.3	55	45	35
Wilcox				Baxter			
609.5 and 611.6	70	60	50	781.7 and 781.3	70	60	50
615.9 and 616.4	55	45	40	780.2 and 780.0	60	50	40
Ridge				778.9 and 777.8	60	50	40
617.2 and 617.6	70	60	50	Point of Rocks			
621.8 and 622.4	75	65	50	776.5 and 775.8	65	55	45
Calvin				775.0 and 774.3	70	65	50
627.1 and 628.7	50	45	35	773.2 and 773.0	60	50	40
629.4 and 629.9	60	50	40	772.3 and 771.8	70	65	50
630.9 and 637.8	70	60	50	Hallville			
Ramsey				769.3 and 768.8	60	50	40
639.3 and 640.2	60	50	40	Black Buttes			
642.5 and 643.7	50	40	25	765.6 and 765.2	60	50	40
Hanna				762.3 and 762.0	70	60	50
645.1 and 646.3	70	60	50	761.0 and 760.5	70	60	50
647.5 and 648.0	70	60	50	757.3 and 757.0	50	40	25
Percy							
650.2 and 650.7	70	60	50				
Dana							
652.2 and 652.5	60	50	50				
653.1 and 656.4	70	60	50				

THIRD SUBDIVISION (Continued)

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	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. 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.	20	20	20
4000 class engines		45	45				
Freight engines not otherwise shown.		50	50				
Light engines.			45				

Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
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 978.7 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	
	Psgr.	Frts.		Psgr.	Frts.
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. Vrains 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	50		
11.6 and 12.0	50		
East Lake 14.3 and 14.6	50		
St. Vrains 21.5 and 21.9	40		
Frederick 25.6 and 25.8	40	Park City Branch Maximum Speed	25
Gowanda 37.9 and 38.0	50	Trains handling outfit cars.	20
Wild Cat 40.4 and 40.5	50	Between Mile Posts— 0.0 and 4.3	15
Fort Collins Branch Between Dent and Fort Collins.	30	5.1 and 5.2	15
Between Fort Collins and Buckeye.	25	13.2 and 13.5	15
Trains handling outfit cars.	20	14.8 and 21.0	15
Dent, over west wye switch.	10	24.0 and 24.1	15
Fort Collins, within city limits.	15	25.1 and 25.2	15
Fort Collins, over east cross-over switch.	5	26.3 and 28.4	15
Greeley Branch	15	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Coalmont Branch Maximum speed.	20	Ontario Branch	15
Between Mile Posts— 36 and 79	10	Cranmer spur, between Keetley and end of track.	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.	Blair Liddell.....	Surgeon.....	Evanston, Wyo.
Wm. M. Grieg....	District Surgeon..	Denver, Colo.	J. H. Waters.....	Surgeon.....	Evanston, Wyo.
J. S. Benwell.....	Surgeon.....	Denver, Colo.	J. B. Bennett.....	Surgeon.....	Evanston, Wyo.
T. E. Beyer.....	Aurist.....	Denver, Colo.	R. H. Jesson.....	Surgeon.....	Hanna, Wyo.
J. R. Blair.....	Aurist.....	Denver, Colo.	Emory W. DeKay..	Surgeon.....	Laramie, Wyo.
A. T. Haley.....	Surgeon.....	Denver, Colo.	O. S. Pavy.....	Surgeon.....	Laramie, Wyo.
I. E. Hix.....	Oculist.....	Denver, Colo.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.
I. E. Hix, Jr.....	Oculist.....	Denver, Colo.	B. J. Sullivan.....	Surgeon.....	Laramie, Wyo.
H. W. Stuver.....	Surgeon.....	Denver, Colo.	R. F. Howe.....	Surgeon.....	Ogden, Utah
W. L. Bennett.....	Surgeon.....	Denver, Colo.	L. S. Sycamore.....	Surgeon.....	Ogden, Utah
R. M. Maul.....	Surgeon.....	Denver, Colo.	Paul Southwick...	Surgeon.....	Ogden, Utah
P. R. Farrington..	Surgeon.....	Boulder, Colo.	G. H. Keyes.....	Surgeon.....	Ogden, Utah
J. W. Wells.....	Surgeon.....	Brighton, Colo.	K. A. Stratford...	Surgeon.....	Ogden, Utah
F. D. Kuykendall..	Surgeon.....	Eaton, Colo.	I. B. McQuarrie...	Surgeon.....	Ogden, Utah
F. A. Humphrey...	Surgeon.....	Fort Collins, Colo.	W. P. Daines.....	Surgeon.....	Ogden, Utah
C. P. Bishop.....	Surgeon.....	Frederick, Colo.	H. F. De Mars.....	Oculist & Aurist...	Ogden, Utah
P. W. Woodward...	Surgeon.....	Fort Morgan, Colo.	R. W. Pugmire.....	Oculist & Aurist...	Ogden, Utah
J. W. Allely.....	Surgeon.....	Greeley, Colo.	J. A. Dixon.....	Surgeon.....	Ogden, Utah
W. L. Wilkinson...	Surgeon.....	LaSalle, Colo.	R. B. Baker.....	Surgeon.....	Rawlins, Wyo.
E. R. Pearson.....	Surgeon.....	Lupton, Colo.	E. W. McNamara..	Surgeon.....	Rawlins, Wyo.
J. H. Scheidt.....	Surgeon.....	Platteville, Colo.	R. D. Paul.....	Surgeon.....	Rawlins, Wyo.
C. M. Morgan.....	Surgeon.....	Walden, Colo.	G. M. Halsey.....	Surgeon.....	Rawlins, Wyo.
W. A. Buntan.....	District Surgeon..	Cheyenne, Wyo.	R. A. Corbett.....	Surgeon.....	Saratoga, Wyo.
R. C. Gramlich...	Surgeon.....	Cheyenne, Wyo.	V. L. Overholt....	Surgeon.....	Superior, Wyo.
O. R. Hayes.....	Surgeon.....	Cheyenne, Wyo.	Louis J. Taufer...	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.	R. C. Stratton....	Surgeon.....	Green River, Wyo.
G. W. Marbry....	Aurist.....	Cheyenne, Wyo.	A. T. Sudman.....	Surgeon.....	Green River, Wyo.
R. B. Stump.....	Oculist.....	Cheyenne, Wyo.	Dan Oniki.....	Surgeon.....	Park City, Utah
R. I. Williams....	Aurist.....	Cheyenne, Wyo.	P. M. McCrann....	Surgeon.....	Rock Springs, Wyo.
J. S. Hellewell...	Surgeon.....	Evanston, 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