

UNION PACIFIC RAILROAD COMPANY
Eastern District



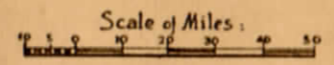
WYOMING DIVISION
TIME-TABLE
No. 14

Effective Sunday,
April 27, 1952
 at 12:01 A. M. Mountain Time

Safety Is
No Accident

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO AUG. 1, 1949



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 14														Distance from Council Bluffs	STATIONS
April 27, 1952															
111 Stream- liner Passen- ger	11 Passen- ger	85 Passen- ger	1 Passen- ger	17 Passen- ger	37 Passen- ger	5 Mall and Express	23 Passen- ger	9 Passen- ger	103 Stream- liner Passen- ger	101 Stream- liner Passen- ger	105 Stream- liner Passen- ger	27 Passen- ger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
						9.20								0.0	CO. BLUFFS
															OMAHA
															GRAND ISLAND
															NORTH PLATTE
															JULESBURG
															SIDNEY
															KANSAS CITY
															DENVER
															CHEYENNE
															BORIE
															LARAMIE
															RAWLINS
															GREEN RIVER
															GRANGER
															OGDEN
															(992.6)
(8.40)	(20.20)	(10.45)	(20.05)	(10.25)	(31.36)	(21.28)	(22.55)	(23.35)	(16.05)	(16.10)	(13.25)	(20.35)		 Thru Time From Omaha
69.2	41.5	52.1	49.3	41.4	38.5	46.2	48.2	51.6	61.6	61.2	62.3	47.9		 Average speed per hour

E. HICKS
General Manager

G. A. CUNNINGHAM
General Superintendent

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.
J. L. PHILLIPS, Asst. Trainmaster..... Laramie, Wyo.
C. B. LISHER, Trainmaster..... Rawlins, Wyo.
B. W. COLLINS, Trainmaster..... Ogden, Utah
J. C. JOCHIM, Trainmaster..... Denver, Colo.
C. E. MYERS, Master Mechanic..... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic..... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
R. M. WARNER, Road Foreman of Engines..... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines..... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines..... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines..... Rawlins, Wyo.
T. A. KELLEHER, Road Foreman of Engines..... Ogden, Utah
H. C. LUSTY, Road Foreman of Engines..... Evanston, Wyo.
J. W. GODFREY, Division Engineer..... Cheyenne, Wyo.
G. M. PICKERING, General Roadmaster..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

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

SECOND SUBDIVISION AND THIRD SUBDIVISION
LARAMIE TO RAWLINS, AND BRANCHES

J. M. KELLEY, Chief Train Dispatcher..... Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.
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. E. HARDY, Asst. Chief Train Dispatcher..... Green River, Wyo.

MILEAGE

Main Line..... 595.06
 Branches..... 372.31
 Total..... 967.37

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 14																Mile Post	STATIONS
April 27, 1952																	
112 Stream- liner Passen- ger	12 Passen- ger	10 Passen- ger	28 Passen- ger	2 Passen- ger	104 Stream- liner Passen- ger	102 Stream- liner Passen- ger	106 Stream- liner Passen- ger	38 Passen- ger	18 Passen- ger	24 Passen- ger	6 Mall and Express	86 Passen- ger					
																6.50	CO. BLUFFS
																	OMAHA
																	GRAND ISLAND
																	NORTH PLATTE
																	JULESBURG
																	SIDNEY
																	KANSAS CITY
																	DENVER
																	CHEYENNE
																	BORIE
																	LARAMIE
																	RAWLINS
																	GREEN RIVER
																	GRANGER
																	OGDEN
																	(992.6)
																 Thru Time From Omaha
																 Average speed per hour

Thru Time From Omaha..... (8.05) (20.15) (22.55) (19.25) (19.20) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.10)
 Average speed per hour..... 69.2 41.7 53.1 51.0 51.2 62.2 62.2 63.5 46.2 44.6 42.0 48.1 55.1

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 passen- gers from West of Ogden or Poca- tello.....	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

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	26			370			250			Distance from Denver
	C.R.I.&P. Mixed			Mixed			Time Freight			
	Daily			Daily			Daily			
YIP				10.00PM	6.50PM					0.0
										0.6
ZP				10.08	7.25	6.10PM				1.7
WCOTYZP				A10.10PM	A 7.35PM	6.13				2.2
										4.9
IP										5.0
7										6.0
95 P										6.26
23										9.9
57 P										6.31
52 P										6.36
22										16.0
91 WYZP										6.43
31 P										22.8
94 P										6.52
53 P										6.58
95 P										7.04
24										38.2
42 P										37.8
119 P										7.11
24 P										42.4
24										43.2
192 WCTYP										A 7.20PM
60 P										48.2
247 WYZP										51.7
YP										54.0
81 P										55.8
80 P										59.2
I										59.8
65 P										63.0
22										64.9
64 WYP										66.8
52 P										71.9
96 P										77.0
51 P										81.9
94 WCYP										86.0
97 P										90.4
52 P										94.4
95 WYP										97.8
45 WYP										103.1
72 IP										101.5
P										104.7
IP										106.0
WCOTYZP										106.0

(0.10) 13.2 (0.45) 2.9 (1.10) 38.1Thru Time
.....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

Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	10		17		37		86		112		8		38		57		9		Distance from Denver	
	Streamliner Passenger		Passenger		Passenger		Passenger		Streamliner Passenger		C.R.I.&P. Rocket Passenger		Passenger		Passenger		Streamliner Passenger			
	Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily			
																				0.0
																				0.6
																				1.7
																				2.2
																				4.9
																				5.0
																				6.0
																				6.26
																				9.9
																				6.31
																				6.36
																				14.1
																				16.0
																				19.1
																				22.8
																				25.8
																				30.1
																				34.8
																				38.2
																				37.8
																				40.0
																				42.4
																				43.2
																				46.1
																				48.2
																				51.7
																				54.0
																				55.8
																				59.2
																				59.8
																				63.0
																				64.9
																				66.8
																				71.9
																				77.0
																				81.9
																				86.0
																				90.4
																				94.4
																				97.8
																				103.1
																				101.5
																				104.7
																				106.0

(0.05) 26.4 (2.18) 44.8 (2.13) 46.5 (0.59) 46.9 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.35) 41.4 (2.00) 51.6Thru Time
.....Average speed per hour

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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.

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

FIRST SUBDIVISION

EASTWARD

Time-Table No. 14

April 27, 1952

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

STATIONS

DN-R DENVER YL UD	0.0	A 7.20AM	A 7.40AM	A 8.00AM	A 7.30AM	A 8.10AM	A 8.25AM	A 3.30PM	A 5.20PM	A 6.15PM	
23RD STREET YL	0.6		7.24	7.35	7.22	7.45					
DN-R 36TH ST. YL RA	1.7	7.08	7.21	7.31	7.20	7.41	8.17	3.04	5.14	5.52	
PULLMAN YL	2.2	7.07	7.20AM	7.29	7.19	7.40	8.16AM	3.03PM	5.13	5.51	
C. B. & Q. CROSSING	4.9										
DNSANDCREEKJCT.YLSK	5.0	7.02		7.22	7.15	7.35			5.09	5.47 ³⁷	
ADAMS	6.0										
DUPONT	8.1	6.57		7.18	7.10	7.30			5.03	5.43	
ROLLA	9.9										
HAZELTINE	11.3	6.54		7.14	7.07	7.26		f 4.58	5.40		
HENDERSON	14.1	6.52		7.11	7.05	7.22		f 4.54	5.38		
NORTHWAY	16.0										
DN BRIGHTON YL BI	19.1	6.47		7.06	6.59	7.16		s 4.47	5.33 ⁸⁶		
POWARS	22.8										
D LUPTON UP	25.8	6.40		6.56	6.52	7.08		s 4.38	5.26		
IONE	30.1	6.36		6.48 ¹¹¹	6.48 ³⁸	7.03		f 4.33	5.22		
D PLATTEVILLE PA	34.8	6.32		6.40	6.45	6.57		f 4.28	5.18		
VASQUEZ	36.2										
HOUSTON	37.8										
D GILCREST GI	40.0	6.27		6.35	6.41	6.50		f 4.22	5.13		
PECKHAM	42.4										
HAMBERT	43.2										
DN-R LA SALLE YL SA	46.1	6.20AM		6.27	6.34AM	6.40		s 4.15 ¹¹²	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	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	59.8										
D AULT A	63.0			6.04		6.14		s 3.44	4.48		
STAGE	64.9										
D PIEROE 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		
DECKER	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		
(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time..... (1.00) (0.20) (2.35) (0.56) (2.35) (0.09) (0.27) (2.35) (2.05)
 Average speed per hour..... 46.1 6.1 39.9 49.4 39.9 14.7 4.9 39.9 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. 14

April 27, 1952

Mile Post	SECOND CLASS				Car Capacity of Seating, etc. See Rule 6 (A), page 81.
	369	25	334		
	Mixed	C.R.I.&P. Mixed	Mixed		

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									ZP
DN-R 36TH ST. YL RA	1.7	6.53	6.35	11.28							WCOTYZP
PULLMAN YL	2.2	6.50AM	6.30PM	11.25							IP
C. B. & Q. CROSSING	4.9										7
DNSANDCREEKJCT.YLSK	5.0			11.20PM							95 P
ADAMS	6.0										23
DUPONT	8.1										57 P
ROLLA	9.9										52 P
HAZELTINE	11.3										22
HENDERSON	14.1										91 WYZP
NORTHWAY	16.0										81 P
DN BRIGHTON YL BI	19.1										94 P
POWARS	22.8										53 P
D LUPTON UP	25.8										95 P
IONE	30.1										24
D PLATTEVILLE PA	34.8										42 P
VASQUEZ	36.2										119 P
HOUSTON	37.8										24 P
D GILCREST GI	40.0										24
PECKHAM	42.4										102 WCTYP
HAMBERT	43.2										60 P
DN-R LA SALLE YL SA	46.1			A 9.05PM							247 WYZP
EVANS	48.2			8.58							YP
DN GREELEY YL HG	51.7			s 8.50							81 P
GREELEY JCT.	54.0										80 P
D LUCERNE O	55.8			8.40							I
DN EATON YL UR	59.2			s 8.35							65 P
G. W. CROSSING	59.8										22
D AULT A	63.0			s 8.30							64 WYP
STAGE	64.9										52 P
D PIEROE BU	66.8			8.24							96 P
D NUNN NU	71.9			8.17							51 P
DOVER	77.0			8.10							94 WCYP
DECKER	81.9			8.03							97 P
DN CARR OR	86.0			s 7.57							52 P
WARREN	90.4			7.50							95 WYP
GLEASON	94.4			f 7.44 ¹⁷							72 IP
DN SPEER YL S	97.8			f 7.34 ³⁷							IP
DN BORIE YL BO	103.1			f 7.22							WCOTYZP
CORLETT JCT.	101.5										
DN TOWER A YL AY	104.7			7.10							
DN-R CHEYENNE YL N-OY	106.0			7.05							
(106.0)		Daily	Daily	Daily							

Thru Time..... (0.25) (0.15) (4.50)
 Average speed per hour..... 5.3 8.8 22.9

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 Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and 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 6(A), Page 31.											Distance from Council Bluffs	Time-Table No. 14		FIRST CLASS	
												April 27, 1952		17	
														Passenger	
												STATIONS		Daily	
WCOTY PZ X												509.5	DN-R CHEYENNE YL N		
												510.8	DN TOWER A YL AY		
												514.0	CORLETT JUNCTION		
WS 93 XP												514.9	CORLETT		
WS110 ES110 XIP												519.0	DN BORIE BO	7.58PM	
WS 93 XWP ES 110												524.0	OTTO	8.08	
WS 137 ES 76 XWP												528.6	DN GRANITE CANON YLOA	8.16	
WS 105 WYP ES 90 X												536.5	BUFORD YL	8.31	
CS 95 XYP												540.4	DN SHERMAN S	8.38	
ES 63 WXP												543.0	DALE CREEK	8.41	
CS 82 XP												548.4	DN HERMOSA HM	8.49	
WS 133 WP												557.0	RED BUTTES	9.02	
These Stations are not on Westward Track															
ES 79 P													HEARD		
ES 110 WP													COLORES		
													SATANKA		
ES 124 P													FORELLE		
WCOTY PZ X												566.8	DN-R LARAMIE YL K-KI	A 9.23PM	

.....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.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 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. 14	
37	5	23	27	9	11	103	101	105	1		April 27, 1952	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS		
	6.50PM	6.20PM	10.00AM		9.00AM	8.35AM	8.20AM	8.05AM	6.05AM	509.5	DN-R CHEYENNE YL N	
	6.53	6.23	10.03		9.03	8.38	8.23	8.08	6.08	510.8	DN TOWER A YL AY	
										514.0	CORLETT JUNCTION	
										514.9	CORLETT	
7.48PM	7.00	6.28	10.09		9.09	8.42	8.27	8.12	6.14	519.0	DN BORIE BO	7.58PM
7.58	7.06	6.34	10.15	10.10AM	9.14	8.49	8.34	8.19	6.20	524.0	OTTO	8.08
8.06	7.14	6.42	10.22	10.18	9.21	8.57	8.42	8.27	6.27	528.6	DN GRANITE CANON YLOA	8.16
8.21	7.22	6.50	10.30	10.25	9.29	9.05	8.50	8.35	6.35	536.5	BUFORD YL	8.31
8.28	7.35	7.02	10.42	10.37	9.41	9.17	9.02	8.47	6.47	540.4	DN SHERMAN S	8.38
8.31	7.42	7.09	10.49	10.42	9.48	9.22	9.07	8.52	6.54	543.0	DALE CREEK	8.41
8.39	7.45	7.12	10.52	10.45	9.51	9.25	9.10	8.55	6.57	548.4	DN HERMOSA HM	8.49
8.52	7.52	7.19	10.59	10.52	9.58	9.32	9.17	9.02	7.04	557.0	RED BUTTES	9.02
	8.05	7.28	11.09	11.01	10.07	9.41	9.26	9.11	7.13			
These Stations are not on Westward Track												
A 9.08PM	A 8.20PM	A 7.42PM	A 11.22AM	A 11.15AM	A 10.22AM	A 9.54AM	A 9.39AM	A 9.24AM	A 7.27AM	566.8	DN-R LARAMIE YL K-KI	A 9.23PM

(1.20) 35.5 (1.30) 37.9 (1.22) 41.6 (1.22) 41.6 (1.05) 52.4 (1.22) 41.6 (1.19) 43.1 (1.19) 43.1 (1.19) 43.1 (1.22) 41.6
Thru Time.....
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.
 Rules 251 to 254 inclusive apply on Second Subdivision.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD

THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Council Bluffs	Time-Table No. 14		FIRST CLASS	
		April 27, 1952		17	
		STATIONS		Passenger	
WCOTYPZ X	566.0	DN-R LARAMIE YL KI-K	9.33PM		
CS 92 XP	574.1	HOWELL	9.43		
WS 63 XP	577.7	WYOMING	9.47		
WS 47 XP	585.3	D BOSLER FY	9.55		
ES 64 XP	590.6	COOPER LAKE	10.01		
CS 105 XP	593.9	LOOKOUT	10.05		
CS 81 XP	598.9	HARPER	10.10		
CS 128 WC YPX	605.3	DN ROCK RIVER OK	10.17		
WS 58 XP	609.0	WILCOX	10.22		
ES 120 XP	616.8	RIDGE	10.30		
CS 73 XP	622.9	D MEDICINE BOW MB	10.37		
CS 128 XYP	632.6	COMO	10.50		
CS 81 XP	638.7	RAMSEY	10.58		
CS 80 XP	643.1	DN HANNA YL HN	f 11.06		
WS 118 WCZ	648.4	PEROY	11.12		
ES 150 YPX	651.8	DANA	11.15		
WS 56 XP	651.8	EDSON	11.21		
ES 82 XP	657.0	D WALCOTT WA	11.27		
CS 71 XP	661.9	FORT STEELE	11.33		
CS 131 XP	667.6	D SINOLAIR GV	11.43		
CS 68 XP	676.3	DN-R RAWLINS YL RS	11.55PM		
CS 80 XP	682.8	FERRIS	12.05AM		
CS 71 XP	686.0	HADSELL	12.13		
CS 117 XP	689.8	KNOBS	12.18		
ES 81 XP	693.0	DALEY'S RANCH	12.22		
WS 65 XP	697.0	RINER	12.26		
WS 70 XW	700.7	OHEROKEE	12.29		
ES 125 P	705.8	CRESTON	12.33		
CS 81 XP	707.8	LATHAM	12.41		
WS 62 X	712.0	DN WAMSUTTER WM	12.45		
CS 81 XP	716.0	FREWEN	12.54		
WS 124 WC	724.2	RED DESERT	12.59		
ES 106 YXP	729.1	TIPTON	1.03		
WS 121 XP	732.7	ROBINSON	1.12		
CS 71 XP	740.0	TABLE ROCK	1.16		
WS 64 XP	743.4	MONELL	1.19		
ES 40 XP	746.7	DN BITTER CREEK YL BK	1.23		
WS 104 X	751.7	BLACK BUTTES	1.28		
YF	756.7	HALLVILLE	1.38		
WS 126 ES 106 P	765.9	HALLVILLE	1.44		
WS 60	771.2	POINT OF ROCKS	1.50		
ES 71 P	777.1	THAYER JUNCTION	1.56		
WS 152 WC	784.1	SALT WELLS	2.01		
ES 109 YXP	788.6	BAXTER	2.08		
CS 122 XP	795.7	DN ROCK SPRINGS YL SG	s 2.18		
WS 70 XP	802.1	KANDA	2.28		
WS 115 X	809.0	DN-R GREEN RIVER YLGR	A 2.40AM		
CS 132 WP	817.0				
XYP					
CS 79 XP					
CS 120 XP					
WS 74 WCY					
ES 97 TZXP					
CS 135 XP					
WCOTYPZ					

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

.....Thru Time..... (5.07)
Average speed per hour..... 49.1

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.

WESTWARD

THIRD SUBDIVISION

37	5	23	27	9	11	103	101	105	1	Distance from Council Bluffs	Time-Table No. 14	
											April 27, 1952	
											STATIONS	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
9.18PM	8.30PM	7.50PM	11.30AM	11.20AM	10.30AM	9.55AM	9.40AM	9.25AM	7.35AM	566.0	DN-R LARAMIE YL KI-K	8.1
9.28	8.40	8.00	11.40	11.29	10.40	10.02	9.49	9.34	7.45	574.1	HOWELL	8.6
9.32	8.44	8.04	11.43	11.32	10.43	10.05	9.52	9.37	7.48	577.7	WYOMING	7.8
9.40	8.52	f 8.13	11.50	11.38	10.50	10.11	9.58	9.43	7.55	585.3	D BOSLER FY	5.3
9.45	8.57	8.19	11.55	11.44	10.55	10.15	10.01	9.46	8.00	590.6	COOPER LAKE	3.3
9.49	9.02	f 8.24	11.59AM	11.48	10.59	10.18	10.05	9.50	8.04	593.9	LOOKOUT	5.0
9.54	9.08	f 8.30	12.04PM	11.53	11.04	10.22	10.09	9.54	8.09	598.9	HARPER	6.4
10.01	9.16	f 8.38	12.10	11.59AM	11.10	10.28	10.15	10.00	8.15	605.3	DN ROCK RIVER OK	3.7
10.06	9.21	8.44	12.14	12.02PM	11.14	10.31	10.18	10.03	8.19	609.0	WILCOX	7.8
10.14	9.29	8.54	12.22	12.09	11.22	10.37	10.25	10.10	8.27	616.8	RIDGE	6.1
10.21	9.37	f 9.01	12.28	12.15	11.28	10.43	10.31	10.16	8.33	622.9	D MEDICINE BOW MB	9.7
10.34	9.50	9.13	12.38	12.23	11.38	10.50	10.38	10.23	8.43	632.6	COMO	6.1
10.42	9.58	9.20	12.45	12.29	11.45	10.56	10.44	10.29	8.50	638.7	RAMSEY	4.4
f 10.50	10.07	f 9.30	12.51	12.33	11.51	11.01	10.48	10.33	8.56	643.1	DN HANNA YL HN	5.3
10.56	10.16	9.38	12.57	12.39	11.57AM	11.07	10.54	10.39	9.02	648.4	PEROY	3.4
10.59	10.20	9.42	1.01	12.43	12.01PM	11.10	10.58	10.43	9.06	651.8	DANA	5.2
11.05	10.26	9.48	1.06	12.47	12.06	11.14	11.02	10.47	9.11	657.0	EDSON	4.9
11.10	10.32	f 9.55	1.11	12.52	12.11	11.19	11.07	10.52	9.16	661.9	D WALCOTT WA	5.7
11.15	10.38	10.02	1.17	12.57	12.17	11.24	11.12	10.57	9.22	667.6	FORT STEELE	8.7
11.22	10.48	f 10.12	1.26	1.05	12.26	11.32	11.20	11.05	9.31	676.3	D SINOLAIR GV	6.5
11.35	11.00	10.25	1.40	1.14	12.38	11.39	11.29	11.14	9.45	682.8	DN-R RAWLINS YL RS	3.2
11.45	11.10	10.35	1.45	1.19	12.48	11.40	11.30	11.15	9.50	686.0	FERRIS	3.8
11.53	11.16	10.41	1.52	1.24	12.54	11.44	11.34	11.19	9.58	689.8	HADSELL	3.2
11.58PM	11.21	10.46	1.57	1.28	12.59	11.47	11.37	11.22	10.03	693.0	KNOBS	4.0
12.02AM	11.25	10.50	2.01	1.32	1.03	11.50	11.40	11.25	10.07	697.0	DALEY'S RANCH	3.7
12.06	11.29	10.54	2.04	1.35	1.07	11.53	11.43	11.28	10.11	697.0	RINER	4.6
12.09	11.33	10.59	2.07	1.38	1.10	11.56AM	11.46	11.31	10.14	700.7	OHEROKEE	6.7
12.13	11.38	11.04	2.11	1.44	1.14	12.01PM	11.50	11.35	10.18	705.3	CRESTON	4.0
12.21	11.47	11.13	2.20	1.52	1.22	12.07	11.57AM	11.42	10.26	712.0	LATHAM	8.2
12.25	11.51	11.17	2.24	1.55	1.27	12.10	12.01PM	11.45	10.30	716.0	DN WAMSUTTER WM	4.9
12.34	11.59PM	f 11.26	2.33	2.02	1.35	12.17	12.07	11.52	10.39	724.2	FREWEN	3.6
12.39	12.04AM	11.32	2.38	2.06	1.40	12.21	12.11	11.56	10.44	729.1	RED DESERT	7.3
12.43	12.08	11.36	2.42	2.09	1.44	12.24	12.14	11.59AM	10.48	732.7	TIPTON	3.4
12.52	12.17	f 11.45	2.50	2.17	1.52	12.31	12.21	12.06PM	10.57	740.0	ROBINSON	3.3
12.56	12.21	11.49	2.53	2.20	1.55	12.34	12.24	12.09	11.01	743.4	TABLE ROCK	5.0
12.59	12.25	11.53	2.56	2.23	1.58	12.38	12.27	12.12	11.04	746.7	MONELL	9.2
1.03	12.29	11.57PM	3.00	2.27	2.04	12.41	12.31	12.16	11.08	751.7	DN BITTER CREEK YL BK	9.2
1.08	12.35	f 12.04AM	3.06	2.31	2.09	12.45	12.35	12.20	11.13	756.7	BLACK BUTTES	5.3
1.18	12.45	12.14	3.16	2.39	2.18	12.53	12.43	12.28	11.23	765.9	HALLVILLE	5.9
1.24	12.51	12.20	3.21	2.43	2.23	12.57	12.47	12.32	11.29	771.2	POINT OF ROCKS	7.0
1.30	12.57	f 12.26	3.27	2.49	2.29	1.03	12.53	12.38	11.35	777.1	THAYER JUNCTION	4.5
1.36	1.05	12.34	3.33	2.56	2.36	1.10	1.00	12.45	11.41	784.1	SALT WELLS	7.1
1.41	1.10	12.39	3.38	3.00	2.41	1.14	1.04	12.49	11.46	788.6	BAXTER	6.4
1.48	1.17	12.46	3.45	3.07	2.48	1.20	1.10	12.55	11.52AM	795.7	DN ROCK SPRINGS YL SG	8.0
s 1.58	s 1.27	s 12.56	3.55	3.13	s 2.58	1.31	1.20	1.05	12.02PM	802.1	KANDA	8.0
2.08	1.37	1.06	4.05	3.22	3.07	1.38	1.28	1.13	12.12	809.0	DN-R GREEN RIVER YLGR	(251.0)
A 2.20AM	A 1.50AM	A 1.20AM	A 4.20PM	A 3.35PM	A 3.20PM	A 1.50PM	A 1.40PM	A 1.25PM	A 12.25PM	817.0		

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(5.02) 49.9 (5.20) 47.1 (5.30) 45.6 (4.50) 51.9 (4.15) 59.1 (4.50) 51.9 (3.55) 64.1 (4.00) 62.8 (4.00) 62.8 (4.50) 51.9
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. 14

April 27, 1952

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 3.07PM	A 3.35PM	A 3.55PM	A 4.30PM	A 4.09PM	A 4.19PM	A 5.29PM	A 4.05AM
HOWELL	574.1	6.10	5.42	2.58	3.25	3.45	4.20	4.00	4.10	5.20	3.55
WYOMING	577.7	6.06	5.39	2.54	3.22	3.42	4.17	3.57	4.07	5.17	3.52
D BOSLER FY	585.3	f 5.57	5.31	2.46	3.14	3.34	4.09	3.50	4.00	5.10	3.44
COOPER LAKE	590.6	5.47	5.25	2.41	3.09	3.29	4.04	3.46	3.56	5.06	3.39
LOOKOUT	593.9	f 5.42	5.22	2.38	3.06	3.26	4.01	3.43	3.53	5.03	3.36
HARPER	598.9	f 5.33	5.16	2.32	3.01	3.21	3.56	3.38	3.48	4.58	3.31
DN ROCK RIVER OK	605.3	f 5.23	5.07	2.25	2.53	3.13	3.49	3.32	3.42	4.52	3.23
WILCOX	609.0	5.16	5.02	2.20	2.48	3.08	3.44	3.29	3.39	4.49	3.18
RIDGE	616.8	5.06	4.53	2.12	2.39	2.59	3.36	3.22	3.32	4.42	3.09
D MEDICINE BOW MB	622.9	f 4.55	4.45	2.05	2.32	2.52	3.26 ¹⁰²	3.16 ¹⁰⁴	3.26 ²	4.36	3.02
COMO	632.6	4.42	4.34	1.56	2.21	2.41	3.01	3.07	3.17	4.27	2.51
RAMSEY	638.7	4.35	4.28	1.50	2.15	2.35	2.55	3.01	3.11	4.21	2.45
DN HANNA YL HN	643.1	s 4.29	4.22	1.45	2.09	2.29	2.49	2.56	3.06	4.16	2.39
PERCY	648.4	4.19	4.14	1.39	2.02	2.22	2.42	2.51	3.01	4.11	2.32
DANA	651.8	4.14	4.09	1.35	1.59	2.18	2.38	2.48	2.58	4.08	2.28
EDSON	657.0	4.08	4.03	1.30	1.54	2.13	2.33	2.43	2.53	4.03	2.23
D WALCOTT WA	661.9	f 3.57 ⁶	3.57 ²⁴	1.25	1.49	2.07	2.27	2.39	2.49	3.59	2.17
FORT STEELE	667.6	f 3.42	3.51	1.19	1.43	2.01	2.21	2.34	2.44	3.54	2.11
D SINCLAIR GV	676.3	f 3.30	3.43	1.12	1.35	1.53	2.13	2.27	2.37	3.47	2.03
DN-R RAWLINS YL RS	682.8	3.20	3.35	1.05	1.25	1.45	2.05	2.20	2.30	3.40	1.55
FERRIS	686.0	3.00	3.17	1.00	1.15	1.35	1.55	2.19	2.29	3.39	1.45
HADSELL	689.8	2.55	3.13	12.53	1.08	1.28	1.48	2.12	2.22	3.32	1.38
KNOB	693.0	2.50	3.08	12.49	1.04	1.24	1.44	2.08	2.18	3.28	1.34
DALEY'S RANOH	697.0	2.46	3.04	12.46	1.00	1.19	1.39	2.05	2.15	3.25	1.29
RINER	700.7	f 2.41	3.01	12.43	1.25	1.15	1.35	2.02	2.12	3.22	1.25
CHEROKEE	705.3	f 2.35	2.56	12.40	1.25	1.12	1.32	1.59	2.09	3.19	1.22
CRESTON	712.0	f 2.28	2.49	12.35	1.25	1.07	1.27	1.54	2.04	3.14	1.17
LATHAM	716.0	f 2.28	2.49	12.29	1.25	1.00	1.20	1.48	1.58	3.08	1.10
DN WAMSUTTER WM	724.2	f 2.23	2.44	12.24	1.25	1.15	1.43	1.53	3.03	4.03	1.05
FREWEN	729.1	f 2.13	2.35	12.16	1.25	1.06	1.35	1.45	2.55	3.55	1.09
RED DESERT	732.7	2.06	2.30	12.12	1.25	1.01	1.31	1.41	2.51	3.51	1.04
TIPTON	740.0	f 2.02	2.27	12.09	1.25	1.01	1.31	1.41	2.51	3.51	1.01
ROBINSON	743.4	f 1.53	2.19	12.02PM	1.25	1.01	1.31	1.41	2.51	3.51	1.01
TABLE ROCK	746.7	1.48	2.14	11.59AM	1.25	1.01	1.31	1.41	2.51	3.51	1.01
MONELL	748.4	1.44	2.10	11.56	1.25	1.01	1.31	1.41	2.51	3.51	1.01
DN BITTER CREEK YL BK	751.7	1.39	2.05	11.51	1.25	1.01	1.31	1.41	2.51	3.51	1.01
BLACK BUTTES	756.7	f 1.32	1.59	11.47	1.25	1.01	1.31	1.41	2.51	3.51	1.01
HALLVILLE	765.9	1.22	1.49	11.39	1.25	1.01	1.31	1.41	2.51	3.51	1.01
POINT OF ROCKS	771.2	1.17	1.43	11.34	1.25	1.01	1.31	1.41	2.51	3.51	1.01
THAYER JUNCTION	777.1	f 1.09	1.37	11.28	1.25	1.01	1.31	1.41	2.51	3.51	1.01
SALT WELLS	784.1	1.00	1.29	11.20	1.25	1.01	1.31	1.41	2.51	3.51	1.01
BAXTER	788.6	12.55	1.24	11.16	1.25	1.01	1.31	1.41	2.51	3.51	1.01
DN ROCK SPRINGS YL SG	795.7	12.48	1.16	11.10	1.25	1.01	1.31	1.41	2.51	3.51	1.01
KANDA	802.1	s 12.38	s 1.06	11.03	1.25	1.01	1.31	1.41	2.51	3.51	1.01
DN-R GREEN RIVER YLGR	809.0	12.26	12.56	10.55	1.25	1.01	1.31	1.41	2.51	3.51	1.01
(251.0)	817.0	12.15AM	12.45AM	10.45AM	1.25	1.01	1.31	1.41	2.51	3.51	1.01

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (6.10) (5.10) (4.22) (4.45) (4.55) (5.10) (4.04) (4.04) (4.04) (4.55)
 Average speed per hour..... 40.9 48.6 57.9 52.8 51.1 48.6 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

FIRST CLASS

Time-Table No. 14

April 27, 1952

STATIONS

18	Passenger	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.
A 4.15AM		566.0	WCOTYPZ X
4.05		574.1	CS 92 XP
4.02		577.7	WS 53 XP
3.54		585.3	WS 47 XP
3.49		590.6	CS 93
3.46		593.9	ES 64 XP
3.41		598.9	CS 105 XP
3.33		605.3	CS 81 XP
3.28		609.0	CS 128 WC
3.19		616.8	YFX
3.12		622.9	WS 58 XP
3.01		632.6	ES 120
2.55		638.7	CS 73 XP
2.49		643.1	CS 128 XYP
2.42		648.4	CS 81 XP
2.38		651.8	CS 80 XP
2.33		657.0	WS 118 WCY
2.27		661.9	ES 150 YFX
2.21		667.6	WS 56 XP
2.13		676.3	ES 82 XP
2.05		682.8	CS 71 XP
1.49		686.0	CS 131 XP
1.45		689.8	CS 68 XP
1.41		693.0	CS 80 XP
1.37		697.0	WS 118 WCY
1.34		700.7	ES 150 YFX
1.30		705.3	WS 55 XP
1.23		712.0	WS 70 XW
1.18		716.0	ES 125 P
1.09		724.2	CS 81 XP
1.04		729.1	WS 62 X
1.01		732.7	CS 81 YP
12.53		740.0	CS 81 XP
12.49		743.4	WS 124 WC
12.46		746.7	ES 106 YXP
12.41		751.7	WS 121 XP
12.35		756.7	CS 71 XP
12.26		765.9	WS 54 XP
12.21		771.2	ES 40
12.15		777.1	WS 104 X
12.07		784.1	YP
12.03AM		788.6	WS 125
11.56PM		795.7	ES 106 P
11.46		802.1	WS 60
11.36		809.0	ES 71 P
11.25PM		817.0	WS 162 WC

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.50) Thru Time.....
 51.9 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.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 14

April 27, 1952

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	FIRST CLASS									
		12	10	28	2	104	102	106	38	18	24
DN-R GREEN RIVER YL GR	817.0	A 9.50AM	A 10.20AM	A 10.40AM	A 11.10AM	A 11.55AM	A 12.05PM	A 1.15PM	A 10.55PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.41	10.13	10.34	11.04	11.45	11.55AM	1.07	10.46	10.57	11.32
PERU	824.9	9.37	10.09	10.30	11.00	11.41	11.51	1.03	10.42	10.53	11.28
BRYAN	830.2	9.32	10.04	10.25	10.55	11.36	11.46	12.58	10.37	10.47	11.21
WESTVACO	837.8	9.24	9.57	10.18	10.48	11.30	11.40	12.51	10.30	10.40	11.13
DN GRANGER YL GN	847.2	9.15AM	9.48	10.09	10.39	11.22	11.32	12.42PM	10.21	10.30PM	f 11.03
VERNE	854.0	9.41	10.03	10.31	11.16	11.26		10.14			10.54
CHURCH BUTTES	858.7	9.37	9.58	10.27	11.12	11.22		10.09			10.48
HAMPTON	865.9	9.31	9.51	10.21	11.07	11.17		10.02			10.40
ELKHURST	869.7	9.28	9.47	10.18	11.04	11.14		9.58			10.36
DN CARTER YL Q	875.4	9.22	9.41	10.12	10.59	11.09		9.51			f 10.28
ANTELOPE	880.9	9.17	9.34	10.06	10.54	11.04		9.45			10.19
BRIDGER	885.6	9.13	9.29	10.02	10.50	10.59		9.40			10.14
LEROY	890.5	9.09	9.24	9.57	10.46	10.55		9.35			10.09
RAGAN	894.8	9.05	9.19	9.52	10.42	10.51		9.30			10.04
SPRING VALLEY	897.6	9.02	9.15	9.49	10.39	10.49		9.26			10.00
ASPEN	901.8	8.58	9.11	9.44	10.35	10.45		9.22			f 9.54
DN ALTAMONT AP	903.6	8.52	9.05	9.38	10.30	10.40		9.17			f 9.48
KNIGHT	908.7	8.45	8.58	9.31	10.26	10.36		9.10			9.39
MILLIS	912.7	8.40	8.52	9.26	10.21	10.31		9.04			9.32
DN-R EVANSTON YL NA	917.2	8.34	8.45	9.19	s 10.14	s 10.24		8.57			9.25
ALMY JCT.	918.4	8.30	8.40	9.15				8.52			9.15
WYUTA	921.7	8.23	8.32	9.08	10.06	10.16		8.45			9.06
DN WAHSATOH YL WH	927.6	8.17	8.26	9.02	10.01	10.11		8.39			f 8.59
CURVO	932.6	8.08	8.17	8.53	9.54	10.04		8.30			8.47
CASTLE ROCK	936.7	8.02	8.11	8.47	9.49	9.59		8.24			8.40
EMORY	943.3	7.52	8.01	8.37	9.41	9.51		8.14			8.28
BASKIN	947.9										
DN ECHO YL HO	952.7	7.38	7.46	8.22	9.28	9.38		8.00			f 8.11
HENEFER	956.5	7.33	7.41	8.17	9.24	9.34		7.55			8.04
D DEVIL'S SLIDE ON	960.6	7.28	7.36	8.12	9.20	9.30		7.50			7.59
DN MORGAN WB	968.0	7.20	7.27	8.03	9.13	9.23		7.41			f 7.50
STODDARD	970.6										
PETERSON	975.5	7.13	7.20	7.55	9.07	9.17		7.34			7.41
STRAWBERRY	977.7										
GATEWAY	980.1	7.07	7.14	7.49	9.02	9.12		7.28			7.34
UINTAH	985.1	7.01	7.07	7.42	8.55	9.05		7.22			7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6	6.50AM	6.55AM	7.30AM	8.45AM	8.55AM		7.10PM			7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

BLOCK SIGNALS

Double Track

Thru Time.....	(0.35)	(3.30)	(3.45)	(3.40)	(3.10)	(3.10)	(0.33)	(3.45)	(0.85)	(4.25)
Average speed per hour.....	51.7	50.2	46.8	47.9	55.5	55.5	54.9	46.5	51.7	39.8

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 14

April 27, 1952

FIRST CLASS

SECOND CLASS

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

STATIONS	Mile Post	SECOND CLASS					Car Capacity of Sidings, etc. See Rule 6 (A), page 31.
		254	264	226	262		
DN-R GREEN RIVER YL GR	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 83 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 WAHSATOH YL WH	927.6						CS98 PWXY
CURVO	932.6						P
CASTLE ROCK	936.7						WS 118 ES 101 PW
EMORY	943.3						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
(175.6)		Daily	Daily	Daily Ex Sun	Daily		

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. 14				SECOND CLASS					
212				April 27, 1952				211					
Mixed				Mile Post				334					
Daily				STATIONS				Mile Post					
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		
			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		
			38.3		WILD OAT	38.3					10.10		
21	WYP		42.8	N	DENT YL FD	42.8				A 9.43AM	10.01		
	WCTYP		50.6	DN-R	LA SALLE YL SA	50.6				9.30AM	9.45PM		
					(45.6)					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. 14	
211		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
21	WYP	9.43AM	0.0 N
		DENT YL FD	A 4.35PM
	P	f 9.48	1.7
		MILLIKEN YL	f 4.30
		G. W. CROSSING	
	P	f 10.01	7.3
		KOENIG	f 4.11
		G. W. CROSSING	
	P	f 10.05	9.1
		KELIM	f 4.07
		BOYD LAKE	f 3.58
		REDMOND	f 3.53
42	P	f 10.27	19.5
		HARMONY	f 3.47
136	WCTYZP	A10.40AM	25.0 D-R
		FORT COLLINS YL FO	3.35PM
		O. & S. CROSSING	
		O. & S. CROSSING	
	P		27.9
		POUDRE YL	
	P		30.0
		BOETTOHER 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. 14	
212		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
55	WYZP	0.0	DN-R
		BRIGHTON YL BI	
	P	4.2	
		YOXALL	
		DICK	
21	IWYP	8.1	DN
		ST VRAINS YL VS	
		U. P. CROSSING	
		NATIONAL	
	P	10.1	
		STATE COAL MINE JCT YL	
	P	11.4	
		PARKDALE JCT YL	
	P	15.1	
		ERIE	
		O. B. & Q. CROSSING	
		TABOR	
		LEYNER	
		LIGGETT	
	P	24.0	
		VALMONT YL	
		O. & S. CROSSING	
	WYP	26.1	
		ARA YL	
	P	27.6	DN-R
		BOULDER YL BR	
		(27.6)	Daily

..... Thru Time
 Average speed per hour

WESTWARD—Greeley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
201		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
247	WYZP	0.0 DN	GREELEY YL HG
	YP	2.3	GREELEY JCT. YL
34	YP	6.0	CLOVERLY
		8.4	ALDEN
37	P	10.4 D	GILL GI
		13.8	MATTHEWS
		14.5	BARNESVILLE
29	YP	28.1	BRIGGSDALE
		(28.1)	

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

WESTWARD—Pleasant Valley Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
221		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
34	YP	0.0	CLOVERLY
		3.1	LOWE
	P	5.1 D	GALETON GN
		(5.1)	

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

WESTWARD—Coalmont Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
222		April 27, 1952	
Mixed		Mile Post	
Monday Wednesday Friday		STATIONS	
PYZ	9.30AM	0.0	LARAMIE N
22	PZ	f 10.15	14.5 MILLER V
21	P	f 10.30	17.8 MILBROOK S
17	PW	f 10.42	21.3 HATTON F
20	P	s 11.07	29.7 CENTENIAL G
42	Y	f 11.22	34.5 DEERWOOD
	PW	f 11.32AM	35.6 SPRING CREEK
19	PW	f 12.02PM	40.4 ALBANY MI
24	W	12.44	47.3 LAKE B
76	YCWP	s 1.30	54.6 FOX PARK MS
25	P	f 2.26	63.9 WYOCOLO H
39	PYW	f 3.07	70.8 CAMP HL
18	P	f 3.27	73.8 KINGS CANON LH
76	PYW	f 4.03	79.8 NORTHGATE X
6		f 4.15	83.5 COWDREY
27		f 4.30	88.2 BROWNLEE
82	P	s 4.40	92.2 WALDEN U
32		f 5.02	100.7 LARAND
17		f 5.29	107.6 HEBRON
80	PYCW	A 5.50PM	111.1 COALMONT
		(111.1)	Tuesday Thursday Saturday

(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. 14	
201		April 27, 1952	
Mixed		Mile Post	
Mon., Wed., Fri.		STATIONS	
		12.01PM	0.0 R
		WALCOTT WA	0.0 A11.16AM
6		f 12.28	6.8 MEADS
7		f 12.54	12.3 OVERLAND
1		f 1.27	20.6 FISH HATCHERY
26	WY	s 1.56	24.1 SARATOGA
1		f 2.15	27.8 DAHLSTROM
1		f 2.23	29.7 DAVIS
13		f 2.36	32.7 COW CREEK
15		f 3.07	39.3 CANYON
43	WYA	3.32PM	44.4 R
		ENCAMPMENT	44.4 8.00AM
		(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. 14	
202		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
XPY		0.0	THAYER JUNCTION YL
WP		7.6 D	SUPERIOR SU
		9.1	END OF TRACK
		(9.1)	

WESTWARD—South Pass Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
221		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
W874 WCY		0.0 DN-R	ROCK SPRINGS YL SG
89 96 TZP		3.4	LIONKOL JUNCTION
		5.5	RELIANCE JUNCTION
		7.9	STANSBURY JUNCTION
		9.5	WINTON JUNCTION
		(9.5)	

WESTWARD—Reliance Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
222		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
		0.0	RELIANCE JUNCTION
		1.7	RELIANCE MINE
		2.1	END OF TRACK
		(3.1)	

WESTWARD—Winton Branch—EASTWARD			
SECOND CLASS		Time-Table No. 14	
202		April 27, 1952	
Mixed		Mile Post	
Daily		STATIONS	
		0.0	WINTON JUNCTION
		2.4	HAY
		5.0	WINTON YL
		5.2	END OF TRACK
		(5.2)	

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

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 14 April 27, 1952		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. 14 April 27, 1952		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. 14 April 27, 1952		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. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	HAY	0.0	
	1.6	DINES	1.6	
	1.9	END OF TRACK (1.9)	1.9	

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	SECOND CLASS	Distance from Echo	Time-Table No. 14 April 27, 1952		Mile Post
			STATIONS		
	226 Mixed				225 Mixed
	Daily Except Sunday				
WS120 CS120 ES101 CPTW	9.15AM	0.0	DN-R	ECHO YL HO	0.0
18 P	9.45	5.7	D	COALVILLE YL VE	5.7
16 P	10.20	13.4		WANSHIP	13.4
12 P	10.50	20.3		ATKINSON	20.3
16 PW	11.07	24.5		KEETLEY JCT. YL	24.5
3		26.0		BEGGS SPUR	26.0
47		27.2		BROADWATER SPUR	27.2
PWY	A1130AM	28.4	D-R	PARK CITY YL KD	28.4
				(28.4)	Daily Except Sunday
	(2.15)			Thru Time	(2.09)
	12.6			Average speed per hour	13.0

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 14 April 27, 1952		Mile Post
		STATIONS		
	0.0	KEETLEY JCT. YL	0.0	
	5.2	KEETLEY YL	5.2	
	7.0	CRANMER YL	7.0	
				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 "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. 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 road freight locomotives.	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 cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 10 15 10
3800 and 3900 class engines.		60	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	20
5000 and 9000 class engines.		50	50	All wye tracks.	6	6	6
MacArthur type engines with 63-in. drivers.		55	50	Jordan spreaders and other machines of spreader type, when in operation.			15
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				

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

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

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				
Freight engines not otherwise shown.		50					
Light engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.							
Denver, within city limits over street crossings.	35	35	25	97.4 and 97.7	50	40	25
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	Corlett Side 97.7 and 97.9	30	30	25
				97.9 and 98.6	50	40	25
				101.4 and 101.5	70	60	45
				Corlett Jct. and M. P. 103.9		70	
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.7 and 99.4	50	40	25
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 Between Mile Posts—				ON EASTWARD TRACK 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				
550.0 and 563.6	70	60	40	Cheyenne			
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 Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
Laramie 566.8 and 567.2	50	40	25	Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.6 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.	Psg.	Frt.		Str.	Psg.	Frt.
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.	Psg.	Frt.		Str.	Psg.	Frt.
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
778.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
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	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.	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.	Fr.		Psgr.	Fr.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	.8

BRANCHES

Branch Name	Psgr.	Fr.	Branch Name	Psgr.	Fr.
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	45	Superior Branch, on yard tracks at Thayer Jct.		15
800 class engines.	45	40	Branches not otherwise shown.		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	Stansbury Spur		5
Freight engines not otherwise shown.	50		Spurs not otherwise shown.		10
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	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
Between Mile Posts— Quimby 10.0 and 10.6 11.6 and 12.0	50	40	Park City Branch Maximum Speed		25
East Lake 14.3 and 14.6	50	40	Trains handling outfit cars.		20
St. Vrains 21.5 and 21.9	40	25	Between Mile Posts— 0.0 and 4.3		15
Frederick 25.6 and 25.8	40	25	5.1 and 5.2		15
Gowanda 37.9 and 38.0	50	40	13.2 and 13.5		15
Wild Cat 40.4 and 40.5	50	40	14.8 and 21.0		15
Fort Collins Branch Between Dent and Fort Collins.		30	24.0 and 24.1		15
Between Fort Collins and Buckeye.		25	25.1 and 25.2		15
Trains handling outfit cars.		20	26.3 and 28.4		15
Dent, over west wye switch.		10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Fort Collins, within city limits		15	Ontario Branch		15
Fort Collins, over east cross-over switch.		5	Cranmer spur, between Keetley and end of track.		10
Greeley Branch		15			
Coalmont Branch Maximum speed.		20			
Between Mile Posts— 36 and 79		10			

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A))

6. The following letters placed before figures of a schedule indicate:
 s—regular stop;
 f—flag stop to receive or discharge traffic;
 A—arrive
 6(A). The following letters placed in column with station name in time-table indicate:
 D—day operator
 N—night operator
 DN—day and night operator
 R—train register
 YL—yard limits

The following letters placed in columns provided in time-table indicate:
 C—coal
 I—interlocking
 O—oil
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
 Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding
 RCS—remote control switch

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

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

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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