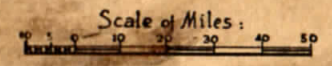


EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO AUG. 1, 1949



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 13
 Effective Sunday,
September 30, 1951
 at 12:01 A. M. Mountain Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 13 September 30, 1951													Distance from Council Bluffs	STATIONS
11	85	1	17	37	5	23	9	103	101	105	27	111		
Passenger	Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Stream-liner Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
					9.20								0.0	CO. BLUFFS
	9.45		9.25		9.55	8.20		3.10	2.55	1.40	12.55	12.50	2.8	OMAHA
	1.10		12.05		12.45	11.30		5.10	4.55	3.40	3.32	2.57	146.9	GRAND ISLAND
	4.10		2.20		3.05	2.15		6.55	6.40	5.25	5.50	4.55	284.1	C.T. NORTH PLATTE
	3.40	3.35	1.30		2.19	1.25		6.00	5.45	4.30	5.00	4.00	284.1	M.T. NORTH PLATTE
		5.15										5.10	365.8	JULESBURG
	6.15		3.50		4.35	3.55		7.43	7.28	6.13	7.30		407.5	SIDNEY
					11.30		9.30						.....	KANSAS CITY
		9.15			3.30		7.45						8.30	Ar DENVER
				5.40	5.35		8.10						562.5	Lv DENVER
	8.15		6.00		6.35	6.10		9.25	9.10	7.55	9.50		509.5	CHEYENNE
	8.35		6.10		6.50	6.20		9.35	9.20	8.05	10.00		519.0	BORIE
	8.49		6.25	7.58	7.48	6.34	10.10	9.49	9.34	8.19	10.15		566.0	LARAMIE
	10.05		7.40	9.33	9.18	8.30	11.20	10.55	10.40	9.25	11.30		662.8	RAWLINS
	12.25		9.55	12.05	11.45	11.10	12.40	12.30	11.15	1.45			817.0	GREEN RIVER
	3.20		12.40	2.50	2.30	2.05	3.35	2.50	2.40	1.25	4.20		847.2	GRANGER
	4.30		12.50	3.25	2.45	2.25	4.05	3.00	2.50	1.35	4.40		992.6	OGDEN
	5.05		4.40		6.35	6.20	6.15	7.55	6.15	6.05	8.33			(992.6)
(20.20)	(5.40)	(20.15)	(10.25)	(32.05)	(21.25)	(22.55)	(23.25)	(16.05)	(16.10)	(13.25)	(20.38)	(8.40)	..... Thru Time From Omaha	
41.5	49.1	48.9	41.4	37.9	46.2	43.2	52.0	61.6	61.2	62.9	47.9	69.2	..... Average speed per hour	

H. E. SHUMWAY
General Manager

562
365
297

E. H. BAILEY
General Superintendent

A. D. HANSON
Genl. Supt. Transportation

- C. J. COLOMBO, Superintendent..... Cheyenne, Wyo.
- K. I. JONES, Terminal Superintendent..... Cheyenne, Wyo.
- O. A. DURRANT, Asst. Superintendent..... Green River, Wyo.
- E. F. BERGONZO, Terminal Superintendent..... Green River, Wyo.
- C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
- C. E. BRETERNITZ, Terminal Superintendent..... Denver, Colo.
- E. F. BOYLE, Trainmaster..... Cheyenne, Wyo.
- G. E. O'HARA, Trainmaster..... Laramie, Wyo.
- C. B. LISHER, Trainmaster..... Rawlins, Wyo.
- B. W. COLLINS, Trainmaster..... Ogden, Utah
- J. C. JOCHIM, Trainmaster..... Denver, Colo.
- H. L. CRANE, 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.
- O. L. FURGASON, 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. G. JOHNSON, Asst. Chief Train Dispatcher..... Green River, Wyo.

MILEAGE

Main Line.....	595.06
Branches.....	261.21
Total.....	856.27

CONDENSED TIME-TABLE

EASTWARD

Time-Table No. 13 September 30, 1951													Mile Post	STATIONS
FIRST CLASS														
112	12	10	28	2	104	102	106	38	18	24	6	86		
Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
													0.0	CO. BLUFFS
													2.8	OMAHA
													146.9	GRAND ISLAND
													284.1	C.T. NORTH PLATTE
													284.1	M.T. NORTH PLATTE
													365.8	JULESBURG
													407.5	SIDNEY
													.....	KANSAS CITY
													562.5	Lv DENVER
													509.5	CHEYENNE
													519.0	BORIE
													566.0	LARAMIE
													662.8	RAWLINS
													817.0	GREEN RIVER
													847.2	GRANGER
													992.6	OGDEN
														(992.6)
(8.05)	(20.45)	(22.55)	(19.25)	(19.20)	(15.55)	(15.55)	(13.18)	(27.05)	(9.40)	(23.35)	(20.35)	(5.15)	..... Thru Time From Omaha	
69.2	40.7	53.1	51.0	51.2	62.2	62.2	63.5	45.3	44.6	42.0	48.1	53.0	..... Average speed per hour	

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.	
9	Rock Springs.....	Denver or beyond..	Sleeping car passengers for West of Ogden, Pocatello or beyond.	10	Rock Springs.....	Sleeping car passengers from West of Ogden or Pocatello.....	Denver or beyond.
37	Rock River..... Medicine Bow..... Sinclair..... Wamsutter.....	Denver or east.		18	Any station on First and Third Subdivision....	Granger or beyond.	
17	Any station on Third Subdivision.....		North of Granger.	24	Any station on Third Subdivision.....	Ogden or beyond.	
23	Any station on Third and Fourth Subdivision...	East of Cheyenne...	Ogden or beyond.	24	Any station on Fourth Subdivision.....	Ogden or beyond...	Green River or beyond.
27	Rock Springs.....	Omaha and Denver or beyond.....	West of Ogden.	28	Rock Springs.....	West of Ogden.....	Omaha or beyond.
85	Brighton.....	From East of LaSalle		38	Any station on First Subdivision.....	Ogden or beyond.	
105	Rock Springs.....	Cheyenne or beyond	Pocatello or beyond.	86	Any station on First Subdivision.....		East of Julesburg.
				106	Rock Springs.....	Pocatello or beyond.	Cheyenne or beyond.
				334	Any Station.....	Cheyenne or beyond	

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, 192, 60, 247, YP, 81, 80, I, 65, 22, 94, 52, 96, 51, 94, 97, 82, 95, 45, 72, IP, WCOTYZP.

Time-Table No. 13
September 30, 1951

STATIONS

Station list for Time-Table No. 13 including DENVER, 23RD STREET, 36TH ST., PULLMAN, C. B. & Q. CROSSING, DNSANDCREEKJCT., ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, STAGE, PIEROE, NUNN, DOVER, DECKER, OARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

BLOCK SIGNALS

(0.10) (0.45) (1.10) Thru Time
13.2 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 Borie, 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, and Distance from Denver. Includes stations like 10, 86, 17, 37, 112, 8, 38, 57, 9.

Time-Table No. 13
September 30, 1951

STATIONS

Station list for Time-Table No. 13 including DENVER, 23RD STREET, 36TH ST., PULLMAN, C. B. & Q. CROSSING, DNSANDCREEKJCT., ADAMS, DUPONT, ROLLA, HAZELTINE, HENDERSON, NORTHWAY, BRIGHTON, POWARS, LUPTON, IONE, PLATTEVILLE, VASQUEZ, HOUSTON, GILCREST, PECKHAM, HAMBERT, LA SALLE, EVANS, GREELEY JCT., LUCERNE, EATON, G. W. CROSSING, AULT, STAGE, PIEROE, NUNN, DOVER, DECKER, OARR, WARREN, GLEASON, SPEER, BORIE, CORLETT JCT., TOWER A, CHEYENNE.

BLOCK SIGNALS

(0.05) (0.52) (2.18) (2.13) (0.45) (0.05) (0.05) (2.35) (2.00) Thru Time
26.4 53.2 44.8 46.5 61.4 26.4 26.4 41.4 51.6 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 Borie, 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. 13
September 30, 1951

FIRST CLASS

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

DN-R DENVER YL UD	0.0	A 7.45AM	A 8.00AM	A 8.10AM	A 8.25AM	A 8.30AM	A 9.15AM	A 3.30PM	A 5.20PM	A 6.15PM
23RD STREET YL	0.6	7.31	7.35	7.45		8.22				
DN-R 36TH ST. YL RA	1.7	7.28	7.31	7.41	8.17	8.20	9.10	3.04	5.14	5.52
PULLMAN YL	2.2	7.27AM	7.29	7.40	8.16AM	8.19	9.09	3.03PM	5.13	5.51
C. B. & Q. CROSSING	4.9									
DNSANDCREEKJCT.YLSK	5.0		7.22	7.35		8.15	9.04		5.09	5.47 37
ADAMS	6.0									
DUPONT	8.1		7.18	7.30		8.10	8.59		5.03	5.43
ROLLA	9.9									
HAZELTINE	11.3		7.14	7.26		8.07	8.56	f 4.59		5.40
HENDERSON	14.1		7.11	7.22		8.05	8.54	f 4.56		5.38
NORTHWAY	16.0									
DN BRIGHTON YL BI	19.1		7.06	7.16		7.59	8.49 57	s 4.51 112	5.33	
POWARS	22.8									
D LUPTON UP	25.8		6.56	7.08		7.52	8.41 9	s 4.38	5.26	
IONE	30.1		6.48	7.03		7.48	8.32	f 4.33	5.22	
D PLATTEVILLE PA	34.8		6.40	6.57		7.45	8.26	f 4.28	5.18	
VASQUEZ	36.2									
HOUSTON	37.8									
D GILCREST GI	40.0		6.35	6.50		7.41	8.21	f 4.22	5.13	
PECKHAM	42.4									
HAMBERT	43.2									
DN-R LA SALLE YL SA	46.1		6.27	6.40		7.34AM	8.13AM	s 4.15	5.08	
EVANS	48.2		6.24	6.34				f 4.06	5.05	
DN GREELEY YL HG	51.7		s 6.19	s 6.29				s 4.01	s 5.01	
GREELEY JCT.	54.0									
D LUCERNE O	55.8		6.12	6.22				f 3.53	4.55	
DN EATON YL UR	59.2		6.08	6.18				s 3.49	4.52	
G. W. CROSSING	59.3									
D AULT A	63.0		6.04	6.14				s 3.44	4.48	
STAGE	64.9									
D PIERCE BU	66.8		6.00	6.10				f 3.39	4.45	
D NUNN NU	71.9		5.56	6.06				f 3.33	4.41	
DOVER	77.0		5.52	6.02				f 3.27	4.37	
DEOKER	81.9		5.48	5.58				3.22	4.33	
DN CARR OR	86.0		5.44	5.54				s 3.17	4.28	
WARREN	90.4		5.39	5.49				3.12	4.24	
GLEASON	94.4		5.35	5.45				3.07	4.20	
DN SPEER YL S	97.8		5.31	5.41				f 3.02	4.16	
DN BORIE YL BO	103.1		5.25AM	5.35AM					4.10PM	
CORLETT JCT.	101.5							2.54		
DN TOWER A YL AY	104.7							2.49		
DN-R CHEYENNE YL N-OY	106.0							2.45PM		

BLOCK SIGNALS

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

(0.18)	(2.35)	(2.35)	(0.09)	(0.56)	(1.02)	(0.27)	(2.35)	(2.05)
7.3	39.9	39.9	14.7	49.4	44.6	4.9	41.0	53.5

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 Borie, 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. 13
September 30, 1951

SECOND CLASS

Mile Post	369 Mixed	25 C.R.I.&P. Mixed	334 Mixed							Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
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STATIONS

DN-R DENVER YL UD	0.0	A 7.15AM	A 6.45PM	A 11.50PM							YIP
23RD STREET YL	0.6	6.55									
DN-R 36TH ST. YL RA	1.7	6.53	6.35	11.28							ZP
PULLMAN YL	2.2	6.50AM	6.30PM	11.25							WCOTYZP
C. B. & Q. CROSSING	4.9										
DNSANDCREEKJCT.YLSK	5.0			11.20PM							IP
ADAMS	6.0										7
DUPONT	8.1										95 P
ROLLA	9.9										23
HAZELTINE	11.8										57 P
HENDERSON	14.1										52 P
NORTHWAY	16.0										22
DN BRIGHTON YL BI	19.1										91 WYZP
POWARS	22.8										31 P
D LUPTON UP	25.8										94 P
IONE	30.1										53 P
D PLATTEVILLE PA	34.8										95 P
VASQUEZ	36.2										24
HOUSTON	37.8										42 P
D GILCREST GI	40.0										119 P
PECKHAM	42.4										24 P
HAMBERT	43.2										24
DN-R LA SALLE YL SA	46.1			A 9.05PM							192 WCTYP
EVANS	48.2			8.58							60 P
DN GREELEY YL HG	51.7			s 8.50							247 WYZP
GREELEY JCT.	54.0										YP
D LUCERNE O	55.8			8.40							81 P
DN EATON YL UR	59.2			s 8.35							80 P
G. W. CROSSING	59.3										I
D AULT A	63.0			s 8.30							65 P
STAGE	64.9										22
D PIERCE BU	66.8			8.24							64 WYP
D NUNN NU	71.9			8.17							52 P
DOVER	77.0			8.10							96 P
DEOKER	81.9			8.03							51 P
DN CARR OR	86.0			s 7.57							94 WCYP
WARREN	90.4			7.50							97 P
GLEASON	94.4			f 7.44 17							52 P
DN SPEER YL S	97.8			f 7.34 37							95 45 WYP
DN BORIE YL BO	103.1			f 7.22							72 IP
CORLETT JCT.	101.5			7.10							P
DN TOWER A YL AY	104.7			7.05							IP
DN-R CHEYENNE YL N-OY	106.0			7.00PM							WCOTYZP

BLOCK SIGNALS

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

(0.25)	(0.15)	(4.50)
5.3	8.8	22.9

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 Borie, 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

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Council Bluffs	Time-Table No. 13		FIRST CLASS	
		September 30, 1951		17	
		STATIONS		Passenger	Daily
WCOTY PZ X	509.5	DN-R CHEYENNE YL N			
		1.3			
IP	510.8	DN TOWER A YL AY			
		3.2			
P	514.0	CORLETT JUNCTION			
		0.9			
WS 93 XP	514.9	CORLETT			
		4.1			
WS 110 XIP	519.0	DN BORIE BO		7.58PM	
ES 110 XWP	524.0	5.0			
ES 110 XWP	524.0	OTTO		8.08	
		4.6			
WS 137 XWP	528.6	DN GRANITE CANON YLOA		8.16	
ES 76 XWP	536.5	7.9			
WS 105 WYP	536.5	BUFORD YL		8.31	
ES 90 X	536.5	8.9			
CS 95 XYP	540.4	DN SHERMAN S		8.38	
		2.6			
ES 63 WXP	543.0	DALE CREEK		8.41	
		5.4			
CS 82 XP	548.4	DN HERMOSA HM		8.49	
		8.6			
WS 133 WP	557.0	RED BUTTES		9.02	
		9.3			
		2.0			
ES 79 P		HEARD			
		2.5			
ES 110 WP		COLORES			
		3.7			
P		SATANKA			
		4.1			
ES 124 P		FORELLE			
		4.0			
WCOTY PZ X	566.3	DN-R LARAMIE YL K-KI		A 9.23PM	
		(56.8)			

..... Thru Time (1.25)
 Average speed per hour 33.4

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS										Distance from Council Bluffs	Time-Table No. 13	
37	5	23	27	9	103	101	11	105	1		September 30, 1951	
Passenger	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	Daily			
	6.50PM	6.20PM	10.00AM		9.35AM	9.20AM	8.35AM	8.05AM	6.10AM	509.5	DN-R CHEYENNE YL N	
	6.53	6.23	10.03		9.38	9.23	8.38	8.08	6.13	510.8	DN TOWER A YL AY	
										514.0	CORLETT JUNCTION	
										514.9	0.9	
	7.00	6.28	10.09		9.42	9.27	8.44	8.12	6.19	519.0	CORLETT	
7.48PM	7.06	6.34	10.15	10.10AM	9.49	9.34	8.49	8.19	6.25	519.0	4.1	
7.58	7.14	6.42	10.22	10.18	9.57	9.42	8.56	8.27	6.32	524.0	DN BORIE BO	
8.06	7.22	6.50	10.30	10.25	10.05	9.50	9.04	8.35	6.40	528.6	5.0	
8.21	7.35	7.02	10.42	10.37	10.17	10.02	9.16	8.47	6.52	536.5	OTTO	
8.28	7.42	7.09	10.49	10.42	10.22	10.07	9.23	8.52	6.59	540.4	4.6	
8.31	7.45	7.12	10.52	10.45	10.25	10.10	9.26	8.55	7.02	543.0	DN GRANITE CANON YLOA	
8.39	7.52	7.19	10.59	10.52	10.32	10.17	9.33	9.02	7.09	548.4	7.9	
8.52	8.05	7.28	11.09	11.01	10.41	10.26	9.42	9.11	7.18	567.0	BUFORD YL	
											3.9	
											DN SHERMAN S	
											2.6	
											DALE CREEK	
											5.4	
											DN HERMOSA HM	
											8.6	
											RED BUTTES	
											9.3	
											2.0	
											HEARD	
											2.5	
											COLORES	
											3.7	
											SATANKA	
											4.1	
											FORELLE	
											4.0	
A 9.08PM	A 8.20PM	A 7.42PM	A 11.22AM	A 11.15AM	A 10.54AM	A 10.39AM	A 9.57AM	A 9.24AM	A 7.32AM	566.3	DN-R LARAMIE YL K-KI	
											(56.8)	

(1.20) (1.30) (1.22) (1.22) (1.05) (1.19) (1.19) (1.22) (1.19) (1.22) Thru Time
 35.5 37.9 41.6 41.6 52.4 43.1 43.1 41.6 43.1 41.6 Average speed per hour

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

Time-Table No. 13

September 30, 1951

FIRST CLASS

Mile Post	FIRST CLASS									
	38	18	6	24	10	28	12	2	104	102
	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger
509.5			A 7.35AM	A 8.15AM		A 5.05PM	A 5.25PM	A 5.45PM	A 6.20PM	A 6.30PM
510.8			7.27	8.07		5.00	5.19	5.39	6.16	6.26
514.0										
514.9			7.21	7.59		4.54	5.13	5.33	6.11	6.21
519.0	A 5.25AM	A 5.35AM	7.16	7.54	A 4.10PM	4.49	5.08	5.28	6.07	6.17
524.0	5.17	5.27	7.09	7.47	4.04	4.44	5.03	5.23	6.02	6.12
528.6	5.11	5.21	7.03	f 7.40	3.59	4.39	4.58	5.18	5.57	6.07
536.5	5.00	5.10	6.50	f 7.27	3.49	4.28	4.47	5.07	5.46	5.56
540.4	4.54	5.04	6.44	7.21	3.44	4.23	4.42	5.02	5.41	5.51
543.0	4.50	5.00	6.40	7.16	3.41	4.20	4.39	4.59	5.38	5.48
548.4	4.43	4.53	6.33	f 7.08	3.35	4.13	4.32	4.52	5.31	5.41
	This Station is not on Eastward Track									
551.7	4.38	4.48	6.28	7.02	3.31	4.08	4.27	4.47	5.28	5.38
554.2	4.35	4.45	6.25	6.57	3.28	4.04	4.24	4.44	5.25	5.35
557.8	4.30	4.40	6.20	6.50	3.23	3.59	4.19	4.39	5.21	5.31
562.0	4.24	4.34	6.14	6.44	3.18	3.53	4.13	4.33	5.16	5.26
566.3	4.15AM	4.25AM	6.05AM	6.35AM	3.10PM	3.45PM	4.05PM	4.25PM	5.10PM	5.20PM
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(1.10)	(1.10)	(1.30)	(1.40)	(1.00)	(1.20)	(1.20)	(1.20)	(1.10)	(1.10)
Average speed per hour.....	40.5	40.5	37.9	34.1	47.4	42.6	42.6	42.6	48.7	48.7

Eastward trains must keep to the left between cross-over east end Laramie yard and Mile Post 549.7.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 13

September 30, 1951

Mile Post	FIRST CLASS										Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	
	106											
509.5												WCOTY PZ X
510.8												IP
514.0												P
514.9												WS 98 XP
519.0												WS110 ES110 XIP
524.0												WS 93 XWP ES 110
528.6												WS 137 ES 76 XWP
536.5												WS 105 WYP ES 90 X
540.4												CS 95 XYP
543.0												ES 63 WXP
548.4												CS 82 XP
	This Station is not on Eastward Track										WS 133 WP	
551.7												FES 79 P
554.2												ES 110 WP
557.8												P
562.0												ES 124 P
566.3												WCOTY PZ X
	Daily											

(1.10)	..... Thru Time.....
48.7	.....Average speed per hour.....

Eastward trains must keep to the left between cross-over east end Laramie yard and Mile Post 549.7.
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Second Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.

WESTWARD

THIRD SUBDIVISION

Time-Table No. 13
September 30, 1951

FIRST CLASS

17
Passenger
Daily

STATIONS

Distance from Council Bluffs

Table with 10 columns for distance from Council Bluffs (566.0 to 817.0) and 10 rows for train types and destinations.

Main table listing train numbers (e.g., WCOTYPZ, CS 92, WS 53) and their corresponding distances from Council Bluffs.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Table listing stations and distances from Council Bluffs for the westward direction (DN-R LARAMIE YL KI-K to DN-R GREEN RIVER YLGR).

Double Track

(5.17)
47.5

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Third Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

Time-Table No. 13
September 30, 1951

FIRST CLASS

37 5 23 27 9 103 101 11 105 1
Passenger Mail and Express Passenger Passenger Streamliner Passenger Streamliner Passenger Streamliner Passenger Streamliner Passenger
Daily Daily Daily Daily Daily Daily Daily Daily Daily Daily

STATIONS

Distance from Council Bluffs

Main table listing train numbers and times for various destinations (e.g., 9.18PM, 8.30PM, 7.50PM) and distances from Council Bluffs.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Table listing stations and distances from Council Bluffs for the westward direction (DN-R LARAMIE YL KI-K to DN-R GREEN RIVER YLGR).

Double Track

(5.12) (5.35) (5.45) (4.50) (4.15) (3.55) (4.00) (5.15) (4.00) (5.00)
48.3 45.0 43.0 51.9 59.1 64.1 62.8 47.8 62.8 50.2

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
On Third Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

FOURTH SUBDIVISION

SECOND CLASS

Table with columns for train numbers 225, 259, 263, 257 and their respective times and frequencies.

Distance from Council Bluffs

Time-Table No. 13 September 30, 1951

FIRST CLASS

Table for First Class train 27, Passenger, Daily.

STATIONS

Main table listing train numbers, directions, and distances for the second class section.

Main table listing station names and distances for the first class section.

Double Track

Summary table for the second class section showing average speeds and thru times.

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. On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. 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

FOURTH SUBDIVISION

FIRST CLASS

Table with columns for train numbers 11, 9, 103, 101, 105, 1, 17, 37, 5, 23 and their respective times and frequencies.

Distance from Council Bluffs

Time-Table No. 13 September 30, 1951

STATIONS

Main table listing train numbers, directions, and distances for the first class section.

Block Signals

Double Track

Summary table for the first class section showing average speeds and thru times.

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. On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. 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

Time-Table No. 13

September 30, 1951

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

DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.25AM	A 10.40AM	A 11.10AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.50PM
RIVIEW	821.1	9.41	10.17	10.34	11.04	12.45	12.55	1.07	10.46	10.57	11.39
PERU	824.9	9.37	10.13	10.30	11.00	12.41	12.51	1.03	10.42	10.53	11.35
BRYAN	830.2	9.32	10.08	10.25	10.55	12.36	12.46	12.58	10.37	10.47	11.28
WESTVAO	837.8	9.24	10.01	10.18	10.48	12.30	12.40	12.51	10.30	10.40	11.20
DN GRANGER YL GN	847.2	9.15AM	9.52	10.09	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 11.10
VERNE	854.0	9.45	10.03	10.31	12.16	12.26		10.14			11.01
CHURCH BUTTES	858.7	9.41	9.58	10.27	12.12	12.22		10.09			10.55
HAMPTON	865.9	9.35	9.51	10.21	12.07	12.17		10.02			10.47
ELKHURST	869.7	9.32	9.47	10.18	12.04PM	12.14		9.58			10.43
DN CARTER YL Q	875.4	9.26	9.41	10.12	11.59AM	12.09		9.51			f 10.35
ANTELOPE	880.9	9.21	9.34	10.06	11.54	12.04PM		9.45			10.26
BRIDGER	885.6	9.17	9.29	10.02	11.50	11.59AM		9.40			10.21
LEROY	890.5	9.13	9.24	9.57	11.46	11.55		9.35			10.16
RAGAN	894.8	9.09	9.19	9.52	11.42	11.51		9.30			10.11
SPRING VALLEY	897.6	9.06	9.15	9.49	11.39	11.49		9.26			10.07
ASPEN	901.8	9.02	9.11	9.44	11.35	11.45		9.22			f 10.00
DN ALTAMONT AP	903.6	8.56	9.05	9.38	11.30	11.40		9.17			f 9.54
KNIGHT	908.7	8.49	8.58	9.31	11.26	11.36		9.10			9.45
MILLIS	912.7	8.44	8.52	9.26	11.21	11.31		9.04			9.38
DN-R EVANSTON YL NA	917.2	8.37	8.45	9.19	s 11.14	s 11.24		8.57			9.30
ALMY JCT.	918.4	8.33	8.40	9.15				8.52			9.20
WYUTA	921.7	8.26	8.32	9.08	11.06	11.16		8.45			9.10
DN WAHSATCH YL WH	927.6	8.20	8.26	9.02	11.01	11.11		8.39			f 9.03
CURVO	932.6	8.11	8.17	8.53	10.54	11.04		8.30			8.51
CASTLE ROCK	936.7	8.05	8.11	8.47	10.49	10.59		8.24			8.44
EMORY	943.3	7.55	8.01	8.37	10.41	10.51		8.14			8.32
BASKIN	947.9										
DN ECHO YL HO	952.7	7.40	7.46	8.22	10.28	10.38		8.00			f 8.15
HENEFER	956.5	7.35	7.41	8.17	10.24	10.34		7.55			8.07
D DEVIL'S SLIDE ON	960.6	7.30	7.36	8.12	10.20	10.30		7.50			8.02
DN MORGAN WB	968.0	7.21	7.27	8.03	10.13	10.23		7.41			f 7.52
STODDARD	970.6										
PETERSON	975.5	7.14	7.20	7.55	10.07	10.17		7.34			7.43
STRAWBERRY	977.7										
GATEWAY	980.1	7.08	7.14	7.49	10.02	10.12		7.28			7.35
UINTAH	985.1	7.02	7.07	7.42	9.55	10.05		7.22			7.28
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6	6.50AM	6.55AM	7.30AM	9.45AM	9.55AM		7.10PM			7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(0.35)	(3.35)	(3.45)	(3.46)	(3.10)	(3.10)	(0.33)	(3.45)	(0.85)	(4.35)
Average speed per hour.....	51.7	49.0	46.8	47.9	55.5	55.5	54.9	46.8	51.7	38.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 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. 13
September 30, 1951

SECOND CLASS

Mile Post	254	264	226	262	Car Capacity of Seating, etc. See Rule 6 (A), page 81.
	Time Freight	Time Freight	Mixed	Time Freight	

STATIONS

A 12.25AM	817.0	DN-R GREEN RIVER YL GR	A 8.00AM	A 8.05AM	A 9.50PM	COPTWXYZ
12.20	821.1	RIVIEW				WS 61 PX
12.16	824.9	PERU				CS 82 P
12.11	830.2	BRYAN				CS 81 P
12.04AM	837.8	WESTVAO				CS 118 P
11.55PM	847.2	DN GRANGER YL GN	6.20AM		7.30PM	WS99 IPWXY ES 126 RCS
11.48	854.0	VERNE				CS 125 P
11.44	858.7	CHURCH BUTTES				CS 103 P
11.37	865.9	HAMPTON				CS 103 P
11.33	869.7	ELKHURST				CS 95 P
s 11.25	875.4	DN CARTER YL Q				CS 135 CPWX
11.17	880.9	ANTELOPE				CS 103 P
11.12	885.6	BRIDGER				CS 131 P
11.08	890.5	LEROY				WS 77 CS 83 PW
11.03	894.8	RAGAN				WS 71 PX
11.00	897.6	SPRING VALLEY				WS 71 P CS 125
10.56	901.8	ASPEN				ES 44 X
10.50	903.6	DN ALTAMONT AP				ES 122 PX
10.42	908.7	KNIGHT				ES 64 PX
10.37	912.7	MILLIS				CS 118 P
10.30	917.2	DN-R EVANSTON YL NA				CPTWXYZ
10.20	918.4	ALMY JCT.				
10.14	921.7	WYUTA				CS 124 P
10.08	927.6	DN WAHSATCH YL WH				CS 98 PWXY
9.57	932.6	CURVO				P
9.51	936.7	CASTLE ROCK				WS 118 ES 101 PW
9.41	943.3	EMORY				CS 125 PWX
	947.9	BASKIN				4
9.25	952.7	DN ECHO YL HO	A 9.05AM			WS120 CS120 ES101 CPTWX
9.20	956.5	HENEFER				CS 118 PX
9.15	960.6	D DEVIL'S SLIDE ON				CS 118 PX
9.06	968.0	DN MORGAN WB				CS 132 PWX
	970.6	STODDARD				
8.58	975.5	PETERSON				WS 122 ES 118 P
	977.7	STRAWBERRY				33 P
8.50	980.1	GATEWAY				PW
8.43	985.1	UINTAH				f 7.50 ES 62 PX
	989.9	RIVERDALE YL				PX
8.30PM	992.6	DN-R OGDEN YL OG	1.00AM		7.35AM	COPTWYZ
Daily		(175.6)	Daily	Daily	Daily Ex. Sun.	Daily

BLOCK SIGNALS

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

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 On Fourth Subdivision, the operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.
 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. 13				SECOND CLASS			
212				September 30, 1951				211 334			
Mixed				Mile Post				Mixed Mixed			
Daily				STATIONS							
IP			5.0	DN	SAND CREEK JCT YL SK	5.0				A11.20PM	
15			8.2		WELBY	8.2					
31	P		9.8		QUIMBY	9.8				11.11	
36	P		13.8		EAST LAKE	13.8				f11.04	
31	P		18.1		DARLOW	18.1				10.57	
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2				f10.48	
			22.2		U. P. CROSSING	22.2					
42			24.3		GRADEN	24.3					
53	YP		26.1	D	FREDERICK YL FR	26.1				f10.37	
	P		27.8		FIRESTONE	27.8				10.31	
19	P		30.2		HARNEY	30.2				10.25	
31	P		34.6		GOWANDA	34.6				10.17	
	P		38.3		WILD OAT	38.3				10.10	
21	WYP		4.35PM	N	DENT YL FD	42.8	A 9.43AM			10.01	
	WCTYP		A 5.05PM	DN-R	LA SALLE YL SA	50.6	9.30AM			9.45PM	
					(45.0)		Daily			Daily	

(0.20) Thru Time (0.13) (1.35)
 23.4 Average speed per hour 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.
 At Dent Nos. 211 and 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
21	WYP	9.43AM	0.0 N
	P	f 9.48	1.7 MILLIKEN YL
			2.0 G. W. CROSSING
	P	f 10.01	7.3 KOENIG
			9.0 G. W. CROSSING
	P	f 10.05	9.1 KELIM
			13.5 BOYD LAKE
			16.4 REDMOND
42	P	f 10.27	19.5 HARMONY
136	WCTYZP	A 10.40AM	25.0 D-R FORT COLLINS YL FO
			25.2 O. & S. CROSSING
			25.3 O. & S. CROSSING
	P		27.9 POUUDRE YL
	P		30.0 BOETFOHER YL
	P		38.5 RIPPLE
	Y		41.7 BUCKEYE YL
			(41.7) Daily

(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 Nos. 211 and 212 need not go to depot.
 Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks
 between Ara and Boulder.

WESTWARD—Boulder Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
212		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	YOXALL
		7.1	DICK
21	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	O. & S. CROSSING
	WYP	26.1	ARA YL
	P	27.6	DN-R BOULDER YL BR
			(27.6)

..... Thru Time
 Average speed per hour

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
247	WYZP	0.0 DN	GREELEY YL HO 0.0
	YP	2.8	GREELEY JCT. YL 2.8
34	YP	6.0	CLOVERLY 6.0
		8.4	ALDEN 8.4
37	P	10.4 D	GILL GI 10.4
		13.8	MATTHEWS 13.8
		14.5	BARNESVILLE 14.5
29	YP	28.1	BRIGGS DALE 28.1
			(28.1)

WESTWARD—Encampment Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
201		September 30, 1951	
Mixed Mon., Fri.		Mile Post	
Wed., Fri.		STATIONS	
		12.01PM	0.0 R WALCOTT WA 0.0
6		f 12.28	6.8 MEADS 6.8
7		f 12.54	12.3 OVERLAND 12.3
1		f 1.27	20.6 FISH HATCHERY 20.6
26	WY	s 1.56	24.1 SARATOGA 24.1
1		f 2.15	27.8 DAHLSTROM 27.8
1		f 2.23	29.7 DAVIS 29.7
13		f 2.36	32.7 COW CREEK 32.7
15		f 3.07	39.3 CANYON 39.3
43	WYA	3.32	44.4 R ENCAMPMENT 44.4
			(44.4) Mon., Wed., Fri.

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

WESTWARD—Superior Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
	XPY	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. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
WS74 WCY		0.0 DN-R	ROCK SPRINGS YL SO 0.0
ES 98 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. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
		0.0	RELIANCE JUNCTION 0.0
		1.7	RELIANCE MINE 1.7
		2.1	END OF TRACK 2.1
			(3.1)

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—Winton Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
		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)

WESTWARD—Pleasant Valley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		STATIONS	
34	YP	0.0	CLOVERLY 0.0
		3.1	LOWE 3.1
	P	5.1 D	GALETON GN 5.1
			(5.1)

WESTWARD—Puritan Branch—EASTWARD			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		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			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		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			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		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			
SECOND CLASS		Time-Table No. 13	
211		September 30, 1951	
Mixed		Mile Post	
Daily		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

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Distance from Echo	Time-Table No. 13		Mile Post	SECOND CLASS
	226 Mixed		September 30, 1951			225 Mixed
	Daily Except Sunday		STATIONS			
WS120 CS120 ES101 OPTW	9.15AM	0.0	DN-R	ECHO YL HO	0.0	A 2.10PM
18 PZ	9.45	5.7	D	COALVILLE YL VE	5.7	1.45
16 P	10.20	13.4		WANSHIP	13.4	1.10
12 P	10.50	20.3		ATKINSON	20.3	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	11.30AM	28.4	D-R	PARK CITY YL KD	28.4	12.01PM
				(28.4)		Daily Except Sunday
(2.15)	Thru Time					(2.00)
12.6	Average speed per hour					13.0

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 13		Mile Post
		September 30, 1951		
		STATIONS		
	0.0	KEETLEY JCT. YL		0.0
	5.2	KEETLEY YL		5.2
	7.0	CRANMER YL		7.0

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour	Time per Mile	Mile per Hour
30"	120.	43"	83.7	56"	64.2	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.5	45"	80.	58"	62.	1' 11"	50.7	2' 30"	24.
33"	109.1	46"	78.3	59"	61.	1' 12"	50.	2' 45"	21.8
34"	105.9	47"	76.6	1'	60.	1' 15"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 20"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 25"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 30"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 35"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 40"	36.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 45"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 50"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 55"	31.3		

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

Designation "Str." —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.
Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.
 When "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr" trains will govern.
 On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.
 When a freight engine is used in passenger service on a branch line, the speed under "Frt" must not be exceeded.
 Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40	When 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.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track.			30
Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale.	50	40	25	On curves.			25
Other branch lines.		30	15	Branch lines except Dent Branch.			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
Diesel-electric switch engines in road service.		35	35	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
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 cross-overs or turn-outs: 9000 class engines; Forward movement.			10 10
3800 and 3900 class engines.		60	50	Back-up movement.			6 6
5000 and 9000 class engines.		50	50	All other classes engines; Forward movement.	15	15	15
MacArthur type engines with 63-in. drivers.		55	50	Back-up movement.	10	10	10
MacArthur type engines with 57-in. drivers.		35	35	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
Consolidation and Ten-Wheeler type engines.		35	35	All wye tracks.	6	6	6
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
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.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Freight engines not otherwise shown.		50		97.4 and 97.7	50	40	25
Light engines.		45	45	Corlett Side 97.7 and 97.9	30	30	25
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				97.9 and 98.6	50	40	25
Denver, within city limits over street crossings.	35	35	25	101.4 and 101.5	70	60	45
Between Mile Posts—				Corlett Jct. and M. P. 103.9		70	
Denver Yard				Borie Side 97.7 and 99.4	50	40	25
0.4 and 0.7 westward track.	30	30	45				
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION

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

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

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	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 506.8 and 507.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 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	Barter 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 776.6 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.	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
Ferris 686.8 and 687.8	70	60	50	Cherokee 704.2 and 703.0	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Daleys Ranch 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	Knobs 692.4 and 690.3	60	50	40
Riner 703.0 and 704.2	70	60	50	Hadsell 687.8 and 686.8	70	60	50
Cherokee 708.6 and 709.0	70	60	50	Ferris 684.2 and 683.2	50	40	25
Creston 713.7 and 714.3	80	70	50	Rawlins 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
Latham 717.8 and 718.1	70	65	50	Sinclair 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	Fort Steele 666.5 and 662.8	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Walcott 661.5 and 661.0	70	60	50
Red Desert 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
Tipton 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	Edson 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
776.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
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	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.
4000 class engines		45	45	
Freight engines not otherwise shown.		50	50	
Light engines.			45	

Between Green River and Evanston

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

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	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

Location	Miles Per Hour	Location	Miles Per Hour
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	Park City Branch Maximum Speed	25
Frederick 25.6 and 25.8	40	Trains handling outfit cars.	20
Gowanda 37.9 and 38.0	50	Between Mile Posts— 0.0 and 4.3	15
Wild Cat 40.4 and 40.5	50	5.1 and 5.2	15
Fort Collins Branch Between Dent and Fort Collins.	30	13.2 and 13.5	15
Between Fort Collins and Buckeye.	25	14.8 and 21.0	15
Trains handling outfit cars.	20	24.0 and 24.1	15
Dent, over west wye switch.	10	25.1 and 25.2	15
Fort Collins, within city limits	15	26.3 and 28.4	15
Fort Collins, over east cross-over switch.	5	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Greeley Branch	15	Ontario Branch	15
		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.	O. S. Pavy	Surgeon	Laramie, Wyo.
Wm. M. Grieg	District Surgeon	Denver, Colo.	E. C. Pelton	Surgeon	Laramie, Wyo.
J. S. Benwell	Surgeon	Denver, Colo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
T. E. Beyer	Aurist	Denver, Colo.	R. F. Howe	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
L. Scott Frank	Surgeon	Denver, Colo.	Paul Southwick	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	K. A. Stafford	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	D. D. Olson	Surgeon	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	C. D. Van Hook	Surgeon	Ogden, Utah
W. L. Bennett	Surgeon	Denver, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
P. V. Hansen	Dentist	Denver, Colo.	W. P. Daines	Surgeon	Ogden, Utah
P. R. Farrington	Surgeon	Boulder, Colo.	H. V. De Mars	Oculist & Aurist	Ogden, Utah
J. W. Wells	Surgeon	Brighton, Colo.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	R. D. Baker	Surgeon	Rawlins, Wyo.
C. P. Bishop	Surgeon	Frederick, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
F. A. Humphrey	Surgeon	Fort Collins, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. W. Allely	Surgeon	Greeley, Colo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
W. L. Wilkinson	Surgeon	LaSalle, Colo.	V. L. Overholt	Surgeon	Superior, Wyo.
E. R. Pearson	Surgeon	Lupton, Colo.	Louis J. Taufer	District Surgeon	Salt Lake City, Utah
W. A. Buntin	District Surgeon	Cheyenne, Wyo.	R. J. Parker	Surgeon	Coalville, Utah
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	H. T. High	Surgeon	Devils Slide, Utah
G. W. Koford	Surgeon	Cheyenne, Wyo.	J. S. Hellwell	Surgeon	Evanston, Wyo.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	J. H. Holland	Surgeon	Evanston, Wyo.
P. J. Preston	Orthopedist	Cheyenne, Wyo.	J. H. Waters	Surgeon	Evanston, Wyo.
E. W. Newman	Oculist	Cheyenne, Wyo.	J. B. Bennett	Surgeon	Evanston, Wyo.
G. W. Marbry	Oculist	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
R. B. Stamp	Oculist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	Dan Oniki	Surgeon	Park City, Utah
R. H. Jesson	Surgeon	Hanna, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
Emory W. DeKay	Surgeon	Laramie, Wyo.			