

Union Pacific Railroad Company

Eastern District



WYOMING DIVISION

TIME-TABLE

No. 12

Effective Sunday,

June 17, 1951

at 12:01 A. M. Mountain Time

Be Careful Joday

FOR EMPLOYES ONLY

WESTWARD		(0;	NI)E	NS) T			T	NB			
				an gj	dig le	JUASS									Mine Malle Wards
	111	11	85	1	17	37	5	23	9	103	101	105	27	Distante from Council Bluffs	Time-Table No. 12
l la primaria de la compania de la c	egam- iner						Mail			Stream- Liber	liner	Stream			June 17, 1951
	SAR Bar	Passen- gur	Passen- ger	Passen-	Passen- ger	Pasten- ger	and Express	Passeng ger	Passen- ger	Pamen- ger	Pessen-	Passen- ger	Passen- ger		
)aily	Daily	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Dally	Dally	Daily	Daily		STATIONS
							9,20							0.0	CO. BLUFFS
	1.50	9,45	8,35	9.25			9.55	8,20		2,10	1.55	1.40	12.55	2.8	OMAHA
	1,87	1,10	12,20	12.05			12,45	11,30		4.10	3,55	8,40	3,32	145.9	GRAND ISLAND
	3.55 3.00	4.10 3.85	2.30 1.50	3.20 1.30			3.05 2.15	2.15 1.25		5,55 5,00	5.40 4.45	5.25 4.30	8.10 5.20	284.1	C.T. M.T. NORTH PLATTE
	4.10		3.20											865.3	JULESBURG
	1	6.00		3.50			4.35	3.65		8.43	6.28	6.13	7.40	407.5	SHONEY
						11,30			9.30						KANSAS CREP
	7,30		7,20		5.40	3.30 5.35			7.45 8.10					562.5	Ar Ly DENVER
		8,40 8,00		6.00 8.10			6.35 6.50	6.10 6.20		8,25 8,35	8,10 8,20	7.55 6.05	9.50 10.00	509.5	CHEYENNE
		9,14		0.25	7.50	7.40	7.06	6,34	10.10	8,49	8,84	8,19	10,15	519.0	BORTE
		10,30	ĺ	7.40	9.25	9.10	8.30	7.50	11.20	9.65	9.40	9.95	11.20	566.0	LARAMIE
		12,48		9,55	12.05	11.45	11.10	10.35	1.18	11.40	11.80	11,15	1.45	880.8	RAWLINS
		3,20 4,30		12.40 12.50	2,50 3,25	2.30 2.45	2.05 2.25	1.35 1.55	3,35 4,05	1.50 2.00	1:8	1.25 1.35	4.20 4.40	817.0	GREEN RIVER
		5.05			4.05							2.05		847.2	Section (GRANGER STORES
				4.40		6.85	E.20	8,15	7.55	5.18	5.05		8.33	992.6	OGDEN
				21772111222							partition ps	10000000000			(992.6)
C C	8,40) 99.2	(20.20) 41.5	(10.45) 52.1	(20.15) 48.9	(10.23) 41.4	(82.05) 87.9	(21,25) 46,2	(323.55) 43.2	(25,25) 52.0	(18.08) 61.6	(18.10) 61,3	(13.26) 62.9	(20,35) 47,9		Thru Time From Omaha Average speed per hour

H. E. SHUMWAY General Manager

A. D. HANSON Genl. Supt. Transportation

B. H. BAILEY General Superintendent

C. J. COLOMBO, Superintendent	
O. A. DURRANT, Asst. Superintendent	
E. F. BERGONZO, Terminal Superintendent	
C. T. ALPORD. 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	Hawiina, Wyo.
B. W. COLLINS, Trainmaster	
J. C. JOCHIM, Trainmaster	Chevanne Wyo.
H. T. SNYDER, Master Mechanic	Denver Colo.
D. P. CLIFFORD, Road Foreman of Engines	Chevenne, Wyo.
R. M. WARNER, Road Foreman of Engines	Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines	Laramie, Wyc.
G. L. LIEBAU, Road Foreman of Engines	Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines	
E. J. LENHART, Road Foreman of Engines	
CHARLES SHIPMAN, Road Foreman of Engines J. I. McPHIE, Road Foreman of Engines	
T. A. KELLEHER, Road Foreman of Engines	
H. C. LUSTY, Road Foreman of Engines	
J. W. GODFREY. Division Engineer	
G. M. PICKERING. General Roadmaster	

FIRST SUBDIVISION AND BRANCHES

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

SECOND SUBDIVISION AND THIRD SUBDIVISION LARAMIE TO RAWLINS, AND BRANCHES

J. M. KELLEY, Chief Train Dispatcher	Wyo.
J. M. KELLEY, Chief Train Disnatcher	Wyo.
J. M. KELLEY. Chief Train Dispatcher	Wya.
o i a Maria de la la companya de la	wyo.
d. M. P. P. B. L. D. B. L. C. B. L. P. B. L. B. B. B. B. B. L.	FF FARE
	海绵红旗(海峡麓11%
C. E. WHITE, Aget. Chief Train Dignatcher	
O. L. FITRGASON Asst. Chief Train DispatcherChevenne.	

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

		Ch										
		DE										
		(BO										

MILEAGE

Main L				
				216.81
Branch				
	Total			811 . 87

		CC	N	DE	EN.	SE	D	TI	MI	E-1	[A]	BL	E	I	EAST	NAR	D	
The state of the s		ilinores desi			10 10 100 10		7.00	secont controls	FIF	ST C	LASS							
Time-Table No. 12 June 17, 1951	Mile Post	112 Stream- liner Passen- ger	12 Passen-	28 Passen- ger	10 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 Mail and Express	86 Passen- ger				
STATIONS																		
CO. BLUFFS	0.0	allining and	aj promision										6.50					
OMAHA	2.8	12,35	6,45	2.50		3.50	1.40	1.50	3.00			7.50	6.05	4.10			33(3)	
GRAND ISLAND	146.9	10.27	3,15	12.15		1.15	11.31	11.40	12,50		11111	4.45	3.25	1.40	7.77	reter (f 1000)		
NORTH PLATTE M.T	284.1	8.37 7.32	12.15 10.45	9.50 8.20		11.00 9.45	9.38 8.33	9.48 8.43	10.58 9.53			1.40 12.30	12.55 11.45	11.25 10.10				

11.15

8.50 8.00 8.10

8.50

5.00

10.20

9.45

6.35 6,05

682.8 RAWLINS 11.00 10.15 10.50 11.20 12.05 12.15 1.25 11.10 11.25 12.15 12.45 9.50 10.05 10.20 11.10 11.55 12.05 1.15 10.55 11.05 11.05 12.25 817.0 GREEN RIVER 12.42 9.15 GRANGER 847.2 7.10 7.15 8.30 992.6 6.25 6.40 7.30 8.45 8,55 OGDEN Daily (992.6) (15.55) (13.18) (27.05) (9.40) (23.35) (20.35) (10.10) (62.2 63.5 45.3 44.6 42.0 48.1 55.1 (15.55) 62.2

6.45

JULESBURG

SIDNEY

KANSAS CITY

DENVER

CHEYENNE

BORIE

LARAMIE

Thru Time From Omaha...... Average speed per hour.....

365.3

407.1

562.5

509.5

519.0

566.0

6.27

3.30

8.30 6.30

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

7.55 6.52 7.02 8.12

6.15 5.30 5.40 6.50 6.00 5.20 5.30 6.40

4.25 3.15 3.10 4.40 4.10 4.20 5.30 4.15 4.25

4.19 4.10 5.43 5.07 5.17 6.27 5.25 5.35 7.54 7.16

1.45 12.55 1.11 2.05 2.20 2.30 3.40 1.55 2.05 3.25 3.35

		NESTWARD			E	ASTWARD	
 		Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
	Rock Springs	East of Council		2	Rock Springs	Salt Lake City or beyond.	
		Bluffs arriving on this train	Salt Lake City or beyond.	10	Rock Springs	Sleeping car passen- gers from West of	
9	Rock Springs	Denver or beyond, .	Sleeping car passengers for West of Ogden, Pocatello or beyond.			Ogden or Poca- tello	Denver or beyond.
37	Rock River	en de Carolles de Concest.		18	Any station on First and Third Subdivision	Granger or beyond.	is a supplied to the supplied that the supplied
	Medicine Bow Sinclair Wamsutter	Denver or east.		24	Any station on Third Subdivision	Ogden or beyond.	
17	Any station on Third Subdivision	****************	North of Granger.	24	Any station on Fourth Subdivision	Ogden or beyond	Green River or beyond.
23	Any station on Third and		Ogden or beyond.	28	Rock Springs	West of Ogden	Omaha or beyond.
27	Fourth Subdivision Rock Springs	East of Cheyenne Omaha and Denver		38	Any station on First Subdivision	Ogden or beyond.	
85	Brighton	or beyond From East of LaSalle	West of Ogden.	86	Any station on First Subdivision		East of Julesburg.
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.	106	Rock Springs	Pocatello or beyond.	Cheyenne or beyond.
				334	Any Station	Cheyenne or beyond	

		SECO	OND CLASS				1	1				
	1 1	1	JIID OLASS		1		_		TT12			
(A)				26	370	250	from		Time-	- 1.8DI	e No.	. 12
Car Capacity of Sidings, etc. See Rule 6 (A), page 30.				C.R.I.&P. Mixed	Mixed	Time Freight	Distance from Denver		Ju	ıne 17,	, 1951	
Se Se L				Daily	Daily	Daily	Ä		S	TATIO	DNS	
YIP				10.00PM	6.50PM		0.0		DN-R	DENVE	ER YI	• DD
							0.6			STREE	T YI	-
WCOTYZP				10.08	7.25	6.10P				36TH \$	j	RA
-WCOTTZE				A10.10PM	A 7.35PM	6.13	4.9			LLMAN	7	
TP -						6.20	5.0		DNSANI	& Q. O. 0.1 DCPEE	ROSSII	NG
7						0.20	6.0		DIGAR	1.0	AMS	LIGIL
95 P						6.26	8.1			DUF	PONT	
23							9.9			RO	LLA	
57 P					-	6.31	11.3			HAZE	LTINE	
52 P						6.36	14.1			HEND	ERSON	ī
22							16.0			NORT	HWAY	
91 WYZP						6.43	19.1		DN	BRIGH	TON	YL I
31 P 94 P							22.8			POÑ	VARS	
94 P 53 P						6.52	25.8		<u>D</u>		TON 3	U
95 P						6.58	30.1			IQ PLATŢ	NE .7	
24						7.04	34.8		D :	PLATT	EVILLE QUEZ	E P
42 P							87.8			<u> </u>	.6	
119 P						7.11	40.0			GILO	STON 2 REST	G
24 P							42.4	ALS		PEOF	CHAM	
24							43.2	SIGNALS		MAH	.8 BERT	
192 WCTYP						A 7.20PM	46.1		DN-R	LA SA	.9 Niif	YL S
60 P	7					- 1.20III	48.2	BLOCK	1	- 2.	.1 ANS	
247 WYZP							51.7	占	DN	GREE	LEY	YL H
YP							54.0		G	REELI	EY JCT	г.
81 P							55.8		D	LUCE	.8 ERNE	-
80 P							59.2		DN	EAT	on	YL U
I							59.8		G.	. W. OR	ÖSSIN	G G
85 P							63.0	ļ	D	AU	т <u>т</u>	
22							64.9	ĺ		STĀ	AGE	
WYP							66.8		D	— PIĒI —— 5.	.1	В
52 P 96 P					-		71.9		D	NU	NN	N
31 P							77.0			5.	.9	
4 WCYP							81.9		DV	DEÖI	.1 ——	
7 P							90.4		DN	VAR.	A =	CI
2 P							94.4	ı		GLEA	.0	
5 WYP							97.8		DN	SPEE	4	YL S
2 IP							103.1		DN	BORI	3	YL BO
P							101.5	ĺ		ORLET	T JCT.	
IP							104.7	ŀ	DN	TOWE	$\frac{2}{R}$	YL AY
WCOTYZP							106.0		DN-R C			L N-OY
										(106		
		I	1 1	(0.10) 13.2	(0.45) 2.9	(1.10)						

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72. Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 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 Tower "A" Denver.

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

WES	TWARD			FIR	ST SUB	DIVISIO	N						
		1	FIRST	CLASS				· · · · · · · · · · · · · · · · · · ·			Time a Tal	hla Ma	10
10	17	37	86	112	8 C.R.I.&P.	3 8	57	9	Distance from Denver		Time-Tal	010 NO. 17, 1951	12
Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Rocket Passenger	Passenger	Passenger	Streamliner Passenger	Den Den	· 		.1, 1301	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STAT	IONS	
6.45PM	5.40PM	5.35PM	5.00PM	3.30PM	1.00PM	8.50AM	8.15AM	8.10	0.0		DN-R DEN	VER YL	
6.49	5.45	5.40	5.06	3.34	1.04	8.54	8.20	8.14	1.7		DN-R 36TH	.1	£
A 6.50PM	5.47	5.42	5.07		A 1.05PM			8.15	2.2		PULLMA).5 N YI	}
-									4.9		C. B. & Q.	OROSSII	NG S
-	5.52	5.47 10	5.12	3.39			8.27	8.19	5.0		DNSANDCR	EEKJCT.3	
	***************************************								6.0			DAMS	J
	5.57	5.51	5.16	3.42			8.32	8.23	8.1		D	veont	
									9.9		. 1	QLLA	
	6.01	5.53	5.19	3.44			f 8.35	8.26	11.3		HA	ZELTINE 2.8 DERSON	
_	6.04	5.55	5.22	3.46			f 8.38	8.29	14.1		HEN	DÉRSON	[
_									16.0		NO	RTHWAY	
	6.10	6.00	5.33 10	3.51			s 8.49	8.35	19.1		DN BRIC	3.1 HTON 3.7 OWARS	YL P
.									22.8			· 3.0	
-	6.16	6.06	5.40	3.57			f 8.56	8.41	25.8			OPTON 4.3	Ū.
	6.20	6.10	5.44	4.01			f 9.01	8.46	30.1			IONE 14.7 PTEVILLI	
-	6.24	6.14	5.48	4.05			f 9.06	8.51	34.8	ı	D PLAT	SQUEZ	<u> P</u>
-			··						36.2		VI	USTON	
-				4.00			. 0 11	0.56	37.8	ŀ	Н.	LOREST	G
·	6.29	6.19	5.53	4.09			f 9.11	8.56	40.0	LS		CKHAM	
									42.4	SIGNALS		0.8 MBERT	
			· · · · · · · · · · · · · · · · · · ·	50						SI	117	2.9	
	s 6.36	s 6.26	A 5.59PM	A 4.15PM			s 9.20	s 9.03	46.1	X	DN-R LA	SALLE	YL S.
	6.39	6.29					f 9.23	9.06	48.2	ВГОСК	P	VANS	
	s 6.47	s 6.37					s 9.34	s 9.13	51.7	<u> </u>	DN GR	3.5 EELEY 2.3	AT H
									54.0	ł	GRE	2.3 LEY JC7	
	6.52	6.42					f 9.40	9.18	55.8		D Lt	1.8 ICERNE 3.4 ATON	
	6.55	6.45					f 9.45	9.21	59.2			. N 1	YL U
-									59.3	1	G. W.	OROSSIN 3.7 AULT	
	6.59	6.49					f 9.50	9.25	63.0		<u>D</u>	AULT 1.9 —— TAGE	
	7.02	C 50					. 0.55		64.9			TAGE 1.9 —— IERCE	
-	7.03	6.53					f 9.55	9.29	66.8	ł		D.1	BI
	7.08	6.58		<u></u>			f10.01	9.34	71.9		D 1	NUNN 5.1 OVER	N
	7.13	7.03					f10.07	9.39	77.0			OVER 4.9 EÖKER	
-	7.18	7.08					10.12	9.44	81.9		DN O	JARR	CI
	7.23 7.29	$\frac{7.12}{7.18}$					f10.17 10.23	9.48 9.53	86.0		774	ARREN	U.
I	7.29	7.18					f 10.23	9.53	90.4		W.	ARREN 4.0 ——— EASON	
-	7.34	7.23 7.28 ³³⁴					f 10.29	10.03	97.8		DN SI	7.4	YL
-	7.39°54 A 7.50PM								103.1		DN BO	5.8 DRIE	YL BO
, 	1.3UPM	1±U/W					10.38	TO-TOAM	101.5			ETT JCT	-
							10.38		101.3		DN TO	3.2 — WER A	YL A
-							A10.50AM		106.0			YENNE 3	
	·····						10.30AIII		-55.0			106.0)	
(0.05)										j	·		
	(2.10)	(2.05)	(0.59)	(0.45)	(0.05)	(0.05)	(2.35)	(2.00) 51.6				Th	Mt

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 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.

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

				FI	RST SU	BDIVIS	ION			EASTW	ARD	
							FIRST	CLASS				
	Time-Table No. 12 June 17, 1951	Mile Post	85 Passenger	9 Streamliner Passenger	38 Passenger	111 Stream- liner Passenger	18 Passenger	7 C.R.I.&P. Rocket Passenger	37 Passenger	52 Passenger	10 Streamliner Passenger	
	STATIONS	×										
===	DN-R DENVER YL UD	0.0	4 7 204	A 7 4544	4 8 00 M	4 7 20M	A 8.10AM	A 9 25 AU	4 3 300M	A 5 150W	A 6 150W	
	0.6	0.6	A 1.20AM	7.45AM	7.35	$\frac{A}{7.22}$	7.45	A 8.23AM	A 3.30PM	A 3.13PW	A 6.13PM	
	23RD STREET YL DN-R 36TH ST. YL RA	1.7	7.08	7.28	7.31	7.20	7.41	8.17	3.04	5.08	5.52	
		2.2	7.07	7.27AM	7.29	7.19	7.40	8.16AM			5.51	
	O. B. & Q. OROSSING	4.9							<u> </u>			
	DNSANDCREEKJCT.YLSK	5.0	7.02		7.22	7.15	7.35			5.03	5.47 37	
	ADAMS	6.0					-1.00					
	DUPONT	8.1	6.57		7.18	7.10	7.30			4.59	5.43	· ··· · · · · · · · · · · · · · · · ·
	ROLLA	9.9										
	HAZELTINE	11.3	6.54		7.14	7.07	7.26			f 4.55	5.40	
	HENDERSON	14.1	6.52		7.11	7.05	7.22			f 4.52	5.38	
	NORTHWAY	16.0										
	DN BRIGHTON YL BI	19.1	6.47		7.06	6.59	7.16			s 4.46	5,33 86	
	3.7 POWARS	22.8		وب خند و و خند و و و و و و و و و و و و و و و و و و و								
	D LUPTON UP	25.8	6.40		6.56	6.52	7.08			s 4.38	5.26	
	IONE	30.1	6.36		6.48111	6.48 38				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										
Ŋ	D GILOREST GI	40.0	6.27		6.35	6.41	6.50			f 4.22	5.13	
SIGNALS	PECKHAM	42.4										
5	HAMBERT	43.2										
8	DN-R LA SALLE YL SA	46.1	6.20AM		6.27	6.34AM	6.40			s 4.15112	5.08	
Š	EVANS	48.2			6.24		6.34			f 4.06	5.05	
BLOCK	DN GREELEY YL HG	51.7			s 6.19		s 6.29			s 4.01	s 5.01	
	GREELEY JCT.	54.0									* استجماعه	
	D LUÇERNE 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. OROSSING	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	
	DECKER	81.9			5. 4 8		5.58			3.22	4.33	
	DN CARR OR	86.0			5.44		5.54			s 3.17	4.28	
	WARREN 4.0	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									2.49		
	DN-R CHEYENNE YL N-OY	106.0								2.45PM		
	(106.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
T A	hru Timeverage speed per hour		(1.00) 46.1	(0.18) 7.3	(2.35) 39.9	(0.56) 49.4	(2.35) 39.9	(0.09) 14.7	(0.27) 4.9	(2.30) 42.4	(2 05) 53.5	

On single track, westward trains are superior to trains of the same class in the opposite direction, except that No. 111 is superior to westward trains of the same class.—See Rule S-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 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 Tower "A" Denver.

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

				F	1K21 SU	BDIVISION			EASTWAR	D
т :	oo Table No. 40					SECC	ND CLA	SS		
T 111	ne-Table No. 12		369	25	334					, %
	June 17, 1951	Mile Post	330		301					Car Capacity of Sidings, etc. See Rule 6 (A),
	,	lie l	Mixed	C.R.I.&P. Mixed	Mixed					yap: ings
	STATIONS	×							 	Sid Sid
	SIATIONS									C.28
DN-E	R DENVER YL UD	0.0	A 77 15 AM	A 6 450	MA11.50PM					
			6.55	A 6.43M	MATT.SOPM					
	D STREET YL R 36TH ST. YL RA O.5	1.7	6.53	6.35	11.28					
P	PULLMÁN VT. 🗀	2.2	6.50AN			<u> </u>			-	WCOT
<u> </u>	B. & Q. OROSSING 0.1 NDCREEKJCT.YLSK	4.9	U.JUAN	0.30F	11.23					
DNSA	ANDCREEKJCT.YLSK	5.0			11.20PM					
	ADAMS	6.0			11.20/1					<u> </u>
	DUPONT	8.1			- -					95
	ROLLA	9.9			↑		-			23
	HAZELTINE	11.3			1 -				 	
	HENDERSON	14.1			 					52
	NORTHWAY	16.0	· · · · · · · · · · · · · · · · · · ·		Via		-			22
DN	BRIGHTON YL BI	19.1								91 W
	POWARS	22.8			Dent -					31
D	LUPTON UP 10NE	25.8								94
	IONE	30.1			Branch					53
D	PLATTEVILLE PA	34.8		***************************************	Dianon					95
	VASQUEZ	36.2			-					24
	HOUSTON	37.8								42
D	GILOREST GI PEOKHAM	40.0								119
	PECKHAM 0.8	42.4								24
	HAMBERT	43.2								24
DN-R	2.1	46.1			A 9.05PM					192 WC7
	EVANS 3.5	48.2			8.58					60
DN	GREELEY YL HG GREELEY JCT.	51.7			s 8.50					247 W
		54.0								
D	3.4	55.8			8.40					81
DN	EATON YL UR	59.2			s 8.35					80
	G. W. OROSSING	59.3								
D	1.9	63.0			s 8.30					65
	STAGE	64.9								22
D	PIEROE BU	66.8			8.24					64 W
<u></u>	NUNN NU 5.1 DOVER	71.9			8.17					52
	DEOKER DEOKER	77.0			8.10		_			96
DN	OARR CR	81.9			8.03		_			51
	WARREN	86.0			s 7.57		_	_	عديدي وعجيدات	94 WC
	GLEASON	90.4			7.50		_			97
DN	SPEER YL S	94.4			f 7.44 7.39 17					52
DN	5.3	97.8			7.39 17 f 7.28 37					95 45 W
	CODI CTT 10T	103.1			7.10					72
DN	TOWER A YL AY	$\frac{101.5}{104.7}$			7.10					
DN-R	1.3	106.0			7.00PM			_		traomi
							-			WCOTY
	(106.0)		Daily	Daily	Daily					
ru Time	eed per hour		(0.25) 5.3	(0.15)	(4.50) 22.9					

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Denver Union Terminal Speed restrictions apply within interlocking limits Tower "A" Denver.

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

	WE	ESTWAR	D	SECO	ND SUBD	IVISION					
										FIRST C	CLASS
						mc sign		Time-Table No. 12			17
eity 8(A) 0.						Br		June 17, 1951			
Capa lings cule ge 3						Distance from Council Bluffs			_		Passenger
Car Capacity of Sidings, etc. See Rule 6(A), Page 30.						Äů	_	STATIONS			Daily
WCOTY X						509.5		DN-R CHEYENNE YL N		.]	
IP IP						510.8		DN TOWER A YL AY			
P						514.0		CORLETT JUNCTION	ľ		
WS 93 XP						514.9		OORLETT	Ì		
WS110						519.0		DN BORIE BO	ŀ		7.50P
ES110 XIP WS 93 XWP						524.0		5.0 ————————————————————————————————————	ľ		8.00
ES 110 WS 137 ES 76 XWP						528.6		DN GRANITE CANON YLOA			8.08
WS 105 WYP ES 90 X		· · · · · · · · · · · · · · · · · · ·				536.5	N.	BUFORD YL	ŀ		8.23
CS 95 XYP						540.4	SIGNALS	DN SHERMAN S	Double		8.30
ES 63 WXP						543.0	SIG				8.33
CS 82 XP						548.4	BLOCK	DN HERMOSA HM	Track		8.41
WS 133 WP						557.0	BLO	RED BUTTES 9.3	*		8.54
ES 79 P								2.0 ————————————————————————————————————			
ES 110 WP	These	Stations	are not on	Waetward	Track			COLORES			
P	1 11696	Stations	are not on	Hostnara	1144			SATANKA			
ES 124 P								FORELLE			
WCOTY PZ X						566.8		DN-R LARAMIE YL K-KI		1	A 9.15P
FU A								(56.8)			
	<u> </u>	J	1	1]	1	••		•••		(1,25) 33,4

Westward trains must keep to the left between Mile Post 549.7 and cross-over east end Laramie yard.

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

		W	ESTWA	RD	SEC	OND SU	JBDIVIS	ION								
				FIRST	CLASS						Ī					
37	5	23	27	9	11	103	101	105	1	n sign		Tin	ne- Ta b	le N	o. 12	
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	1	Streamliner Passenger		Streamliner Passenger	Passenger	Distance from Council Bluffs			June 17	', 195	1	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	ÄÖ			STATI	ons		
	6.50PM	6.20PM	10.00AM		9.00AM	8.35AM	8.20AM	8.05AM	6.10AM	509.5		DN-R	CHEYE		CY YL N	
	6.53	6.23	10.03		9.03	8.38	8.23	8.08	6.13	510.8		DN	TOWER	A	ZL AY	
										514.0		COR	LETT JU	NCT	ON	
	7.00	6.28	10.09		9.09	8.42	8.27	8.12	6.19	514.9	.		CORLE	TT		
7. 4 0PM	7.06	6.34	10.15	10.10AM	9.14	8.49	8.34	8.19	6.25	519.0		DN	BORI	E	во	
7.50	7.14	6.42	10.22	10.18	9.21	8.57	8.42	8.27	6.32	524.0	-		5.0 OTTC)		
7.58	7.22	6.50	10.30	10.25	9.29	9.05	8.50	8.35	6.40	528.6]	DN GR	4.6 ANITE OA	NON	YL _{OA}	
8.13	7.35	7.02	10.42	10.37	9.41	9.17	9.02	8.47	6.52	536.5	S .	***************************************	BUFOR		YL.	
8.20	7.42	7.09	10.49	10.42	9.48	9.22	9.07	8.52	6.59	540.4	¥ 1	DN	SHERM		s	
8.23	7.45	7.12	10.52	10.45	9.51	9.25	9.10	8.55	7.02	543.0	SIG]	2.6 DALE OR	EEK		
8.31	7.52	7.19	10.59	10.52	9.58	9.32	9.17	9.02	7.09	548.4		ON	HERMO	SA	нм	
8.44	8.05	7.28	11.09	11.01	10.07	9.41	9.26	9.11	7.18	557.0	BLO]	8.6 RED BUT 9.3			1
			These	Stations	are not on	Westward	Track				-			ES KA		
9.00PM	A 8.20PM	A 7.42PM	A11.22AM	A11.15AM	A10.22AM	A 9.54AM	4 9.39AM	9.24AM	7.32AM	566.3	I	N-R	LARAMIE		K-KI	
											-		(56.8)			
(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		••••	• • • • • • •	Average	T	hru Tin	ne

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.

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

		-				SE	COND S	UBDIVI	SION	E/	STWAR	₹D		
									FIRST	CLASS				
	Time-Table No.	12			38	18	6	24	10	28	104	102	12	2
	June 17, 1951			o +=	Passenger	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger
	STATIONS	•	_	Mile Post										
	DN-R CHEYENNE Y	CY)	E	509.5			A 7.35AM	A 8.15AM		A 4.35PM	A 5.20PM	A 5.30PM	A 5.45PM	A 6.00PM
	DN TOWER A YI	AY	5	510.8			7.27	8.07		4.30	5.16	5.26	5.39	5.54
	CORLETT JUNCTIO	N	5	514.0					4,					
	CORLETT		Ē	514.9			7.21	7.59	Ş.	4.24	5.11	5.21	5.33	5.48
	DN BORIE	во	5	519.0	A 5.25AM	A 5.35AM	7.16	7.54	A 4.10PM	4.19	5.07	5.17	5.28	5.43
	OTTO		5	524.0	5.17	5.27	7.09	7.47	4.04	4.14	5.02	5.12	5.23	5.38
	DN GRANITE CANON Y	LCA	5	528.6	5.11	5.21	7.03	f 7.40	3.59	4.09	4.57	5.07	5.18	5.33
, s	BUFORD Y	L.	5	36.5	5.00	5.10	6.50	f 7.27	3.49	3.58	4.46	4.56	5.07	5.22
SIGNALS	DN SHERMAN	s	Double	640.4	4.54	5.04	6.44	7.21	3.44	3.53	4.41	4.51	5.02	5.17
	DALE CREEK	}	ble 5	643.0	4.50	5.00	6.40	7.16	3.41	3.50	4.38	4.48	4.59	5.14
OCK		нм	Trac	48.4	4.43	4.53	6.33	f 7.08	3.35	3.43	4.31	4.41	4.52	5.07
BLC	RED BUTTES		ck -				This	Station is	not on	Eastward	Track			
	2.0 ————————————————————————————————————		5	51.7	4.38	4.48	6.28	7.02	3.31	3.38	4.28	4.38	4.47	5.02
	COLORES		5	54.2	4.35	4.45	6.25	6.57	3.28	3.34	4.25	4.35	4.44	4.59
	SATANKA		5	57.8	4.30	4.40	6.20	6.50	3.23	3.29	4.21	4.31	4.39	4.54
	FORELLE		5	62.0	4.24	4.34	6.14	6.44	3.18	3.23	4.16	4.26	4.33	4.48
	DN-R LARAMIE YLE	ζ-KI	5	66.3	4.15AM	4 .25AM	6.05AM	6.35AM	3.10PM	3.15PM	4.10PM	4.20PM	4.25PM	4.4OPM
	(56.8)		-		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
T	hru Timeverage speed per hour				(1.10) 40.5	(1,10) 40.5	(1.30) 37.9	(1.40) 34.1	(1.00) 47.4	(1.20) 42.6	(1.10) 48.7	(1.10) 48.7	(1.20) 42.6	(1.20) 42.6

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.

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

				SE	COND	SUBDIV	ISION		EASTWA	RD			
FIRST CLASS						· · · · · · · · · · · · · · · · · · ·				\			
106 treamliner Passenger		Time-Table No. 12 June 17, 1951		Mile Post								Car Capacity of Sidings, etc. See Rule 6(A),	age 30.
		STATIONS		MA								Car of Si See	Αi
6.40PM		DN-R CHEYENNE YL N		509.5								WCOTY	
6.36		DN TOWER A YL AY		510.8					_			1	
		CORLETT JUNCTION		514.0			 					_	
6.31		OORLETT		514.9					 	ļ		WS 93	X
6.27		DN BORIE BO		519.0					1	 		WS110 ES110	XI
6.22		5.0		524.0									XW
6.17		DN GRANITE CANONYLOA		528.6	***********				1			WS 137 ES 76	VW
6.06	v.	BUFORD YL		536.5					 			WS 105 V ES 90	WY
6.01	GNAL	DN SHERMAN S		540.4							 	_	XY.
5.58	22	2.6 DALE CREEK 5.4	9 1	543.0	The second second							ES 63 V	WX.
5.51	OCK		Track	548.4								CS 82	X
	BLC	RED BUTTES	× 1			This	Station is	not on	Eastward	Track		WS 133	WI
5.48		HEARD	5	551.7								ES 79	F
5.45		COLORES	5	554.2				~				ES 110	WF
5.41		3.7 ————————————————————————————————————	5	557.8									P
5.36		FORELLE 4.0	5	62 0								ES 124	P
5.30PM		DN-R LARAMIE YLK-KI	5	66.3		بيند. حصورت كنام				en ellin tillin ov		WCOTY PZ	X
Daily		(56.8)	-					· · · · · · · · · · · · · · · · · · ·					

0)Thru Time7Average 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.

]]		FIRST CLAS
Car Capacity of Sidness, etc. See Rule 6(A), Page 30.			Distance from Council Bluffs	Time-Table No. 12 June 17, 1951	Passen
See See Lord			ÖΩ	STATIONS	Dail
WCOTYPZ X			566.0	DN-R LARAMIE YL KI-K	9.2
S 92 XP			574.1	HOWELL	9.3
8 53 XP			577.7	3.6 WYOMING 7.6	9.3
S 47 XP			585.3	D BOSLER FY	9.4
64 XP			590.6	COOPER LAKE 3.3 LOOKOUT	9.5
105 XP			593.9	5.0	10.0
81 XP 128 WC		_	598.9	HARPER 6.4	10.1
YPX 3 58 XP			605.3 609.0	DN ROCK RIVER CK 3.7 WILCOX	10.1
120 73 XP			616.8	7.8 RIDGE	10.2
128 XYP			622.9	D MEDICINE BOW MB	10.3
128 XYP 81 XP			632.6	COMO	10.4
80 XP			638.7	RAMSEY	10.5
118 WCZ 150 YPX			643.1	DN HANNA YL HN	f11.0
56 82 XP			648.4	PEROY	11.
71 XP			651.8	5 2	11.
131 XP			657.0	EDSON	11.2
68 XP			661.9	ID WATCOTT WAL	11.2
80 XP			667.6	FORT STEELE	11.
123 XP			676.3	D SINCLAIR GV	11.4
OTYZXP			682.8	DN-R RAWLINS YL RS	12:8
71 XP 4			686.0	FERRIS	12.
117 XP			680 8	HADSETT.	12.3
81 XP			693.0	KNOBS =	12.2
65 XP			697.0	DALEY'S RANCH	12.2
125 P			700.7	RINER	12.2
81 XP 62 X			705.5		12.4
81 XP			712.0		12.4
81 XP 124 WC			716.0	8.2	12.5
106 YXP 121 XP			<u></u>	4.9	12.5
71 XP		-	$\frac{729.1}{732.7}$	RED DESERT	1.0
64 XP			740.0	TIPTON	1
104 X YP			743.4	ROBINSON	1.1
125 106 P			746.7	TABLE ROCK	1.:
60 71 P			751.7	5.0 MONELL 5.0	1.2
152 WC 169 YXP			756.7	DN BITTER CREEK YL BK	1.2
122 XP			765.9	BLACK BUTTES	1.3
70 XP			771.2	HALLVILLE	1.4
132 WP			777.1	D POINT OF ROOKS RO	1.5
XYP			784.1	THAYER JUNCTION	2.0
79 XP 120 XP			788.6	SALT WELLS 7.1	2.0
120 XP 74 WCY 97 TZXP			795.7	DN ROCK SPRINGS YL SG	s 2.2
97 TZXP 135 XP			802.1	KANDA	2.3
WCOTYPZ		-	817.0	DN-R GREEN RIVERYLGR	A 2.5
				(251.0)	
1]]		1 1		(5.2

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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.

	77.11	W	ESTWAF	RD	TH	IRD SU	BDIVIS	ON				
	1	1	1	FIRST	CLASS	1	1		1	_		Time-Table No. 12
37	5	23	27	9	11	103	101	105	1	from		
Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passengr	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Distance from Council Bluffs		June 17, 1951
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	_ äõ	-	STATIONS 2
9.10PM	8.30PM	7.50PM	11.30AM	11.20AW	10.30AM	9.55AM	9.40AN	9.25AM	7.40	M 566.0	<u> </u>	DN-R LARAMIE YL KI-K
9.20	8.40	8.00	11.40	11.29	10.40	10.02	9.49	9.34	7.50	574.	-	8.1 HOWELL
9.24	8.44	8.04	11.43	11.32	10.43	10.05	9.52	9.37	7.53	577.7	-1	WYOMING
9.32	8.52	f 8.13	11.50	11.38	10.50	10.11	9.58	9.43	8.00	585.8	•	7.6
9.37	8.57	8.19	11.55	11.44	10.55					-	-	5 9
9.41	9.02	f 8.24	11.59AM	11.48		10.15	10.01	9.46	8.05	590.6	- 1	OOOPER LAKE
9.46	9.08	f 8.30	12.04PM		10.59	10.18	10.05	9.50	8.09	593.9	.]	LOOKOUT 5.0 HARPER
9.53				11.53	11.04	10.22	10.09	9.54	8.14	598.9	.	6.4
والمرازات المحاد أراكا	9.16	f 8.38	12.10	11.59AM	Name and Address of the Owner, where the Owner, which the	10.28	10.15	10.00	8.20	605.3	ı İ	DN ROCK RIVER CK
9.58	9.21	8.44	12.14	12.02PM		10.31	10.18	10.03	8.24	609.0		WILCOX
10.06	9.29	8.54	12.22	12.09	11.22	10.37	10.25	10.10	8.32	616.8		7.8 ————————————————————————————————————
10.13	9.37	f 9.01	12.28	12.15	11.28	10.43	10.31	10.16	8.38	622.9		D MEDICINE BOW MB
10.26	9.50	9.13	12.38	12.23	11.38	10.50	10.38	10.23	8.48	632.6		- 9.7 como
10.34	9.58	9.20	12.45	12.29	11.45	10.56	10.44	10.29	8.55	638.7		RAMSEY
10.42	10.07	f 9.30	12.51	12.33	11.51	11.00	10.48	10.33	9.01	643.1		DN HANNA YL HN
10.51	10.16	9.38	12.57	12.39	11.57AM	11.07	10.54	10.39	9.07	648.4		5.3 PEROY
10.55	10.20	9.42	1.01	12.43	12.01PM	11.10	10.58	10.43	9.11	651.8		3.4 ————————————————————————————————————
11.01	10.26	9.48	1.06	12.47	12.06	11.14	11.02	10.47	9.16	657.0	13	5.2 EDSON
11.07	10.32	f 9.55	1.11	12.52	12.11	11.19	11.07	10.52	9.21	661.9	ž	10
11.13	10.38	10.02	1.17	12.57	12.17						S	D WALCOTT WA 5.7 FORT STEELE
11.23	10.48	f10.12	1.26			11.24	11.12	10.57	9.27	667.6	9	8.7
				1.05	12.26	11.32	11.20	11.05	9.36	676.3	5	D SINCLAIR GV
11:3 5	11:98	1 8:35	1:49	1: 1 4	12:38 12:48	11:38	11:38	11:14	3: <u>5</u> 9	682.8	2	DN-R RAWLINS YL RS
11.53	11.16	10.41	1.52	1.24	12.54	11.44	11.34	11.19	10.03	686.0	AUTOMATIC	3.2 FERRIS
11.58PM	11.21	10.46	1.57	1.28	12.59	11.47	11.37	11.22	10.08	689.8	5	HADSELL
12.02AM	11.25	10.50	2.01	1.32	1.03	11.50	11.40	11.25	10.12	693.0	5	KNOBS }
12.06	11.29	10.54	2.04	1.35	1.07	11.53	11.43	11.28	10.16	697.0		DATEV'S DANCH
12.09	11.33	10.59	2.07	1.38	1.10	11.56AM	11.46	11.31	10.19	700.7	AND	FERRIS 3.8 HADSELL 3.2 KNOBS DALEY'S RANOH RINER
12.13	11.38	11.04	2.11	1.44	1.14	12.01PM	11.50	11.35		705.3	1	4.6
12.21	11.47	11.13	2.20	1.52	1.22	12.07			10.23		SIGNALS	CHEROKEE 6.7
12.25	11.51	11.17	2.24		1.27		11.57AM	11.42	10.32	712.0	Z	ORESTON 4.0
12.34			_	1.55		12.10	12.01PM	11.45	10.36	716.0		LATHAM 8.2
	11.59PM		2.33	2.02	1.35	12.17	12.07	11.52	10.45	724.2	OCK	DN WAMSUTTER WM
12.39	12.04AM	11.33	2.38	2.06	1.40	12.21	12.11	11.56	10.50	729.1	ĕ	FREWEN
12.43	12.08	11.37	2.42	2.09	1.44	12.24	12.14	11.59AM	10.54	732.7	8	RED DESERT
12.52		f 11.47	2.50	2.17	1.52	12.31	12.21	12.06PM	11.03	740.0		TIPTON 3.4
12.56	12.21	11.51	2.53	2.20	1.55	12.34	12.24	12.09	11.07	743.4		ROBINSON
12.59	12.25	11.55PM	2.56	2.23	1.58	12.38	12.27	12.12	11.10	746.7		TABLE ROCK
1.03	12.29	12.01AM	3.00	2.27	2.04	12.41	12.31	12.16	11.14	751.7		MONELL
1.08	12.35	f 12.07	3.05	2.31	2.09	12.45	12.35	12.20	11.19	756.7		DN BITTER CREEK YL BK
1.18	12.45	12.17	3.14	2.39	2.18	12.53	12.43	12.28	11.29	765.9		BLACK BUTTES
1.24	12.51	12.23	3.19	2.43	2.23	12.57	12.47	12.32	11.35	771.2		HALLVILLE
1.30		f 12.30	3.25	2.49	2.29	1.03	12.53	12.38	11.41	777.1		D POINT OF ROOKS RO
1.36	1.05	12.38	3.31	2.56	2.36	1.10	1.00	12.45	11.47	784.1		THAYER JUNCTION
1.41	1.10	12.43	3.36	3.00	2.41	1.14	1.04	12.49	-	788.6		SALT WELLS
1.48	1.17	12.52		3.07					11.52			7.1 ———
			3.43		2.48	1.20	1.10	12.55	11.59AM			BAXTER 6.4 DN ROCK SPRINGS YL SG
2.05	·	s 1.10	3.56		s 2.58	1.31	1.20	1.05	12.12PM			6.9
2.16	1.50	1.20	4.06	3.22	3.07	1.38	1.28	1.13	12.23	809.0		KANDA
2.30AM	A 2.05AM	A 1.35AM	4.20PM	3.35PM	A 3.20PM	1.50PM	4 1.40PM	1.25PM	12.40PM	817.0		DN-R GREEN RIVER YLGR
												(251.0)
(5.20) 47.1	(5.35)	(5.45)	(4.50) 51.9	(4.15)	(4.50)	(3.55)	(4.00)	(4.00)	(5.00)			Thru Time
47.1	45.0	`43.0	51.9	`59,1	51.9	64.1	62.8	62.8	50.2			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. 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.

					TH	HRD SU	JBDIVIS			ASTWAF	KD		
m:	e-Table No. 12							FIRST	CLASS		1		
TIM	le-Table No. 12			24	6	28	10	12	2	104	102	106	3 8
	June 17, 1951		ب	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenge
	STATIONS	Mile	Pos										
DN-B	LARAMIE YL KI-K	56	6.0	A 6 25AM	A 5 55AM	A 3.05PM	A 3 09PM	A 3.55PM	A 4.30PM	A 4.09PM	A 4.19PM	A 5.29PM	A 4.05
DN-IC	HOWELL	1	4.1	6.10	5.42	2.55	2.59	3,45	4.20	4.00	4.10	5.20	3.55
l	WYOMING	1	7.7	6.06	5.39	2.52	2.56	3,42	4.17	3.57	4.07	5.17	3.52
D	BOSLER FY			f 5.57	5.31	2.44	2.48	3,34	4.09	3.50	4.00	5.10	3.44
=	COOPER LAKE		0.6	$\frac{1}{5.47}$	5.25	2.39	2.44	3.29	4.04	3.46	3.56	5.06	3.39
	LOOKOUT	\ -	I	f 5.42	5.22	2.36	2.41	3.26	4.01	3.43	3.53	5.03	3.36
ļ 	HARPER		8.9	5.33	5.16	2.31	2.36	3.21	3.56	3.38	3.48	4.58	3.31
DN	ROCK RIVER CK	-	5.3	f 5.23	5.07	2.23	2.29	3.13	3.49	3.32	3.42	4.52	3.23
DI	WILCOX	_	9.0	5.16	5.02	2.18	2.25	3.08	3.44	3.29	3.39	4.49	3.18
	7.8		6.8	5.06	4.53	2.09	2.17	2.59	3.36	3.22	3.32	4.42	3.09
D	MEDICINE BOW MB			f 4.55	4.45	2.02	2.11	2.52	3.26102 3.16104		3.26 2	4.36	3.02
=	OMO 143		2.6	4.42	4.34	1.51	2.02	2.41	3.16104	3.07	3.17	4.27	2.51
	RAMSEY		8.7	4.35	4.28	1.45	1.56	2.35	2.55	3.01	3.11	4.21	2.45
DN	HANNA YL HN	l I—	3.1	s 4.29	4.22	1.39	1.51	2.29	2.49	2.56	3.06	4.16	2.39
DI	5.3 PERCY	 -	8.4	4.19	4.14	1.32	1.45	2.22	2.42	2.51	3.01	4.11	2.32
	3.4	l (—	1.8	4.14	4.09	1.29	1.41	2.18	2.38	2.48	2.58	4.08	2.28
	5.2 EDSON		7.0	4.08	4.03	1.24	1.36	2.13	2.33	2.43	2.53	4.03	2.23
D	WALCOTT WA	l		f 3.57 6		1.19	1.31	2.07	2.27	2.39	2.49	3.59	2.17
=	FORT STEELE	i I		f 3.47	3.51	1.13	1.25	2.01	2.21	2.34	2.44	3.54	2.11
D	8.7 SINCLAIR GV			f 3.35	3.43	1.05	1.18	1.53	2.13	2.27	2.37	3.47	2.03
	6.5												
DN-R	RAWLINS YL RS	68	2.8	3:25 3:15	3:35 3:25	12:55 12:45	1:66	1:45	2.05 1.55	2:29 2:19	2:39	3:49 3:39	1:45
	FERRIS	68	6.0	3.05	3.18	12.39	12.59	1.28	1.48	2.12	2.22	3.32	1.38
	HADSELL 3.2	Double 68	9.8	3.00	3.14	12.35	12.55	1.24	1.44	2.08	2.18	3.28	1.34
1	KNOBS		3.0	2.55	3.09	12.31	12.52	1.19	1.39	2.05	2.15	3,25	1.29
	DALEY'S RANCH	69 70	7.0	2.51	3.05	12.27	12.49	1.15	1.35	2.02	2.12	3.22	1.25
	RINER 4.6	70	0.7	f 2.46	3.02	12.24	12.46	1.12	1.32	1.59	2.09	3.19	1.22
	CHEROKEE	70	5.3	2.40	2.57	12.20	12.41	1.07	1.27	1.54	2.04	3.14	-1.17
l	CRESTON	71	2.0	f 2.33	2.50	12.13	12.35	1.00	1.20	1.48	1.58	3.08	1.10
	LATHAM 	71	6.0	2.28	2.45	12.08PM	12.30	12.55	1.15	1.43	1.53	3.03	1.05
DN	WAMSUTTER WM	72	4.2	f 2.18	2.36	11.59AM	12.22	12.46	1.06	1.35	1.45	2.55	12.56
	FRÉWEN	72	9.1	2.11	2.31	11.54	12.18	12.41	1.01	1.31	1.41	2.51	12.51
	RED DESERT	73	2.7	2.07	2.28	11.51	12.15	12.38	12.58	1.28	1.38	2.48	12.48
	TIPTON		0.0	f 1.58	2.20	11.43	12.08	12.30	12.50	1.21	1.31	2.41	12.40
	ROBINSON	74	3.4	1.53	2.16	11.39	12.05	12.26	12.46	1.18	1.28	2.38	12.36
	TABLE ROCK	1	6.7	1.49	2.13	11.36	12.02PM		12.43	1.15	1.25	2.35	12.33
	MONELL 5.0	75	1.7	1.44	2.08	11.31	11.57AM		12.38	1.10	1.20	2.30	12.28
	ITTER CREEK YL BK	-	_	f 1.37	2.02	11.25	11.53	12.12	12.32	1.06	1.16	2.26	12.22
	BLACK BUTTES		5.9	1.27	1.52	11.16	11.45	12.03PM	12.23	12.58	1.08	2.18	12.13
	HALLVILLE	77	1.2	1.22	1.46	11.11	11.40	11.58AM	12.18	12.53	1.03	2.13	_12.08
	POINT OF ROCKS RO	77	7.1	f 1.14	1.40	11.05	11.34	11.52	12.12	12.47	12.57	2.07	12.02
T	HAYER JUNCTION	1 —	4.1	1.05	1.32	10.57	11.26	11.44	12.04PM	12.39	12.49	1.59	11.54
	SALT WELLS	78	8.6	1.00	1.28	10.53	11.22	11.39	11.59AM	12.35	12.45	1.55	11.49
	BAXTER	79	5.7	12.53	1.20	10.46	11.16	11.32	11.52	12.29	12.39	1.49	11.42
DN R	OCK SPRINGS YL SG	80	2.1	s12.40	s 1.06	10.36	11.09	s11.22	11.42	12.22	12.32	1.42	s11.32
	6.9 KANDA	809	9.0	12.26	12.56	10.26	11.00	11.11	11.31	12.15	12.25	1.35	11.21
DN-R	GREEN RIVERYLGR	81	7.0	12.15AM	12.45AM	10.15AM		11.00AM	11.20AM	12.05PM	_12.15PM	1.25PM	11.10
	(251.0)			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				(6.10) 40.9	(5.10) 48.6	(4.50) 51.9							

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.

		THIF	RD SUBDIVISION	EASTWARD	
FIRST CLASS	Million Michillo NT - 40				
18	Time-Table No. 12				₩ 8.C
	June 17, 1951				scit. s, et 6(A 30.
Passenger		gt g			Car ding Rule age
	STATIONS	Mile Post			Car Capacity of Sidings, etc. See Rule 6(A), Page 30.
4.15AM	DN-R LARAMIE YL KI-K	566.0			WCOTY
4.05	HOWELL	574.1			CS 92 X
4.02	WYOMING	577.7			WS 53 X
3.54	D BOSLER FY 5.3	585.3			WS 47 X CS 93
3.49	COOPER LAKE	590.6			ES 64 X
3.46	LOOKOUT	593.9			CS 105 X
3.41	HARPER 6.4	589.9			CS 81 X CS 128 W
3.33 3.28	DN ROCK RIVER CK	605.3			WS 58 X
3.19	WILCOX 7.8 RIDGE	616.8			ES 120
3.12	D MEDICINE BOW MB	622.9			CS 73 X
3.01	9.7 COMO	632.6			CS 128 XY
2.55	RAMSEY	638.7			CS 81 X
2.49	DN HANNA YL HN	643.1		 	WS 118 WC ES 150 YP
2.42	PERCY	648.4			WS 56
2.38	n DANA	651.8			ES 82 X CS 71 X
2.33	EDSON 4.9 D WALCOTT WA 5.7 5.7	657.0			CS 131 X
2.27	D WALCOTT WA	661.9			CS 68 X
2.21		667.6			CS 80 X
2.13	SINCLAIR GV	676.3			CS 123 X
2.05 1.55	DN-R RAWLINS YL RS	682.8			WCOTYZXI
1.49	FERRIS HADSELL	686.0			ws 71 x
1.45	3.2	689.8			CS 117 X
1.41					ES 81 X
1.37	DALEY'S RANCH	697.0			WS 65 X
1.34	CHEROKEE	700.7			ES 125
1.23	CRESTON 4.0	$\frac{705.3}{712.0}$			CS 81 X WS 62
1.18	LATHAM	716.0			CS 81 Y.
1.09	M NAMSUTTER WM	724.2			CS 81 X WS 124 W
1.04	4.9 FREWEN	729.1			ES 106 YX WS 121 X
1.01	RED DESERT	732.7			CS 71 X
2.53	TIPTON	740.0			WS 64 X
2.49	ROBINSON	743.4			WS 104 Y
2.46	TABLE ROOK	746.7			WS 125 ES 106
2.41	MONELL 5.0	751.7			WS 60 ES 71
2.35	DN BITTER CREEK YL BK	756.7			WS 152 W ES 169 YX
2.26	BLACK BUTTES	765.9			CS 122 X
2.21	D POINT OF ROCKS RO	771.2			WS 70 X
2.15	D POINT OF ROOKS RO THAYER JUNCTION	777.1			WS 115 CS 132 W
2.03AM	4.5	784.1		-	XY
2.03AM 1.56PM	SALT WELLS 7.1 BAXTER	788.6		 	CS 79 X
1.46	DN ROCK SPRINGS YL SG	802.1			CS 120 X WS 74 WC
1.36	- 6.9 KANDA	809.0			WS 74 WC ES 97 TZX
1.25PM	DN-R GREEN RIVERYLGR	817.0		 	CS 135 X WCOTYP
Daily	(251.0)				WCOTYP
			1 1		

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WESTW	*****	FOL	JRTH SU	RDIAI	SION	l 			
	SECOND CLASS	γ			_		Mines Makis No. 10	FIRST	CLASS)
A),	225	259	263	257	Distance from Council Bluffs		Time-Table No. 12		27
pacit gs, 6 26.		Time	Time	Time	nce f		June 17, 1951		
Euldin, Frank	Mixed	Freight	Freight	Freight) ista	_			Passenger
Car Capacity of Sidings, etc. See Rule 6 (4), page 26.	Daily Ex. Sun.	Daily	Daily	Daily	HO		STATIONS		Daily
COPTWXZY		9.00AM	8.45AM	1.104	817.0		DN-RGREEN RIVERYLGR		4. 40P
WS 61 PX					821.1		RIVIEW 3.8		4.47
CS 82 P					824.9		PERU		4.52
CS 81 P					830.2		5.3 ————————————————————————————————————		4.57
CS 118 P WS99 TPWXY					837.8		WESTVACO		5.04
WS99 IPWXY ES 126 RCS			A10.00AM	A 2.30AN	استوسه		6.8 mm		5.13
CS 125 P			· 		854.0		VERNE 4.7		5.20
CS 103 P					858.7		OHURCH BUTTES 7.2 HAMPTON		5.25
CS 103 P					865.9		3.8	ļ	5.32
CS 95 P					869.7		ELKHURST 5.7		5.38
CS135 CPXW					875.4		DN CARTER YL Q 5.5 ANTELOPE		5.45 5.51
CS 103 P CS 131 P					880.9		BRIDGER		5.56
WS 77					885.6		LEROY	ļ	6.02
CS 83 PW WS 71 PX					$\frac{890.5}{894.8}$		4.3 RAGAN		6.07
WS 71 P CS125 P					894.8		SPRING VALLEY		6.11
CS125 ES 44 X					901.8		4.2		6.16
ES 122 PX					903.6		ASPEN 1.8 DN ALTAMONT AP		6.22
ES 64 PX					908.7	LS			6.28
CS 118 PX					912.7	SIGNAL	5.1 KNIGHT 4.0 MILIS		6.32
PTWXYZC						1 1	DN D EVANOTION WE NA		6 :40
TITALE TO SERVICE THE SERVICE TO SERVICE THE SERVICE T					917.2	BLOCK	DN-R EVANSTON YL NA		0.47
CS 124 P					918.4	S.	3.3 ———————————————————————————————————		6.52
CS98 PWXY					927.6		DN WAHSATCH YL WH		7.00
P P					932.6		5.0 CURVO		7.07
WS 118					936.7		CASTLE BOCK		7.16
ES 101 PW CS 125 PWX					943.3		6.6 ———————————————————————————————————		7.25
4					947.9				
WS120 CS120 ES101 CPTWX	2.45PM				952.7		DN ECHO YL HO		7.38
CS 118 PX	f 2.55				956.5		HENEFER		7.44
CS 118 PX	s 3.05				960.6		D DEVIL'S SLIDE ON		7.49
CS 132 PWX	s 3.20				968.0		DN MORGAN WB		7.58
					970.6		STODDARD		
WS 122 ES 118 P	f 3.35				975.5		PETERSON		8.06
33 P					977.7		STRAWBERRY		
PW	3.45				980.1		GATEWAY		8.12
ES 62 PX	f 3.55			-	985.1		UINTAH		8.19
PX					989.9		RIVERDALE YL		
COPTWYZ	A 4.10PM	4 3.00PM			992.6		DN-R OGDEN YLOG		A 8.33PM
							(175.6)		
, ,	(1.25)	(6.00) 29,3	(1.15) 24.1	(1.20) 22.6		•••	Thru TimeAverage speed per hour	<u> </u>	(3.53) 45.2

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.

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.

	WE	STWARD	<u> </u>		FOU	RTH SU	JBDIVIS	ION			
	,			FIRST	CLASS						
11	9	103	101	105	1	17	37	5	23	from	Time-Table No. 12
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger	Distance from Council Bluffs	June 17, 1951
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	AÖ	STATIONS
4. 30P	M 4.05PM	2.00PM	1.50PM	1.35PW	12.50PM	3.25AM	2.45AM	2.25AN	1.55A	817.0	DN-RGREEN RIVERYLGR
4.37	4.12	2.05	1.55	1.40	12.57	3.33	2.52	2.32	2.02	821.1	RIVIEW
4.42	4.17	2.09	1.59	1.44	1.01	3.38	2.57	2.37	2.08	824.9	PERU
4.47	4.22	2.14	2.04	1.49	1.06	3.44	3.02	2.42	2.13	830.2	
4.56	4.29	2.20	2.10	1.55	1.13	3.51	3.09	2.49	2.21	837.8	
A 5.05P	M 4.39	2.29	2.19	A 2.05PM	1.24	Af4.05AM	3.20	3.00	f 2.33	847.2	
	4.46	2.35	2.25		1.31		3.27	3.07	2,40	854.0	
	4.51	2.39	2.29		1.36		3.32	3.12	2.45	858.7	CHURCH BUTTES
	4.58	2.45	2.35		1.43		3.39	3.19	2.54	865.9	HAMPTON
	5.03	2.49	2.39		1.47		3.44	3.24	2.59	869.7	3.8
	5.09	2.54	2.44		1.53		3.50	3.30	f 3.07	875.4	5.7
	5.14	2.59	2.49		1.58		3.55	3.35	3.13	880.9	5.5
	5.19	3.03	2.53		2.03		4.00	3.40	3.18	885.6	4.7
	5.25	3.09	2.59		2.09						4.9
							4.06	3.46	3.24	890.5	4.3
	5.30	3.13	3.03		2.14		4.11	3.51	f 3.31	894.8	2.8
	5.34	3.16	3.06		2.18		4.15	3.55	3.36	897.6	4.2
	5.39	3.22	3.12		2.24		4.20	4.00	f 3.43	901.8	1.8
	5.45	3.26	3.16		2.29		4.26	4.06	f 3.50	903.6	o DN ALTAMONT AP
	5.51	3.31	3.21		2.35		4.32	4.12	3.56	908.7	TATE CITY
	5.56	3.35	3.25		2.39		4.37	4.17	4.01	912.7	### 4.0 ################################
	6.04 6.09	s 3.40	s 3.30		2.46 2.51		4:45	4:25 4:35	4:08	917.2	DN-R EVANSTON YL NA
		5 3.10	5 5.50	-	2.01		- - - 30	7,33	4.10	918.4	ALMY JCT.
	6.16	3.46	3.36		2.58		4.57	4.42	4.25	921.7	WYUTA
	6.24	3.52	3.42		3.05	···	5.05		f 4.35	927.6	DN WAHSATCH YL WH
	6.31	3.59	3.49		3.12		5.12	4.57	4.42	932.6	CURVO
	6.39	4.06	3.56		3.20		5.20	5.05	4.50	936.7	CASTLE ROCK
	6.48	4.14	4.04		3.29		5.29	5.14	4.59	943.3	EMORY
•——	1							J.11		947.9	BASKIN
	7.01	4.26	4.16		3.42		5.42	5.27	f 5.14		4.8
	7.06	4.30	4.20		3.47		-	5.32	THE RESERVE AND ADDRESS OF THE PERSON NAMED AND ADDRESS OF THE	952.7	3.8
	7.11	$\frac{4.30}{4.34}$					5.47		5.19	956.5	HENEFER 4.1 D DEVIL'S SLIDE ON
·	7.11	4.43	4.24		3.52 4.01		5.52	5.37	5.24	960.6	7.4
	1.20	4.43	4.33		4.01		6.01	5.46	f 5.34	968.0	DN MORGAN WB
					4.00					970.6	STODDARD 4.9
	7.28	4.51	4.41		4.09		6.09	5.54	5.43	975.5	PETERSON 2.2
										977.7	STRAWBERRY
	7.34	4.56	4.46		4.15		6.15	6.00	5.49	980.1	GATEWAY
	7.41	5.03	4.53		4.22		6.22	6.07	5.57	985.1	5.0 UINTAH 4.8
										989.9	RIVERDALE YL
	A 7.55PM	A 5.15PM	A 5.05PM		A 4.40PM		A 6.35AM	4 6.20AM	A 6.15AM	992.6	DN-R OGDEN YLOG
							Calculation				(175.6)
(0.35) 5 1.7	(3.50) 45.8	(3.15) 54.1	(3.15) 54.1	(0.30) 60.4	(3.50) 45.8	(0.40) 45.3	(3.50) 45.8	(3.55) 44.8	(4.20) 40.5		Thru Time

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.

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

				FO	URTH S	SUBDIV	ISION			EASTW	ARD	
	44		}				FIRST	CLASS	·	,		
	Time-Table No. 12		12	28	10	2	104	102	106	38	18	24
	June 17, 1951	Mile Post	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
	STATIONS	W										
	DN-RGREEN RIVERYLGR	817.0	A 9.50AM	A10.05AM	A10.20AM	A11.10AM	A11.55AM	A12.05PM	A 1.15PM	A10.55PM	A11.05PM	A11.50P
	4.1 RIVIEW	821.1	9.41	9.59	10.13	11.04	11.45	11.55AM	1.07	10.46	10.57	11.39
	PERU	824.9	9.37	9.55	10.09	11.00	11.41	11.51	1.03	10.42	10.53	11.35
	BRYAN	830.2	9.32	9.50	10.04	10.55	11.36	11.46	12.58	10.37	10.47	11.28
	WESTVACO	837.8	9.24	9.43	9.57	10.48	11.30	11.40	12.51	10.30	10.40	11.20
- 1	DN GRANGER YL GN	847.2	9.15AM	9.34	9.48	10.39	11.22	11.32	12.42PM	10.21	10.30PM	f11.10
	VERNE	854.0		9.28	9.40	10.31	11.16	11.26		10.14		11.01
	OHURCH BUTTES	858.7		9.23	9.36	10.27	11.12	11.22		10.09		10.55
	HAMPTON	865.9		9.17	9.30	10.21	11.07	11.17		10.02		10.47
İ	ELKHURST	869.7		9.13	9.27	10.18	11.04	11.14		9.58		10.43
	DN CARTER YL Q	875.4		9.07	9.21	10.12	10.59	11.09		9.51	***	f 10.35
	ANTELOPE	880.9		9.00	9.15	10.06	10.54	11.04		9.45		10.26
	BRIDGER	885.6		8.56	9.11	10.02	10.50	11.00		9.40		10.21
	LEROY	890.5		8.51	9.06	9.57	10.46	10.56		9.35		10.16
- 1	RAGAN	894.8		8.46	9.01	9.52	10.42	10.52		9.30		10.11
	SPRING VALLEY	897.6		8.43	8.58	9.49	10.39	10.49		9.26		10.07
	ASPEN	901.8		8.39	8.54	9.44	10.35	10.45		9.22		f10.00
	DN ALTAMONT AP	903.6		8.33	8.48	9.38	10.30	10.40		9.17		f 9.54
١ڐ	5.1 — KNIGHT	908.7		8.26	8.41	9.31	10.26	10.36		9.10		9.45
SIGNALS	MILLIS	908.7		8.21	8.36	9.26	10.21	10.31		9.04		9.38
- 1	DN-R EVANSTON YL NA	917.2		8: 1 4	8.29 8.25	3: 1 2	s10.14	s10.24		8.57 8.52		3: <u>3</u> 8
BLOCK	ALMY JCT.	918.4										
2	WYUTA	921.7		8.03	8.18	9.08	10.06	10.16		8.45		9.10
1	DN WAHSATOHYL WH	927.6		7.57	8.12	9.02	10.01	10.11		8.39		f 9.03
	CURVO	932.6		7.48	8.03	8.53	9.54	10.04		8.30		8.51
	CASTLE ROCK	936.7		7.42	7.57	8.47	9.49	9.59		8.24		8.44
	EMORY	943.3	·	7.32	7.47	8.37	9.41	9.51		8.14		8.32
	BASKIN	947.9										
	DN ECHO YL HO	952.7		7.17	7.32	8.22	9.28	9.38		8.00		f 8.15
	HENEFER	956.5		-7.12	7.27	8.17	9.24	9.34		7.55		8.07
ļ	D DEVIL'S SLIDE CN	960.6		7.07	7.22	8.12	9.20	9.30		7.50		8.02
	DN MORGAN WB	968.0		6.58	7.13	8.03	9.13	9.23		7.41		f 7.52
	STODDARD	970.6										
	PETERSON	975.5		6.50	7.05	7.55	9.07	9.17		7.34		7.43
	STRAWBERRY	977.7	-									
	GATEWAY	980.1		6.44	6.59	7.49	9.02	9.12		7.28		7.35
	UINTAH	985.1		6.37	6.52	7.42	8.55	9.05		7.22		7.28
	RIVERDALE YL	989.9										
	DN-R OGDEN YLOG	992.6		6.25A	6.404	7.30A	8. 4 5A	8.55AN	1	7.10PM		7.15
	(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	oru Timeverage speed per hour	•	(0.35) 51.7	(3.40) 47.9	(3.40) 47.9	(3.40) 47.9	(3.10) 55.5	(3.10) 55.5	(0.33) 54.9	(3.45) 46.8	(0.35) 51.7	(4.35) 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.

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

FIRST OLICS	1 1					TOTOCHE OF A	22
FIRST CLASS	-	Time-Table No. 12	-	1	1	SECOND CLA	SS
6		IIIIIe-Iapie No. 12	254	264	226	262	25.
Mail and	Post	June 17, 1951	Time	Time		Time	agait sa, e
Express	A A		Freight	Freight	Mixed	Freight	Cap
	Mile	STATIONS					Car Capacity
		JIATIONS			İ		60
12.25AM	817.0	DN-RGREEN RIVERYLGR	A 8.00AM	A 8.05A	4	A 9.50PM	COPT
12.20	821.1	RIVIEW					WS 61
12.16	824.9	PERU					CS 82
12.11	830.2	5.3 ————————————————————————————————————					CS 81
L2.04AM	837.8	WESTVACO					CS 118
1.55PM	847.2	DN GRANGER YL GN		6.20A	f .	7.30PM	WS99 II ES 126
1.48	854.0	VERNE					CS 125
1.44	858.7	CHURCH BUTTES					CS 103
1.37	865.9	HAMPTON					CS 103
1.33	869.7	ELKHURST					CS 95
1.25	875.4	DN CARTER YL Q					CS135 (
1.17	880.9	ANTELOPE					CS 103
1.12	885.6	BRIDGER					CS 131
1.08	890.5	LEROY					WS 77 CS 83
1.03	894.8	RAGAN					WS 71
1.00	897.6	SPRING VALLEY	 				WS 71 CS 125
0.56	901.8	4.2 ASPEN					ES 44
0.50	903.6	DN ALTAMONT AP					ES 122
0.42			ט				ES 64
0.37	$-\frac{908.7}{912.7}$	MILLIS	Double				CS 118
8:38							
0.20	917.2 918.4 921.7	DN-R EVANSTON YL NA 1.2 ALMY JCT.	Track				CPTWX
0.14	918.4	3.3	 				
0.14		5.9					CS 124
0.08	927.6	DN WAHSATCH YL WH					CS98 F
9.57	932.6	CURVO 4.1					WS 118
9.51	936.7	CASTLE ROCK					ES 101
9.41	943.3	EMORY 4.6					CS 125
2.05	947.9	BASKIN 4.8 DN ECHO YL HO			4 0 05 11		4 WS120
9.25	952.7	3.8			A 9.05AM		ES101 CF
9.20	956.5	HENEFER 4.1			f 8.55		CS 118
9.15	960.6	D DEVIL'S SLIDE ON			s 8.45		CS 118
9.06	968.0	DN MORGAN WB 2.6 STODDARD			s 8.30		CS 132
3.58	970.6	PETERSON			f 8.10		WS 122
3,36	975.5	2.2			1 6.10		ES 118
3.50	977.7	STRAWBERRY 2.4 GATEWAY			8.00		33
	980.1	5.0			f 7.50		77.00
8.43	985.1	UINTAH 4.8 RIVERDALE YL			1 7.30		ES 62
B.30PM	989.9	DN-R OGDEN YL OG	1.00AM		7.35AM		COPT
Daily	332.0	(175.6)	Daily	Daily	Daily	Daily	COFI
	<u> </u>	(<u> </u>		Ex. Sun.		

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	WESTWARD			DENT BR	ANC	H			EASTWARD			
	SECOND CLASS							SECOND CLASS				
etc. (A),	212	from	Ti	me-Table No. 1	.2	12	211	334				
Car Capacity of Sidings, etc. See Rule 6 (A), page 30.	Mixed	Distance from Denver		June 17, 1951		 Mile Post	Mixed	Mixed				
Carron See See 1	Daily	Ü		STATIONS		_ ×						
IP		5.0	DN	SAND CREEK JCT	YL S	K 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	o DN	ST. VRAINS	YL (S 22.2		f 10.48				
		22.2	4	U. P. CROSSING		22.2						
42		24.3	SIGNAL	GRADEN		24.3						
53 YP		26.1	1 117	FREDERICK	YL F	R 26.1		f 10.37				
P		27.8	ВГОСК	FIRESTONE		27.8		10.31				
19 P		30.2	3	HARNEY 4.4		30.2		10.25		_		
31 P		34.6		GOWANDA 3.7		34.6		10.17				
P		38.3		WILD CAT		38.3		10.10				
21 WYP	3.45PM	42.8	N	DENT	YL F	D 42.8	A 9.43AM			_		
WCTYP	A 4.05PM	50.6	DN-R	LA SALLE	YL S	50.6	9.30AM	9.45PM		_		
				(45.6)			Daily	Daily				
	(0.20)			Thru Time Average speed per ho	u r	,	(0.13) 36.0	(1.35) 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.

	WESTWA	RD-	Fort Collins Branch—EASTWARD		WESTV	/ARD	-Boulder Branch-EASTWARD
Car'Capacity of, Sidings, etc. See Rule 6 (A), page 30.	SECOND CLASS 211 Mixed	Mile Post	Time-Table No. 12 June 17, 1951 STATIONS	212 Mixed	Car Capacity of Sidings, etc. See Rule 6 (A), page 30.	Mile Post	Time-Table No. 12 June 17, 1951 STATIONS
	Daily			A 3.45PM	55 WYZP	0.0	DN-R BRIGHTON YL BI
1 WYP			1.7	f 3.40	P P	4.2	YOXALL
P	f 9.48	1.7	MILLIKEN YL 0.3 G. W. CROSSING	1 3.40	21	7.1	d DICK
	.10.01	7.3	G. W. CROSSING ————————————————————————————————————	f 3.21	IWYP	8.1	DN ST VRAINS YL VS
P	f 10.01		G. W. OROSSING	1 3.21		8.1	U. P. OROSSING
	110.05	9.0	G. W. OROSSING O.1 KELIM	f 3.17		10.1	NATIONAL
P	f 10.05	13.5	BOYD LAKE	f 3.08	P	10.9	STATE COAL MINE JCT.YL
	f10.15 f10.21	16.4	REDMOND	f 3.03	P	11.4	PARKDALE JCT YL
2 P	f 10.21	19.5	3.1	f 2.57	P	15.1	3.7 ERIE
	A10.40AM		5.5			15.1	C. B. & Q. OROSSING
30 WCIIZF	A10.40AW	25.2	0.2	21.10/11		16.4	TABOR
		25.3	0.1			17.8	LEYNER
P	<u> </u>	27.9	2.6			19.6	LIGGETT
		30.0	2.1		P	24.0	VALMONT YL
P		38.5	8.5			26.0	
<u></u>		41.7	BUCKEYE YL	-	WYP	26.1	ARA YL
		-		D.:3	P	27.6	
			(41.7)	Daily			(27.6)
	(0.57) 26.3			(1.00) 25.0	tionSee Rule S-72 At l	Dent !	

WE	STWARD—Greeley Branch—EASTWAI	RD		WEST		RD—Puritan Branch—EASTWAR	D	
Car Capacity of Sidings, etc. See Rule 6(A). Page 30.	Time-Table No. 12		Car Capacity of Sidings, etc. See Rule 6(A), Page 30.		Distance from Parkdale Jct.	Time-Table No. 12		
Aspa ings, ule ge 30	June 17, 1951		Capacings, ule (ge 30		nce lale	June 17, 1951		
Car (Car Re B	June 17, 1951 STATIONS	Mile Post	Car (f Sid		Dista Park	STATIONS	Mile Post	
247 WYZP	0.0 DN GREELEY YL H	- 		<u> </u>	0.0	1	0.0	<u>' </u>
YP YP	2.3 GREELEY JCT. YL	2.3			1.9	1.9	1.9	
34 YP	6.0 CLOVERLY	6.0			3.1	1.2	3.1	
	8.4 ALDEN 2.0	8.4		WEST			D	
37 P	10.4 D GILL G	1 10.4	Car Capacity of Sidings, etc. See Rule 6(A). Page 30.		Distance from Lionkol Jet.	Time-Table No. 12		
	13.8 MATTHEWS	13.8	Capac ings, ule ge 30		ol Je	June 17, 1951		
20 YP	14.5 BARNESVILLE 13.6 28.1 BRIGGSDALE	28.1	Car (Dista	STATIONS	Mile Post	
	(28.1)				0.0		0.0	
WE	STWARD—Superior Branch—EASTWA	RD			2.0	LIONKOL	2.0	
etc. A).		Ī			2.5	0.5	2.5	
\$Car Capacity of Sidings, etc. See Rule 6(A). Page 30.	Time-Table No. 12 June 17, 1951 STATIONS			WESTV			RD	
Siding Siding Page	June 17, 1951	Mile	oity S(A).		from	Time-Table No. 12		
			Capa ings, ule ge 30		nce	June 17, 1951		
XPY	7.6 D SUPERIOR S'	U 7.6	Car Capacity of Sidings, etc. See Rule 6(A). Page 30.		Distance fi	STATIONS	Mile Post	
WP	9.1 END OF TRACK	9.1			0.0		0.0	
WEG	TWARD—South Pass Branch—EASTW	IPN	l		1.9	STANSBURY MINE	1.9	
					2.1	END OF TRACK	2.1	
Car Capacity of Sidings, etc. See Rule 6(A), Page 30.	Time-Table No. 12 June 17, 1951 STATIONS			WES.		RD—Dines Branch—EASTWARD)	
Sidin Sidin Rul Page	Sa June 17, 1951	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A), Page 30.		from	Time-Table No. 12		
U S S WCV	STATIONS	MA	Capa inge, inge,		Distance Hay	June 17, 1951		
WS74 WCY ES 96 TZP	0.0 DN-R ROCK SPRINGS YL 80		Car (Car (F Sid		Dist	STATIONS	Mile Post	
	3.4 LIONKOL JUNCTION 5.5 RELIANCE JUNCTION	5.5			0.0	_	0.0	
	7.9 STANSBURY JUNCTION	7.9			1.6	1.6 DINES	1.6	
	9.5 WINTON 1 6 NICTION	9.5			1.9		1.9	
WE	STWARD—Reliance Branch—EASTWAI	RD		WESTW	ARD	—Park City Branch—EASTWAR	D	
(A),	Time-Table No. 12		A).	SECOND CLASS		minos mobio No. 10		SECOND. CLASS
apaci nga, de 6(June 17, 1951		upacil ga, le 6(e 30.	226	from	Time-Table No. 12		225
Car Capacity of Sidings, etc. See Rule 6(A), Page 30.	June 17, 1951 STATIONS	Mile Post	Car Capacity of Sidings, etc. See Rule 6(A). Page 30.	Mixed	Distance Echo	June 17, 1951	0.42	Mixed
) <u> </u>	1 1	 	S. P. S.	Daily Except	Dig E	STATIONS	Mile	
	0.0 RELIANCE JUNCTION 1.7 RELIANCE MINE	1.7	W8120 C8120	Sunday	<u> </u>		100	A 2 10MI
	2.1 END OF TRACK	2.1	E8101 CPTW 18 PZ	9.15AM s 9.45	5.7	5.7		8 1.45
WE	STWARD—Winton Branch—EASTWAR	D		f 10.20	18.4	WANSHIP	-	f 1.10
		<u> </u>		f10.50	20.8	ATKINSON	-	f12.40
Car Capacity of Sidings, etc. See Rule 6(A). Fage 30.	Time-Table No. 12 June 17, 1951 STATIONS		16 PW	11.07	24.5	KEETLEY JCT. YL	24.5	12.20
Sidir Sidir Paga	June 17, 1951	Mile Post	3		26.0	BEGGS SPUR	26.0	
			47	A1130AM	27.2	D-R PARK CITY YL KI	27:2 28.4	12.01PM
	0.0 WINTON JUNCTION 2.4 HAY	0.0	- FWI	~113U/#			-	Daily
	2.4 HAY 2.6 WINTON YL	5.0				(28.4)		Except Sunday
	5.2 END OF TRACK	5.2		(2.15) 12.6		Average speed per hour	••	(2.09) 13.0
WESTV	VARD—Pleasant Valley Branch—EASTV	/ARD				D—Ontario Branch—EASTWAR		
	18 1		. A) etc			Time-Table No. 12		
Car Capacity of Sidings, etc. See Rule 6(A), Page 30.	Time-Table No. 12		Car Capacity of Sidings, etc. See Rule 6(A). Page 30.		Distance from Keetley Jct.	June 17, 1951		
Sidir Sidir Page	June 17, 1951 June 17, 1951 STATIONS	Mile Post	Sidin Sidin Pag)istar Teetle		Mile	
1		1 1	Set C		imi	STATIONS	1 1	
34 YP	0.0 CLOVERLY	0.0		·	0.0	KEETLEY JCT. YL KEETLEY YL	5.2	
p	3.1 LOWE 5.1 D GALETON GR	3.1			7.0	CRANMER YL	7.0	
Westward train	s are superior to trains of the same class i		ection.—See F	Rule S-72.				
			21		-			

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 Denyer" 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

	Mil	es Per F	lour		Mile	lour	
Location	Str.	Psgr.	Frt.	Location	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.			40 35
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals,	60	50	25	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			50
passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	50	40 30	25 15	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track.			30
Diesel-electric locomotives in road or helper service— Backing up shoving a train.				On curves. Branch lines except Dent Branch.			25 15
(Speed of train being helped will govern.) Backing up pulling train.	40	40	40	Trains handling air-dump cars.	14800 kg		35
Backing up light.			40	Trains handling scale test cars: On main line.			
Diesel-electric switch engines in road service.		35	35	On branch lines except Dent branch.			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.			25
7000 and 7800 class engines.		75	50	On other branch lines.			15
3800 and 3900 class engines.		60	50	(Slower speed must be observed where conditions require.)			
5000 and 9000 class engines.		50	50	When using cross-overs or turn-outs: 9000 class engines;		S.Versier	
MacArthur type engines with 63-in. drivers.		55	50	Forward movement. Back-up movement.		10	10 6
MacArthur type engines with 57-in. drivers.		35	35	All other classes engines;		6	
Consolidation and Ten-Wheeler type engines.		35	35	Forward movement. Back-up movement.	15 10	15 10	15 10
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		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			
3500 and 5000 class engines on any coal mine lead or track.			10	facing point switch.	20	20	20
0-6-0 and 0-8-0 type yard engines.		20	20	All wye tracks.	6	6	6
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20	Jordan spreaders and other machines of spreader type, when in operation.			15

		FIRS	T SU	BDIVISION			
Location	Mil	es Per l	lour	Location	Mil	es Per l	lour
Locaton	Str.	Psgr.	Frt.	LOGATION	Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Warren			
4000 class engines.		45	45	91.8 and 92.2	70	60	45
Freight engines not otherwise shown.		50		Speer			
Light engines.		45	45	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30 40
Denver, within city limits over street crossings. Between Mile Posts—	35	35	25		3.51(3.51)		
Denver Yard				97.4 and 97.7	50	40	25
0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track.	30 20 30	30 20 30	25 25 25	Corlett Side 97.7 and 97.9	30	30	25
3.0 and 2.5 eastward track	30	30	25	97.9 and 98.6	50	40	25
1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	20 30	20 30	25 25	101.4 and 101.5	70	60	45
LaSalle					10		40
47.8 and 48.0	70	60	50	Corlett Jct. and M. P. 103.9		70	
Evans 49.4 and 49.7	70	60	50	Borie Side 97.7 and 99.4	50	40	25
		SEC	OND	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 Light engines.	70	60	30 40	Granite Canon on No. 1, 2, 3, 4 and 5 pit tracks.	10	10	6
4000 class engines.		45	40	Westward solid express trains, between M. P.			
Freight engines not otherwise shown.		50		549.7 and 557.0		30	
ON WESTWARD TRACK Between Mile Posts— Cheyenne 510.4 and 511.8	50	40	25	ON EASTWARD TRACK Between Mile Posts— 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				
Otto				537.5 and 535.6	50	40	25
524.5 and 525.6 Granite Canon	60	50	40	Buford 535.1 and 530.2	60	50	30
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		~	10	
537.9 and 540.9	45	40	35	Granite Canon 525.6 and 524.5	60	50	30
541.1 and 545.1	55	45	35	Otto	177		
Hermosa Tunnel	50	40	25	523.6 and 523.4	65	55	30
547.0 and 548.1	55	45	35	F00.0 and F00.1	20		64
Hermosa	1	10.000		522.3 and 522.1	60	50	30
549.3 and 549.6	50	40	30	Borie			
549.7 and 550.0	40	30	25	519.1 and 518.8	60	50	30
550.0 and 563.6	70	60	40	515.7 and 515.6	60	55	30
Red Buttes 565,2 and 565,3	30	25	20	Corlett			
565.3 and 565.6	50	40	25	511.8 and 510.4	50	40	25
Laramie				Cheyenne			

	Mile	s Per H	lour		Mil	es Per I	Hour
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric loco- motives.			55	Hanna, spar to Monolith Coal Co., and U.P. Coal Co. 4-A.			10
4000 class engines.		50	50	Coal Co. 7-1.			
Freight engines not otherwise shown.		50		Sinclair, refining company tracks.			6
Light engines.			45	Rawlins, east standpipe.	15	15	18
Laramie, long leads 1, 2 and 3			10		1		
ON WESTWARD TRACK Between Mile Posts— Laramie 566.8 and 567.2	50	40	25	ON EASTWARD TRACK Between Mile Posts— Green River 817.0 and 816.3	50	40	25
Bosler				816.3 and 816.1	35	30	25
587.7 and 588.4	70	60	50	- 816.1 and 814.1	40	40	25
Cooper Lake 593.3 and 593.7	70	60	50	813.9 and 809.6	55	45	35
Lookout 598.5 and 599.7	70	60	50	Kanda 807.8 and 807.5	65	55	45
Harper 601.1 and 602.2	60	50	40	807.1 and 806.6	70	60	50
602.7 and 603.1	75	55	50	Rock Springs 803.5 and 801.0	50	40	2
603.9 and 604.6	60	50	40	800.5 and 799.5	60	50	40
Wilcox 609.5 and 611.6	70	60	50	798.4 and 797.3	55	45	38
615.9 and 616.4	55	45	40	Baxter 795.3 and 795.1	60	50	40
Ridge 617.2 and 617.6	- 70	60	50	794.5 and 794.2	70	60	50
				- 791.7 and 791.4	_ 70	60	50
621.8 and 622.4	_ 75	65	50	- 781.7 and 781.3	70	60	50
Calvin 627.1 and 628.7	50	45	35	780.2 and 780.0	60	50	40
629.4 and 629.9	60	50	40	778.9 and 777.8	60	50	4(
630.9 and 637.8	70	60	50	Point of Rocks 776.6 and 775.8	65	55	48
Ramsey				775.0 and 774.3	70	65	50
639.3 and 640.2	60	50	40	- 773.2 and 773.0	60	50	4(
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	4
647.5 and 648.0	70	60	50	Black Buttes			
Percy 650.2 and 650.7	70	60	50	765.6 and 765.2	60	50	4
Dana 652.2 and 652.5	60	50	50	762.3 and 762.0 761.0 and 760.5	- 70 70	60	5
653.1 and 656.4	70	60	50	761.0 and 760.5 757.3 and 757.0	50	40	2

	I			VISION (Continued)		<u> </u>	
Location ON WESTWARD TRACK	Str.	es Per l	Frt.	Location	Str.	es Per I	Hour Frt.
ON WESTWARD TRACK Between Mile Posts— Edson 657.2 and 658.1	55	45	35	ON EASTWARD TRACK Between Mile Posts— 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				1.atham 715.3 and 715.0 714.3 and 713.7	60	50 50	40
678.1 and 678.5	80	70	50	Creston		- 50	40
680.4 and 682.5	50	40	25	709.0 and 708.6	70	60	50
Rawlins 683.2 and 684.2	50	40	25	Cherokee 704.2 and 703.0	70	60	50
Ferris 686.8 and 687.8	70	60	50	Daleys Ranch 694.2 and 692.4	70	60	50
Hadsell 690.3 and 692.4	60	50	40	Knobs 692.4 and 690.3	60	50	40
692.4 and 694.2	70	65	50	Hadsell			
Riner 703.0 and 704.2	70	60	50	687.8 and 686.8		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	5 5	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			
742.7 and 743.1	70	60	50	656.4 and 653.1	70	60	50
Monell 752.9 and 753.3	70	60	50	652.5 and 652.2	60	50	40
Bitter Creek 757.0 and 757.3	50	40	25	Dana 650.7 and 650.2	70	60	50
760.5 and 761.0	70	60	50	Percy			
762.0 and 762.3	70	60	50	648.0 and 647.5	70	60	50
765.2 and 765.6	60	50	40	646.3 and 645.1	70	60	50

	3.51.11	- NO	AA	SION (Continued)			
	Mil	es Per I		Location		es Per I	
ON WESTWARD TRACK Between Mile Posts— Black Buttes 768.8 and 769.3	Str.	Psgr.	Frt. 40	ON EASTWARD TRACK Between Mile Posts— Hanna 643.7 and 642.5	Str.	Psgr.	Frt
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	70	60	50
774.3 and 775.0	70	65	50	637.8 and 630.9 629.9 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		-	20	
780.0 and 780.2	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
781.3 and 781.7	70	60	50	617.6 and 617.2	60	50	40
Salt Wells 791.4 and 791.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
794.2 and 794.5	70	60	50	611.6 and 609.5	70	60	50
795.1 and 795.3 Baxter	60	50	40	Rock River 604.6 and 603.9	60	50	40
797.3 and 798.4	55	45	35	602.2 and 601.1	60	50	44
799.5 and 800.5	60	50	40	599.7 and 598.5	70	60	5(
801.0 and 803.5	50	40	25	Harper			
806.6 and 807.0	70	60	50	596.8 and 596.5	70	60	50
807.5 and 807.8	65	55	45	Lookout 593.7 and 593.3	70	60	50
Kanda 809.6 and 813.9	55	45	35	Cooper Lake	The Table	1	
814.1 and 816.1	40	40	25	588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	24
816.3 and 817.0 Green River	50	40	25	Laramie			
96 (A) A) A) A)		FOUE	TH S	UBDIVISION			
Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-			
4000 class engines		45	45	electric locomotives running light will be governed by speed restrictions for pas- senger trains but a speed of 45 MPH must			1000
Freight engines not otherwise shown.		50	50	not be exceeded.			
Light engines.		<u> </u>	45		1	<u> </u>	<u> </u>
	Bet	ween G	reen B	iver and Evanston	•	•	ı
ON WESTWARD_TRACK Between Mile Posts— Green River 817.0 and 818.5.	50	40	25	ON EASTWARD TRACK Between Mile Posts— Evanston 915.6 and 915.4	70	60	5
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	5
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

	li Mil	es Per H	lour		Mil	es Per l	Hour
Location	Str.	Psgr.	Frt.	delete dell'assistiff Location	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	1.
833.6 and 834.1	70	60	50	Aspen			
Westvaco 844.9 and 845.3	60	50	40	901.3 and 896.7 Ragan	60	50	40
Granger 846.3 and 847.9	60	50	25	894.4 and 894.0 893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy	10		-
Church Buttes 860.1 and 860.3		20		890.2 and 889.3	50	40	34
862.2 and 862.5	70	60	50	888.7 and 888.3 887.5 and 887.3	70	60	50
Hampton		OU STATE OF THE ST		886.7 and 886.4	65 70	55 60	44 50
866.7 and 866.9	75	65	50	Bridger	70	-00	_ a
868.0 and 869.2	65	55	45	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	5(
Antelope	- 0			874.5 and 874.0	70	60	50
881.4 and 881.7	70	60	50	Carter 873.6 and 870.9	70	60	50
882.5 and 883.9	60	50	40	Elkhurst			
884.6 and 885.0 Bridger	60	50	<u>40</u>	869.2 and 868.0	55	45	38
886.4 and 886.7	70	60	50	866.9 and 866.7 Hampton	75	65	50
887.3 and 887.5	65	55	45	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		
Ragan 896,1 and 900,6	60	50	40	845.3 and 844.9	60	50 50	25 40
901.7 and 903.5	50	40	30	Westvaco			
Altamont 904.9 and 905.3	**************************************	KΛ	40	834.1 and 833.6	70	60	50
904.9 and 908.6	60 50	50 40	40	831.5 and 831.2	65	55	48
906.3 and 908.6 Knight	OU MAN	40	30	Bryan 828.4 and 827.9	70	60	50
909.3 and 910.4	80	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1 Evanston	60	50	25	818.5 and 817.0 Green River	50	40	25

FOURTH SUBDIVISION (Continued) Between Evanston and Ogden

	Be				1		
Location	Mile	s Per I		Location		es Per I	
	Str.	Psgr.	Frt.	ON EASTWARD TRACK	Str.	Psgr.	Frt.
ON WESTWARD TRACK Between Mile Posts— Evanston				Between Mile Posts— Ogden			
920.6 and 921.2	70	60	50	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				981.0 and 980.7	35	35	30
937.0 and 939.4	50	40	35	980.7 and 978.7	40	35	30
941.1 and 941.9	55	45	40	Strawberry 977.3 and 977.0	60	50	45
Emory 942.9 and 945.5	50	40	35	976.1 and 974.1	55	45	35
946.9,and 951.1	50	40	35	Peterson 972.6 and 972.4	75	65	50
952.1 and 952.5	35	30	25	Morgan 967.8 and 967.2	60	50	40
Echo				965.1 and 963.1	45	35	30
953.3 and 954.1	60	50	25	962.8 and 959.8	60	50	40
954.2 and 954.5	55	50	45	Devil's Slide 959.5 and 958.1	70	60	45
Henefer 958.1 and 959.5	70	60	45	Henefer 954.5 and 954.2	55	50	45
959.8 and 962.8	60	50	45	954.1 and 953.3	60	50	25
963.1 and 965.1	45	35	30	Echo 952.5 and 952.1	35	30	25
967.2 and 967.8	60	50	40	951.1 and 946.9	50	40	35
Stoddard 972.4 and 972.6	75	65	50	945.5 and 942.9	50	40	35
972.4 and 972.0	50	45	35	Emory 941.6 and 940.9	55	45	40
977.0 and 977.3	60	50	45	939.1 and 929.2	55	45	35
Strawberry 978.7 and 980.7	40	35	30	Curvo 928.8 and 927.6	50	40	25
980.7 and 981.0	35	35	30	Wahsatch 927.6 and 927.4	30	25	25
981,0 and 983.7	40	35	30	927.4 and 926.5	60	50	28
Tinjah	70	60	50	926.2 and 925.9	68	55	40
985.5 and 985.8 986.7 and 987.0	65	60	50	Wyuta 921.2 and 920.6	70	60	50
987.9 and 989.0 Ogden	65	55	45	919.1 and 915.9 Evanston	60	50	2/

Location		er Hour	Location	Miles P	'er Hou
No. of the second secon	Psgr.	Frt.		Psgr.	Frt.
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			Wye and balloon track, Patterson Ave.	10	10
under such movement or where movement is over facing point switch.	20	15	U. P. and S. P. roundhouse and shop limits.	8	8
When using cross-overs or turn-outs.	15	15	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
Over railroad crossings.	10	10			
		BRAN	ICHES		
Boulder Branch Maximum Speed.		25	Greeley Branch		15
Trains handling outfit cars.		20	Pleasant Valley Branch		15
Between St. Vrains and Parkdale Jct. with			Puritan Branch		15
3500 and 5000 class engines.		15	Lionkol Branch		10
Between Parkdale Jct. and Erie.		15	Superior Branch, on yard tracks at Thayer Jct.		15
Valmont Spur, M.P. 1, over C. & S. crossing.			Branches not otherwise shown.		15
Dent Branch: Maximum speed.	60	45	Stansbury Spur		_ 5
800 class engines.	45	40	Spurs not otherwise shown.		10
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Freight engines not otherwise shown.	50				
Trains handling outfit cars.		20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5;		
Westward Signal M-51, Sand Creek Jet. to paved road.	20	20	Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7;		
Between Mile Posts— Quimby 10.0 and 10.6	50	40	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 0.2 and 0.2	<u>(5)</u>	
11.6 and 12.0	50	40	Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
East Lake 14.3 and 14.6	50	40	Park City Branch Maximum Speed		25
St. Vrains 21.5 and 21.9	40	OF	Trains handling outfit cars.		20
Frederick 25.6 and 25.8	40	25 25	Between Mile Posts— 0.0 and 4.3		15
Gowanda			5.1 and 5.2		15
37.9 and 38.0 Wild Cat	50	40	13.2 and 13.5		15
40.4 and 40.5	50	40	14.8 and 21.0		15
Fort Collins Branch Between Dent and Fort Collins.			24.0 and 24.1		15
Between Fort Collins and Buckeye.		30	25.1 and 25.2		15
Trains handling outfit cars.		$\frac{25}{20}$ -	26.3 and 28.4		15
Dent, over west wye switch.	-	10	Park City, all yard tracks between freight yard junction		
Fort Collins, within city limits	- -	15	and depot, and all tracks above depot on highline. Ontario Branch	_	5
Fort Collins, over east cross-over switch.	-	5 -	Cranmer spur, between Keetley and end of track.		15 10

SYMBOLS AND ABBREVIATIONS (Rules 6 and 6(A)

6. The following letters placed before figures of a schedule indicate:

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:

Y —wye
Z —track scales
AI —automatic interlocking C —coal I —interlocking O —oil P —dispatcher's telephone AI —automatic interlocking
signals
CS—center siding
ES—eastward siding
WS—westward siding
RCS—remote control switch T—turntable W-water X -cross-over

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

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Douglas L. Gamette	Medical Director	Los Angeles, Calif.	System.	R. B. Stump	Oculist		Cheyenne.
Wm. M. Grieg	District Surgeon.	Denver, Colo	North to, and including	R. I. Williams	Aurist	Cheyenne, Wyo	Cheyenne.
MIII. M. MIIOE		expension of Astronomy, and a second	Warren.	R. H. Jesson	Surgeon	Hanna, Wyo	Hanna to Rock Springs.
			East to, but not including	Emory W. DeKay	Surgeon	Laramie, Wyo	Cheyenne to Hanna.
			Ellis.	O. S. Pavy	Surgeon	Laramie, Wyo	Cheyenne to Hanna.
		Service Control of the Service	East to, but not including	E. C. Pelton	Surgeon	Laramie, Wyo	Laramie to Hanna.
			Plainville.	B. J. Sullivan	Surgeon	Laramie, Wyo	Cheyenne to Hanna.
	and the same and the	Company of the second	East to, and including	R. F. Howe	Surgeon	Ogden, Utah	
			Ovid.	L. S. Sycamore	Surgeon	Ogden, Utah	
J. S. Benwell	Surgeon	Denver, Colo	Denver.	Floyd Seager	Surgeon	Ogden, Utah	Ogden to Green River,
T. E. Beyer	Aurists	Denver, Colo	Denver.	K. A. Stafford	Surgeon	Ogden, Utah	Brigham and Kaysville.
J. R. Blair	21012505			D. D. Olson	Surgeon	Ogden, Utah	
L. Scott Frank	Surgeon	Denver, Colo	Denver.	C. D. Van Hook	Surgeon	Ogden, Utah	12
A. T. Haley	Surgeon	Denver, Colo	Denver.	I. B. McQuarrie	Surgeon	Ogden, Utah	Ogden to Green River.
I. E. Hix	Oculist	Denver, Colo	Denver.				Brigham and Kaysville.
H. W. Stuver	Surgeon	Denver, Colo	Denver.	W. P. Daines	Surgeon	Ogden, Utah	Ogden to Green River,
W. L. Bennett	Surgeon	Denver, Colo	Denver.			Charles Alexander Control	Brigham and Kaysville.
P. V. Hansen	Dentist	Denver, Colo	Denver.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
	Surgeon	Boulder, Colo	Boulder to Erie.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
P. R. Farrington	Surgeon	Brighton, Colo		R. D. Baker	Surgeon	Rawlins, Wyo	Hanna to Rock Springs.
J. W. Wells	Surgeon	Digition, Colon.	Brighton to Erie.	E. W. McNamara	Surgeon.,	Rawlins, Wyo	Hanna to Rock Springs.
TO TO TO-IN-IN-IN-IN-IN-IN-IN-IN-IN-IN-IN-IN-IN-	Cummon.	Eaton, Colo	Greeley to Ault.	G. M. Halsey	Surgeon	Rawlins, Wyo	Hanna to Rock Springs.
F. D. Kuykendall		Frederick, Colo	Vicinity.	R. A. Corbett	Surgeon	Saratoga, Wyo	Encampment to Walcott.
C. P. Bishop	Surgeon	Ft. Collins, Colo		S. J. Hanten	Surgeon	Superior, Wyo	Superior to Thayer Jct.
F. A. Humphrey	Surgeon	Greeley, Colo	Evans to Eaton.	Louis J. Taufer	District Surgeon	Sait Lake, Utah	North to, but not includin
J. W. Allely	Surgeon	LaSalle Colo	La Salle to Kersey.				McCammon.
W. L. Wilkinson	Surgeon	Lupton, Colo	Brighton to Platteville.		13 May 18 18 18 18 18 18 18 18 18 18 18 18 18		East to, and includin
E. R. Pearson	Surgeon	Chavenne Wyn	East to, but not including				Rock Springs.
W. A. Bunten	Digities ani Ranii	Cushame, salor.	North Platte.				South to, but not includ
			West to, but not includ-				ing Caliente.
			ing Rock Springs.	R. J. Parker	Surgeon	Coalville, Utah	Echo to Park City.
	a kasaling an anaka sa ara	a de Name de deservo de la como d	South to, but not includ-		Surgeon	Devils Slide, Utah	Devils Slide to Ogden.
			ing Warren.	J. S. Hellwell	Surgeon	Evanston, Wvo	Green River to Morgan.
- ~ ~ "'	la .	(Chanana W	Cheyenne to Laramie and	J H Holland	Surgeon	Evanston, Wvo	Green River to Morgan.
R. C. Gramlich	. Surgeon		Chevenne to Carr.	J. H. Waters	Surgeon	Evanston, Wvo	Green River to Morgan.
G. W. Koford	. Surgeon	. Cheyenne, Wyo	. Cheyenne to Laramie and	J. B. Bennett	Surgeon	Green River Wyo	Green River to Morgan. Rock Springs to Evanstor
			Cheyenne to Carr.	R. C. Stratton		Green River Wyo	Rock Springs to Evanstor
F. E. Magrath	. Surgeon	. Cheyenne, Wyo.	. Cheyenne.	A. T. Sudman	. Surgeon	Dork City IItah	Bet. Park City and Echo.
E. W. Newman	. Oculist	. Cheyenne, Wyo	. Cheyenne.	Clint A. Laffoon	. Surgeon	Dock Spee Wyo	Laramie to Green River.
G. W. Marbry	. Oculist	. Cheyenne, Wyo.	. Cheyenne.	P. M. McCrann	. Surgeon	· Irrogy phile, M. Ag.	" Herening on Croom restor.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver
Denver 23rd Street
Denver
20th Street Vard Office
36th Street Telegraph Office
26th Street Posister Posis
36th Street
Pullman (Roundhouse)Engine Dispatcher's Office
Brighton Telement Office
Brighton
La SalleTelegraph Office
GreeleyTelegraph Office
EatonTelegraph Office
Cheyenne
CheyenneTelegraph Office
Cheyenne
Cheyenne Engine Dispatcher's Office
Laramie Yard Office
LaramieDepot Telegraph Office
Laramie Engine Dispatcher's Office
Laramie Switchmen's Locker Room

T	D B :
Hanna	Passenger Enginemen Washroom
Rawling	Telegraph OfficeTelegraph Office
Rawlins	
Rawling	Engine Dispatcher's Office
Rock Springs	Telegraph Office
	Roundhouse Foreman's Office
	Train Dispatcher's Office
	Telegraph Office
	Engine Crew Dispatcher's Office
	Switchmen's Locker Room
	Telegraph Office
Evanston	Engine Crew Dispatcher's Office
	Telegraph Office, Union Depot
	YD-21st St. Telegraph Office
	Crew Dispatcher's Office, Roundhouse
	Enginemen's Wash Room
	RD-28th St. Telegraph Office
	Telegraph Office

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" 31" 32" 33" 34" 35" 36" 37" 38" 40" 41" 42"	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.	Ē'	12
38"	94.7	51"	70.6	1'4"	56.2	1 '35"	37.9	6'	10
39"	92.8	52"	69.2	1'5"	55.3	1'40"	36.	4' 5' 6' 7'	12. 10. 8.6
40"	90.	58"	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	8' 10'	6.
42"	85.7	55"	65.4	ī'8"	52.9	1'55"	31.3		٠.