

UNION PACIFIC RAILROAD COMPANY

Eastern District



WYOMING DIVISION

TIME-TABLE No. 17

Effective Sunday,

May 24, 1953

at 12:01 P. M. Mountain Time

Safety Is No Accident

FOR EMPLOYES ONLY

WESTWARD	CO	N	ID	El	15	E	D	T	IN	lE.	-T	AI	BL	E	
	Passen- ger	85	IRS 1 Passenger	17	37	23	5 Mail and Express	9 Passen-	103 Stream- liner Passen- ger	liner	27 Passen-	195 Stream- liner Passen- ger	111 Stream- liner Passen- ger	Distance from Council Bluffs	Time Table No. 17 May 24, 1953
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS						
							9.20							0.0	CO. BLUFFS
	9.55					10.25	9.55		3.10	2.55	1.45	1.40	12.50	2.8	АНАМО
	1.20	12.30				1.20	12.45		5.10	4.55	4.22	3.40	2.55	146.9	GRAND ISLAND
	4.20 3.40	2.40 2.00	2.30 1.40			3.55 3.05	3.05 2.15		6.55 6.00	6.40 5.45	6.35 6,05	5.25 4.30	4.50 3.55	284.1	C.T. M.T. NORTH PLATTE
		3.30											5.10	365.3	JULESBURG
	6.25		4.00			5.25	4.35		7.43	7.28	8.25	6.13		407.5	SIDNEY
					11.59			9.30							Kansas City
		7.20		5.40	3.30 5.35			7.55 8.25					8.30	562.5	k L Denver
	8.40 9.10		6.05 6.15			4 7.35 7.45	6.35 6.50		9. <b>2</b> 5 9.35	9.10 9.20	10.30 10.40	7.55 8.05		509.5	CHEYENNE
	10,45		7.45	9.38	9.15	9.25	8.30	11.45	10.55	10.40	12.10	9.25		575.5	LARAMIE
	1.12		10.00	12.05			11.10	1.44	12.40	12.30	2.25	11.15		692.3	RAWLINS
	3.45 5.25		12.40 12.55	2.40 3.25	2.20 2.45	2.30 3.00	1.50 2.25	4.05 4.40	2.50 3.00	2.40 2.50	5.05 5.40	1.25 1.35		826.5	GREEN RIVER
	6.00			4.05								2.05		856.7	Granger
			4.45		6.35	7.00	6. <b>20</b>	8.35	6.15	6.05	9.30			1002.0	OGDEN
															(1002.0)
	(21.05) 42.1	(10.35) 52.8	(20.05) 49.8	(10.25) 39.4	(31.36) 38.1	(21.35) 46.2	(21.35) 46.2	(24.05) 50.9	(16.05) 62.1	(16.10) 61.8	(20.45) 48.2	(13.25) 63.6	(8.40) 69.2		Thru Time From OmahaAverage speed per hour

E. HICKS General Manager H. E. SHUMWAY
Genl. Supt. Transportation

G. A. CUNNINGHAM General Superintendent

C L COLOMBO Cuparintendent	FIRST SUBBLUSION AND DRAWGUES
C. J. COLOMBO, Superintendent	FIRST SUBDIVISION AND BRANCHES
J. E. HOGG, Terminal Superintendent	C. A. VICK ROY, Chief Train DispatcherDenver, Colo.
O. A. DURRANT, Asst. SuperintendentGreen River, Wyo.	E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher Denver, Colo.
H. G. HAGGLUND, Terminal SuperintendentGreen River, Wyo.	J. F. BARRETT, Asst. Chief Train DispatcherDenver, Colo.
C. T. ALFORD, Asst. Superintendent Denver, Colo.	b. F. Britten I, Asst. Outer Irain Disparener
R. W. HOPKINS, Terminal Superintendent Denver, Colo.	
K. I. JONES, Trainmaster	SECOND SUBDIVISION AND THIRD SUBDIVISION
G. E. O'HARA, TrainmasterLaramie, Wyo.	LARAMIE TO RAWLINS, AND BRANCHES
J. L. PHILLIPS, Asst. TrainmasterLaramie, Wyo.	I M VEITTEN OIL (m. t. D) III OI W
P. D. SELF, Terminal SuperintendentLaramie, Wyo.	J. M. KELLEY, Chief Train Dispatcher
W. G. JOHNSON, Trainmaster	C. E. WHITE, Asst. Chief Train Dispatcher
D. E. MOORE, Safety Representative Green River, Wyo.	R. W. HAYES, Asst. Chief Train Dispatcher Cheyenne, Wyo.
W. C. SATTERFIELD, TrainmasterOgden, Utah	
J. C. JOCHIM, Trainmaster Denver, Colo.	THIRD SUBDIVISION AND FOURTH SUBDIVISION.
C. E. MYERS, Master Mechanic	RAWLINS TO OGDEN, AND BRANCHES
H. T. SNYDER, Master Mechanic Denver, Colo.	D FOORED OF CERT OF THE
D. P. CLIFFORD, Road Foreman of Engines Cheyenne, Wyo.	B. FOSTER, Chief Train Dispatcher
R. M. WARNER, Road Foreman of Engines Cheyenne, Wyo.	L. R. DEARDEN, Asst. Chief Train DispatcherGreen River, Wyo.
E. J. MOORE, Road Foreman of EnginesLaramie, Wyo.	W. E. HARDY, Asst. Chief Train DispatcherGreen River, Wyo.
G. L. LIEBAU, Road Foreman of Engines Laramie, Wyo.	
M. N. ANDERSON, Road Foreman of EnginesRawlins, Wyo.	MILEAGE
CHARLES SHIPMAN, Road Foreman of Engines Rawlins, Wyo.	30 . v.
T. A. KELLEHER, Road Foreman of EnginesOgden, Utah	Main Line628.23
H. C. LUSTY, Road Foreman of EnginesEvanston, Wyo.	Branches372.31
J. W. GODFREY, Division Engineer	TO 1.1
G. M. PICKERING, General RoadmasterCheyenne, Wyo.	Total

		0	N	D	EV	15	E		T!	M	E-	·T/	AE	<b>L</b>	E	EA	STW	/ARD	)
									F	IRS	T C	LAS	S						
Time Table No. 17 May 24, 1953	Mile Post	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 Mail and Express	86 Passen-					
STATIONS																			
CO. BLUFFS	0.0												6.50						
OMAHA	2.8	12.30	6.40		3.35	4.05	2.40	2.50	3.00			7.50	6.05	4.15					
GRAND ISLAND	146.9	10.24	3,25		1.10	1.35	12.31	12.40	12.50			4.45	3.25	1.48					 
NORTH PLATTE M.T.	284.1	8.37 7.32	12.15 <b>10.55</b>		10.23 9.13	11.15 10.05	10.38 9.33	10.48 9.43	10.58 9.53			1.40 12.30	<b>12.55</b> 11.45	11.30 <b>10</b> .15					
julesburg	365.3	6.27												8.55		 			
Sidney	407.5		8.45		7.22	8.15	7.52	8.02	8.12	`		10.20	9.45						
Kansas city				<b>7</b> .15						10.30			هدف سعبجر		ير شسينند			-	
<b>DENVER</b> Lv	562.5	3.30		6.50 6.20						9,00 8,00	8.10			5.00					
CHEYENNE	509.5		6.20 5.40		5.40 5.25	6.15 5.55	6.30 6.20	6.40 6.30	6.50 6.40			8.30 8.15	7.55 7.35						
LARAMIE	566.0		4.20	3.10	4.00	4.35	5.10	5.20	5.30	4.15	4.25	6.35	6.05						
RAWLINS	682.8		2.00	1.05	1.40	2.10	3.20	3.30	3.40	1,55	2.05	3.20	<b>3</b> .35						
GREEN RIVER	817.0		11.10 9.50	10.45 10.20	11.00 10.50	11.20 11.10	1.05 12.55	1.15 1.05	1.25 1.15	11.10 10.55	11.25 11.05	12.15 11.40	12.45 12.25						
GRANGER	847.2		9.15						12.42		10.30								
OGDEN	992.6			6.50	7.00	7.30	9,45	9.55		7.10		7.15	8.30						
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					

## CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

(8.00) (20.25) (23.25) (19.35) (19.35) (15.55) (15.55) (13.18) (26.20) (9.40) (23.35) (20.35) (10.15) 69.5 41.2 50.5 49.6 49.6 62.2 62.2 63.5 46.2 44.6 42.0 48.1 54.4

	W	ESTWARD			E	ASTWARD	
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	beyond	Omaha or beyond.
9	La Salle	From east of Denver	scheduled to stop.		Rock Springs	Sleeping car passen- gers from West of Ogden or Poca- tello	Denver or beyond,
9	Rock Springs	Denver or beyond	Sleeping car passengers for West of Ogden, Pocatello or beyond.	18	Any station on First and Third Subdivision	Granger or beyond.	2
37	Rock River	Denver or east.		24 24	Any station on Third Subdivision Any station on Fourth Subdivision	Ogden or beyond. Ogden or beyond	Green River or beyond.
17	Any station on Third Subdivision		North of Granger.	28	Rock Springs	West of Ogden.	
23	Any station on Third and Fourth Subdivision	East of Cheyenne	Ogden or beyond.	38 86	Any station on First Subdivision Any station on First	Ogden or beyond.	
27	Rock Springs	Omaha and Denver or beyond	West of Ogden.	-	Subdivision		East of Julesburg.
85	Brighton	From East of La Salle		106	Rock Springs	-	Cheyenne or beyond.
105	Rock Springs	Cheyenne or beyond	Pocatello or beyond.	334	Any Station	Cheyenne or beyond.	

	WESTWAR	D			SUBDIV	ISION					
			SECOND	CLASS						Time-Table No.	17
etc. (A),						370	250	a o		•	
Sapacit, ings, ile 6 ge 31.						Mixed	Time Freight	Distance from Denver		May 24, 1953	
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.						Daily	Daily	ğğ		STATIONS	
	1					6.50PM		0.0		DN-R DENVER YL	σD
YIP								0.6		23RD STREET YI	L RA
			<b> </b>			7.25	6.10PM	1.7		DN-R 36TH ST. YI	L RA
ZP						A 7.35PM	6.13	2.2		PHILIMAN Y	L :
WCOTYZP								4.9		C. B. & Q. CROSSIN	1G
***							6.20	5.0		DNSANDCREEKJCT.Y	LSK
IP								6.0		ADAMS	/
7							6.26	8.1		DUPONT	
95 P			-					9.9		ROLLA	
23				[ <del></del>			6.31	11.3		HAZELTINE	
57 P							6.36	14.1		HENDERSON	Γ
52 P								16.0		NORTHWAY	
22							6.43	19.1		DN BRIGHTON	YL I
91 WYZP			-					22.8		POWARS	
81 P							6.52	25.8		D LUPTON 4.3	τ
94 P			_				6.58	30.1		IONE	
53 P				-			7.04	34.8	<sub>s</sub>	D PLATTEVILLI	E P
95 P			_				7.04	36.2	A	VASQUEZ	
24								37.8	SIGNALS	HOUSTON	
42 P			_				7.11	40.0	۶₹	D GILOREST	
119 P							7.11	42.4	CK	PEOKHAM	
24 P			_					43.2	BLOCK	HAMBERT	
24				<u> </u>				40.2	20	2.9 —	
192 WCTYP			1	1			A 7.20PM	46.1		DN-R LA SALLE	YL 8
60 P				-				48.2		EVANS	
247 WYZP			_					51.7		DN GREELEY	AT H
YP								54.0		GREELEY JC	т
81 P			-	-				55.8		D LUCERNE	
80 P								59.2		D EATON	XT (
			_	-				59.3		G. W. OROSSIN	NG
I				-			·	63.0		D AULT	
65 P				-				64.9		STAGE	
22			_					66.8		D PIERCE	I
64 WYP				-				71.9		D NUNN	N
52 P			_					77.0		DOVER	
96 P			_	-				81.9		DECKER	
51 P							ļ	86.0		DN CARR	
94 WCYP								-		WARREN	
97 P							ļ	90.4		GLEASON	
52 P			_	_  _				94.4	ئ	4.9 —	
138 WP								99.3		DN SPEER	YL :
138 WP				- <del>  </del>				100	مه ا	DN BORIE	YL I
72 IP	11							103.3	58	DN BORIE	
			1	1 1	1	1	1	1	,	(103.3)	

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.

of the same class.—See Rule 5-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.

Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.

Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.

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

	WES	TWARD	)	·	FIR	N						
				FIRST	CLASS			1	······································			Time-Table No. 17
	10	17	37	86	112	8	38	57	9	EIO,		
	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger	Streamliner Passenger	Distance from Denver		May 24, 1953
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	D D		STATIONS
	6.50PM	5.4OPM	5.35PM	5.00PM	3.30PM	12.50PM	9.004	8.30AM	8.25AM	0.0		DN-R DENVER YL UD
										0.6		23RD STREET YL DN-R 36TH ST. YL 0.5
	6.54	5.45	5.40	5.06	3.34	12.54	9.04	8.35	8.29	1.7		DN-R 36TH ST. YL 5
	A 6.55PM	5.47	5.42	5.07	3.35	A12.55PM	A 9.05AM	8.37	8.30	2.2		PULLMAN YL RA
										4.9		O. B. & Q. OROSSING
		5.52	<b>5.47</b> 10	5.12	3.39			8.42	8.34	5.0		DNSANDCREEKJCT.YLSK
										6.0	1	ADAMS
		5.57	5.51	5.16	3.42			8.47	8.38	8.1		DUPONT 1.8 ROLLA
										9.9		
		6.01	5.53	5.19	3.44			f 8.50	8.41	11.3		HAZELTINE
		6.04	5.55	5.22	3.46			f 8.53	8.43	14.1		HENDERSON
										16.0		NORTHWAY
		6.10	6.00	<b>5,33</b> 10	3.51			s 9.04	8.48	19.1		DN BRIGHTON YL BI
										22.8		POWARS
		6.16	6.06	5.40	3.57			f 9.11	8.54	25.8		D LUPTON UP
		6.20	6.10	5.44	4.01			f 9.16	8.58	30.1	İ	IONE 4.7
		6.24	6.14	5.48	4.05			f 9.21	9.02	34.8	2	D PLATTEVILLE PA
										36.2	GNALS	VASQUEZ
										37.8	SIG	HOUSTON
		6.29	6.19	5.53	4.09			f 9.26	9.07	40.0		D GILOREST GI
					,					42.4	BLOCK	PEOKHAM ————————————————————————————————————
										43.2	M	0.8 HAMBERT 
		s 6.37	в 6.27	A 5 500M	A 4.15PM			s 9.35	9.14	46.1		DN-R LA SALLE YL SA
		6.40	6.30	1 J.JJFM	- T. I OF III			f 9.38	9.17	48.2		EVANS
			s 6.40						s 9.25	51.7		DN GREELEY YL HG
		8 0.50	5 0.10	_		***************************************			3 7.20	54.0		GREELEY JCT.
		6.55	6.45					f 9.55	9.30	55.8	ŀ	D LUCERNE C
		6.59	6.49					f10.00	9.34	59.2		D EATON YL UR
		0.55	0.15					110.00		59.3		G. W. CROSSING
		7.03	6.53					f10.05	9,38	63.0		D AULT A
			0.55					110.00		64.9		TI.9 STAGE
		7.08	6.58					f10.10	9.42	66.8		10
<del> </del>		7.14	7.04		····			f10.16	9.47	71.9		D PIEROE BU 5.1 D NUMN NU
		7.20	7.10					f10.22	9.53	77.0		DOVER.
		7.26	7.16					10.27	9.58	81.9		
		7.35	7.22					f10.32	10.04	86.0		DN CARR OR
		7.42	7.28					10.38	10.10	90.4		WARREN
		7.48	7.34					f10.44	10.16	94.4	İ	GLEASON
								f 10.50AM		99.3	<u>;</u> }	DN SPEER YL SP
	 	A 7.55PM	LUrm					I IU.JUAM				4.0
										103.3		DN <b>BORIE YL</b> BO (103.3)
	(0.05)	(2.15)	(2.05)	(0.59)	(0.45)	(0.05)	(0.05)	(2.20)	(1.55) 51.8	· · · · · · · · · · · · · · · · · · ·		
	26.4	(2.15) 44.1	47.6	46.9	61.4	26.4	26.4	42.6	51.8		• • • •	Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.

Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.

Denver Union Terminal Speed restrictions apply within interlocking limits at Denver. For conditional stops to discharge or pick up revenue passengers, -See Page 3.

					FIRST	SUBDIV	ISION			EASTW	ARD	
							FIRST	CLASS				
	-Table No. 17 Tay 24, 1953	Mile Post	85 Passenger	38 Passenger	9 Streamliner Passenger	18	7 C.R.I&P. Rocket Passenger	111 Streamliner Passenger	37 Passenger	52 Passenger	10 Streamliner Passenger	
9	STATIONS	Mile										
,		1	 		. =			4 0 2014	4 2 200U	4 5 20DW	4 6 200M	
DN-R	DENVER YL UD  O.6 D STREET YL		A 7.20AM				A 8.25AM	8.30AM 8.22	A 3.30PM	A 5.20PM	A 0.20rm	
	<u>5</u>	0.6		7.35	7.39	$\frac{7.45}{7.41}$	8.17	8.20	3.04	5.14	5.52	
DN-R		2.2		$\frac{7.31}{7.29}$	7.36 7.35AM	7.40	8.16AM		3.03PM		5.51	
	PULLMAN YL RA	4.9		1.23	1.33AM	7.40	O.IOAm		3.00111			
DATE A.	NDCREEKJCT.YLSK	5.0		7.22		7.35		8.15		5.09	5.47 <sup>37</sup>	
DNSAI	1.0 ADAMS	6.0		1.22		1.55						
	DUPONT	8.1		7.18		7.30		8.10		5.03	5.43	
	ROLLA	9.9										
	HAZELTINE	11.8	-	7.14		7.26		8.07		f 4.58	5.40	
	HENDERSON	14.1	-	7.11		7.22		8.05		f 4.54	5.38	
	NORTHWAY	16.0										
DN	BRIGHTON YL B	-		7.06		7.16		7.59		s 4.47	5.33 86	
	POWARS	22.8										
D	LUPTON U	P 25.8	6.38	6.58		7.08		7.52		s 4.38	5.27	4
	10NE	30.	6.33	6.52		7.03		7.48		f 4.33	5.23	
D .	PLATTEVILLE PA	A 34.	6.29	6.47		6.57		7.45		f 4.28	5.19	
<del></del>	VASQUEZ	36.	2									
	HOUSTON	37.	В									
$\overline{\mathbf{D}}$	GILOREST G	I 40.	6.24	6.41		6.51		7.41		f 4.22	5.14	
	PECKHAM	42.	4									
	HAMBERT	43.	2									
ח את	LA SALLE YL S.	A 46.	1 6.17AN	6.34		6.44		7.34AN		s 4.15112	5.09	
DN-R	2.1 EVANS	48.		6.31	-	6.41			-	f 4.06	5.07	
DN	GREELEY YL H			s 6.26		s 6.36				s 4.01	s 5.03	
DI	GREELEY JCT.	54.		3 0.20	-							
D	1.8	O 55.		6.19		6.29		1		f 3.53	4.57	
$\frac{D}{D}$	EATON YL U		_	6.15		6.25				s 3.49	4.54	
	G. W. CROSSING	59.	_									
D	AULT	A 63.		6.11		6.21				s 3.44	4.50	
	1.9	64.										
D	PIERCE B	U 66.	8	6.07		6.17	1			f 3.39	4.47	<u> </u>
D	NUNN N	U 71.	9	6.02		6.12				f 3.33	4.43	
	DOVER	77.	o	5.57		6.07				f 3.27	4.39	
	DECKER	81.	9	5.52		6.02				3.22	4.35	<u> </u>
DN		R 86.	0	5.48		5.58				s 3.17	4.31	
	WARREN	90.	4	5.43		5.53				3.12	4.27	
	GLEASON	94.	4	5.39		5.49				3.07	4.23	ļ
DN DN	SPEER YL S	P 99.	3	5.34		5.44				f 3.00P	4.18	
DN	BORIE YL B	O 103	3	5.25A	V	5.35AN	1				4.10PM	
1 =	(103.3)	-	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

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		<del>,</del>			FIRST	SUBDIVI			EAS	TWARD	
FM!	77.1.1. 37. 47					`	SECOND	CLASS			
TH	me-Table No. 17 May 24, 1953	Post	369	334							Car Capacity & Edidings, etc. Wee Rule 9 (A),
		Mile P	Mixed	Mixed							Sidin Rule
	STATIONS	2									See C
DN-	R DENVER YL UD		A 7.15AM	A11.50PM					Ì		
2	RD STREET YL R 36TH ST. YL RA	0.6	6.55								-
DN-	R 36TH ST. YL RA	1.7	6.53	11.33							
			6.50AM	11.28							WCOT
O	PULLMAN YL 2.7 . B. & Q. OROSSING 0.1	4.9									
DNS	SANDCREEKJCT.YLSK	5.0		11.17							
	ADAMS	6.0									7
	2.1 DUPONT 1.8	8.1		11.11							95
	ROLLA 1.4	9.9									23
	HAZELTINE	11.3		11.06							57
	HENDERSON	14.1		11.01							52
	NORTHWAY	16.0									22
DN	BRIGHTON YL B	I 19.1		f10.53							91 WY
	3.7 POWARS 3.0	22.8									31
D	LUPTON U	P 25.8		f10.43							94
	IONE	30.1		10.36							53
D	PLATTEVILLE P.	A 34.8		10.30							95
	VASQUEZ	36.2									24
	HOUSTON	87.8									42
D	GILOREST G	I 40.0		10.22							119
	2.4 PEOKHAM 0.8	42.4									24
	HAMBERT	43.2									24
DN-I		A 46.1		s 10.10							192 WCT
D2(1-2	2.1 EVANS	48.2		9.48						سيسبب ا	
DN	GREELEY YL HO			s 9.40							60 247 WY
22.1	GREELEY YL HO	54.0		<i>b</i> 7.10							247 W I
D	1.8	0 55.8		9.25							81
D	EATON YL U	_		s 9.19						_	80
	G. W. OROSSING	59.3									00
D	3.7	A 63.0		в 9.12					<del></del>		65
	1.9	64.9									22
D	PIERCE BI			9.05							64 W
D	NUNN N	_	·	8.57	***						52
	DOVER	77.0		8.49					····		96
	DEOKER	81.9		8.40							51
DN	CARR CI		<del></del>	s 8.32							94 WC
	WARREN	90.4		8,22							97
	GLEASON	94.4		f 8.16							52
	4.9	-									
DN DN	<b>SPEER YL</b> SI 4.0	P 99.8		f 8.10PM							138
DN	BORIE YL BO	103.3									72
	(103.3)	1 !	Daily (0.25)	Daily (3.40)	J	-					1

Average speed per hour..... 5,3 27.1

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule S-72.

Between Sand Creek Jct. and La Salle, the time of Nos. 111 and 112 and between Sand Creek Jct. and Speer, the times of Nos. 9 and 10 must be cleared not less than five minutes by Nos. 18, 38, 52, 86, 17, 37, 57 and 85 and not less than fifteen minutes by second-class and extra trains.

Between Denver and La Salle, all extra trains will run via cupton 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	SEC	DND	SUBD	IVIS	ION					
	SECOND CLASS								FI	RST CLA	SS
ity etc. (A),		334	from		Tin	ne-Table : May 24, 19			17	23	37
Capac lings, ale 6 ge 31.		Mixed	Distance from Council Bluffs						Passenger	Passenger	Passenger
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.		Daily	Cou			STATION	IS		Daily	Daily	Daily
WCOTY X		7.45PM	509.5	Block Signals	DN-R	CHEYENNE	E AT N	Three Main Tracks		7.45PM	
IP		7.52	510.8	Sign	DN	TOWER A	AY			7.48	
138 WP		A 8.10PM		ALIZED	DN	SPEER 6.8	YL SP	Two Main Tracks	7.55PM		7.4OPM
132 P			525.8	NE		EMKAY 8.4					
137 P			534.2	₹5		LYNCH 8.5		· ••• · · · · · · · · · · · · · · · · ·			
143 CWP			542.7	FF		HARRIMAN	1				
131 P			549.5	CENTRA TRAFFIC		PERKINS					
					<b></b>	8.2		خردندانده موجود میشود			
WS110 ES110 XIP			519.0		DN	BORIE	во				
WS 93 XWP ES 110			524.0			OTTO 4.6					
WS 137 ES 76 XWP			528.6		DN	GRANITE	YL OA				
WS 105 WYP ES 90 X			536.5			BUFORD 3.9	YL				
CS 95 XYP			540.4	श	DN	SHERMAN	S				
ES 63 WXP			554.3			4.4 DALE		_	8.51	8.37	8.31
CS 130 XP			544.8 557.4		DN	HERMOSA	нм	Double	8.59	8.44	8.39
WS 133 WP			566.8	BLOCK		RED BUTTE	ES		9.12	8.57	8.52
				=		9.2 —		Track		<del></del>	
ES 79 P			551.7			3.8 HEARD					
ES 110 WP			554.0			2.3 COLORES 9.0					
ES 284 P			563.0			FORELLE 3.0					
WCOTY PZ X			575.5		DN-R	LARAMIE	<b>YL</b> K-KI		A 9.28PM	A 9.15PM	A 9.05PM
						(66.0)					
		(0.25) 18.5	<u> </u>	:		Thru Tim	e er hour		(1.33) 36.5	(1.30) 44.0	(1.25) 39.9

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

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

Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.

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

		W	ESTWA	RD	ION									
			F	IRST CLA	SS					***	Fgr.;	ne-Table No	17	
5	52	27	9	103	101	11	105	1	rom		1 111	me-Table No May 24, 1953	. 17	
Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Distance from Council Bluffs			1120y 111, 1000		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	S Di			STATIONS		
6.50PM	2.45PM	10. <b>4</b> 0AM		9.35AM	9.20AM	9.10AM	8.05AM	6.15AM	509.5	ak als	DN-R	CHEYENNE Y	L N	Three Main Tracks
6.53	2.49	10.43		9.38	9.23	9.13	8.08	6.18	510.8	Block Signals	DN	TOWER A VI	AI	_ 1
	fA3.OOPM		10.20AM						519.0	30F	DN		L SP	Two Main Fracks
									525.8	Z Z		EMKAY 8.4		
									534.2	ZS√		LYNOH 8.5		
									542.7	TIC		HARRIMAN		
									549.5	CENTRALIZED TRAFFIC CONTROL		PERKINS 4.8		
							NA.				-	8.2		
									519.0		DN	BORIE 5.0	во	
									524.0			OTTO 4.6		
									528.6		DN	GRANITE <b>Y</b>	L CA	
									536.5			BUFORD Y	L	
									540 · 4	κi	DN	SHERMAN	S	
7.45		11.32	11.10	10.25	10.10	10.01	8.55	7.07	554.3 548.8	SIGNAL		4.4 DALE 3.1	Salth colonel	Double
7.52		11.39	11.17	10.32	10.17	10.08	9.02	7.14	557.4		DN	HERMOSA 8.9	нм	
8.05		11.49AM	11.26	10.41	10.26	10.19	9.11	7.25	566.3	BLOCK		RED BUTTES 9.2		Track
									551.7	_		3.8 HEARD		
									554.0			COLORES	J	
									563.0			9.0 FORELLE		
A 8.20PM		412 O20M	A11 40M	A10 54 AM	A10 30M	A10 32M	A 9.24AM	A 7 37M	575.5		DN-R	LARAMIE YL	K-KI	
4 6.ZUPM		**14.U4rm				10.32AW	J.ATAN	1.JIMI			221-10	(66.0)		
				45 - 45 - 15		(4.00)	(1.70)	(1.00)	ļ				<u>}</u>	70:
(1,30) 44.0	(0.15) $25.6$	(1.22) $49.3$	(1.20) $42.0$	$   \begin{array}{c}     (1.19) \\     50.1   \end{array} $	(1.19) 50.1	(1.22) $49.3$	(1.19) 50.1	(1.22) 49.3				Average	speed p	ru Time er hour

Westward trains must keep to the left between Dale and cross-over east end Laramie yard.
On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.
Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

			SE	ECOND S	SUBDIV	ISION		EASTW	ARD		
	m: m-1.1- 27 - 48					FI	RST CLA	SS			
	Time-Table No. 17 May 24, 1953		38	18	6	24	57	10	28	12	2
	May 24, 1905	يب به	Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
	STATIONS	Mile									
Block Signals	DN-R CHEYENNE YL N	Three Single Sin			A 7.35AM	A 8.15AM	A11.05AM		A 5.25PM	A 5.40PM	A 5.55PM
200	(DA TOWER A 12 AT)	010.0			7.27	8.07	10.59		5.18	5.34	5.49
ROL	DN SPEER YL SP	Tracks 519.0					10.50AM				
N Z		525.8									
₹5.	LYNCH	534.2									
FFE	HARRIMAN	542.7		anonano anonano anonano anonano anonano anonano anonano anonano anonano anonano anonano anonano anonano anonano							
CENTRALIZED TRAFFIC CONTROL	PERKINS	549.5									
•	4.8								,		
	DN BORIE BO	519.0	A 5.25AM	A 5.35AM	7.16	7.54		A 4.10PM	5.07	5.23	5.38
	OTTO	524.0	5.17	5.27	7.09	7.47		4.04	5.02	5.18	5.33
	DN GRANITE <b>YL</b> OA	528.6	5.11	5.21	7.03	f 7.40		3.59	4.57	5.13	5.28
	BUFORD <b>YL</b>	536.5	5.00	5.10	6.50	f 7.27		3.49	4.46	5.02	5.17
ı,	DN SHERMAN S	540.4	4.54	5.04	6.44	7.21		3.44	4.41	4.57	5.12
ŞİGNALS	DALE	554.3 544.8		5.00	6.40	7.16		3.41	4.37	4.54	5.09
<u>5</u>	DN HERMOSA HM	554.3 544.8 547.9		4.53	6.33	f 7.08		3.35	4.30	4.47	5.02
BLOCK		556.8								: :	
ä	3.8 ————————————————————————————————————	551.7	4.38	4.48	6.28	7.02		3.31	4.24	4.42	4.57
	COLORES .	554.0	4.35	4.45	6.25	6.57		3.28	4.20	4.39	4.54
	FORELLE	5 <b>63</b> .0	4.24	4.34	6.14	6.44		3.18	4.09	4.28	4.43
	DN-R LARAMIE YLK-KI	568.0	4.15AM	4.25AM	6.05AM	6.35AM		3.10PM	4.00PM	4.20PM	4.35PM
	(56.5)	-	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	u Time		(1.10) 40.3	(1.10) 40.3	(1.30) 37.8	(1.40) 33.9	(0.15) 25.6	(1,00) 47.0	(1,25) 39,9	(1.20) 42.4	(1.20) 42.4

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale.

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

Rules 251 to 254 inclusive apply on No. 1 and No. 2 track.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

				SECON	ND SU	BDIV	ISION		EASTW	ARD			
	RST CLA			Time-Table No. 17									
104	102	106		May 24, 1953								city	₹
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		• ,								Car Capacity f Sidings, etc.	une r
				STATIONS		Mile Post						of Car	25 Ed.
A 6.20PM	A 6.30PM	A 6.40PM	Block Signals	DN-R CHEYENNE YL N	Three Main Tracks	509.5						WCOTY PZ	x
6.16	6.26	6.36	2 %	DN TOWER A YL AY	e e ks	510.8							ĮΡ
			CENTRALIZED TRAFFIC CONTROL	DN SPEER VL SP	Two Main Tracks	519.0						138	WP
			ON O	EMKAY 8.4		525.8						132	. P
			<u>¥</u> 2	LYNOH 8.5		534.2						137	CWP
				HARRIMAN 6.8		542.7						127	CWI
			7¥.	PERKINS		549.3						131	P
				8,2				-		•			
6.07	6.17	6.27		DN BORIE BO	G.	519.0						WS110 ES110	XIP
6.02	6.12	6.22		OTTO		524.0						WS 93 ES 110	XWP
5.57	6.07	6.17		DN GRANITE YL CA		528.6						WS 137 ES 76	XWP
5.46	5.56	6.06		BUFORD YL		536.5						WS A05 ES 90	WYP
5.41	5.51	6.01		DN SHERMAN S		540.4						CS 95	XYP
5.38	5.48	5.58	SIGNALS	4.4 DALE	<b>a</b>	554.3						ES 63	WXP
5.31	5.41	5.51	5	DN HERMOSA HM	, de	544.8 547.9						CS 130	XP
J.31	J.11	J.J1	BLOCK S	8.9 RED BUTTES 9.2	Double Track	556.8	,					WS 133	WP
5.28	5. <b>3</b> 8	5.48		HEARD	•	551.7	No. of the Control of		The state of the s			ES 79	P
5.25	5.35	5.45		COLORES		554.0						ES 110	WP
5.16	5.26	5.36		FORELLE		563.0						ES 284	P
5.10PM	5.20PM	5.3OPM		DN-R LARAMIE YLK-KI		566.0						WCOTY PZ	х
Daily	Daily	Daily		(56.5)									
(1.10) 48.4	(1.10) 48.4	(1.10) 48.4		Thru Time		<u> </u>	i		1	1	1		

Eastward trains must keep to the left between cross-over east end Laramie yard and Dale. On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on No. 1 and No. 2 track. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

11

	WESTWARD	THIRD SUBDIV	1 1		FIRST CLASS
				Time-Table No. 17	
Car Capacity of Sidings, etc. See Rule 6(A). Page 31.			Distance from Council Bluffs	May 24, 1953	17
Rpac 1831 6 31			ance	May 24, 1505	Passenger
Sidin Pag Pag			Çist		
0 15 %				STATIONS	Daily
WOOTYPZ X			575.5	DN-R LARAMIE YL KI-K	9.38PM
C8 92 XP			583.6	HOWELL 3.6	9.48
W8 53 XP			587.2	WYOMING	9.52
WS 47 XP C8 93			594.8	D BOSLER FY	10.06
ES 64 XP			600.1	OOOPER LAKE	10.10
C8 105 XP			608.4	LOOKOUT 5.0 HARPER	10.15
CS 128 WC YPX			614.8	DN ROCK RIVER OK	10.22
WS 58 XP			618.5	3.7 WILCOX	10.27
ES 120 CS 73 XP			626.3	RIDGE	10.35
CS 128 XYP			632.4	D MEDICINE BOW MB	10.42
CS 81 XP			642.1	como	10.53
CS 80 XP			648.2	RAMSEY	11.00
WS 118 WCZ ES 150 YPX			652.6	DN HANNA YL HN	f11.06
WS 56 ES 82 XP			657.9	PERCY 3.4	11.12
C8 71 XP			661.3	DANA	11.15
CS 131 XP			666.5	EDSON	$\frac{11.21}{11.27}$
CS 68 XP			671.4	D WALCOTT WA	11.33
CS 80 XP			677.1		11.43
CS 123 XP			685.8	0.5	
WCOTYZXP			692.3	3.2	12:55PM
WS 71 XP			695.5	FERRIS  3.8  HADSELL  3.2	12.13 12.18
CS 117 X.P			699.3	HADSELL 3.2	12.18
ES 81 XP			702.5	4.0	12.26
WS 65 XP WS 70 XW			706.5	BALEI S RANOH 3.7 RINER	12.29
ES 125 P CS 81 XP			714 9 5	4.6	12.33
W8 62 X			721.5	CRESTON	12.41
C8 81 XP			725.5	LATHAM	12.45
W8 124 W ES 106 YXP			733.7	DN WAMSUTTER WM	12.54
WS 121 XP		The sear areas control to the search of the	738.6	FREWEN	12.59
CS 71 XP			742.2	RED DESERT	1.03
WS 64 XP ES 40 WS 104 X			749.5	7.3 TIPTON 	1.12
i YPi			752.9	ROBINSON	1.16
W8 125 ES 106 P			756.2	TABLE ROCK	1.19
W3 60 ES 71 P WS 152 WC			761.2	MONELL 5.0	1.23
ES 169 YXP			766.2	DN BITTER CREEK YL BK	1.28 1.38
CS 122 XP			775.4	BLACK BUTTES 5.3 HALLVILLE	1.38
WS 70 XP WS 115 X			780.7	POINT OF ROCKS	1.50
CS 132 WP			786.6	THAYER JUNCTION	1.56
CS 79 XP			798.1	SALT WELLS	2.01
CS 120 XP			805.2	BAXTER	2.08
WS 74 WCY ES 97 TZXP			811.6	DN ROCK SPRINGS YL SG	s 2.18
CS 135 XP			818.5	KANDA	2.28
WCOTYPZ			826.5	DN-R GREEN RIVER YLGR	A 2.40A
				(251.0)	
1		1 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.

37 101 105 1 5 9 103 11 May 24, 1953 Mail and Express Streamliner Streamline Passenger Passenger Passenger Passenger Passenger Passenger Passenger Passenger Passenger STATIONS Daily Daily Daily Daily 8.30PM 12.10PM 11.45AM 10.55AM 10.45AM 10.40AM 9.25AM 7.45AM 575.5 DN-R LARAMIE YL KI-K 9.25PM 9.15PM HOWELL 9.25 8.40 12.20 11.54 11.02 11 11.02 103 10.49 7.55 583.6 9.35 9.34 9.29 WYOMING 9.39 8.44 12.23 11.57AM 11.06 11.09 10.52 7.58 587.2 9.37 BOSLER 9.46 9.37 8.52 12.30 12.03PM 11.12 11.16 10.58 9.43 8.05 594.8 FY COOPER LAKE 9.52 9.43 8.57 12.35 12.09 11.16 | 11.21 | 11.01 8.10 600.1 9.56 9.47 9.02 12.39 12.13 11.19 11.25 11.05 9.50 8.14 603.4 LOOKOUT 10.01 9.54 9.08 12.44 12.18 11.23 11.30 11.09 9.54 8.19 608.4 HARPER ROOK RIVER OK f 10.09 10.01 9.16 12.50 12.24 11.28 11.36 11.15 10.00 8.25 614.8 DN 10.06 9.21 11.31 11.40 11.18 WILCOX 10.14 12.54 12.27 10.03 8.29 618.5 10.14 RIDGE 10.21 9.29 1.02 12.34 11.37 | 11.48 | 11.25 10.10 8.37 626.3 11.43 | 11.54AM 11.31 MEDICINE BOW MB 10.21 f 10.29 9.37 1.08 12.40 10.16 8.43 632.4 10.40 10.34 9.50 1.18 12.48 11.50 | 12.04PM 11.38 8.53 642.1 оомо 10.42 RAMSEY 10.48 9.58 1.25 12.54 11.56AM 12.11 11.44 10.29 9.00 648.2 HANNA YL HN f 10.57 f 10.50 10.07 1.31 12.01PM 12.17 | 11.48 9.06 652.6 12.58 12.07 | 12.23 | 11.54 | 10.39 PEROY 10.56 10.16 9.12 11.04 1.37 1.04 657.9 10.59 DANA 10.20 12.10 12.27 11.58AM 10.43 9.16 11.08 1.411.08 661.3 EDSON 11.05 12.14 12.32 12.02PM 10.47 666.5 10.26 11.141.46 1.12 9.21 WALCOTT 671.4 f 11.20 11.1010.32 1.51 1.17 12.19 | 12.37 | 12.07 | 10.52 9.26 WA 677.1 11.15 10.38 1.57 12.24 12.41 12.12 | 10.57 9.32 FORT STEELE 11.26 1.22 685.8 f 11.35 11.22 10.48 2.06 1.30 12.32 12.50 12.20 11.05 9.41 SINCLAIR 18:55 12:28 11:45<sub>PM</sub> 11:35 11:98 2:39 1:32 13:38 1:93 11:15 DN-R RAWLINS YL RS 692.3 FERRIS 12.05AM 11.53 11.16 10.08 695.5 12.34 11.19 2.32 1.49 12.44 1.17 HADSELL 10.13 699.3 12.06 | 11.58PM | 11.21 2.37 12.37 11.22 1.53 12.47 1.22 KNOBS 702.5 12.40 11.25 12.10 12.02AM 11.25 2.41 1.57 12.50 1.26 10.17 706.5 12.06 11.29 12.43 11.28 10.21 DALEY'S RANCH 12.142.442.00 12.53 1.30 710.2 12.17 12.09 11.33 2.47 2.03 12.56 1.33 12.46 11.31 10.24 RINER CHEROKES 12.21 12.13 11.38 2.51 2.09 1.01 1.37 12.50 11.35 10.28 714.8 CRESTON 12.21 12.57 11.42 10.36 721.5 12.29 11.47 3.00 2.17 1.07 1.45 LATHAM 11.45 725.5 12.25 11.51 1.50 1.01 10.40 12.33 3.04 2.20 1.10 WAMSUTTER WM 10.49 733.7 🗶 12.34 11.52 DN 11.59PM 1.58 1.07 f 12.42 3.13 2.27 1.17FREWEN 12.39 11.56 10.54 12.47 12.04AM 3.18 2.31 1.21 2.03 1.11 738.6 RED DESERT 12.43 12.08 1.1411.59AM 10.58 742.2 12.51 3.22 2.34 1.24 2.07 1.21 12.06PM 11.07 TIPTON 1.00 12.52 12.17 3.30 2.42 1.31 2.15 749.5 ROBINSON 12.09 12.56 12.21 2.45 1.34 2.18 1.2411.11 752.9 1.04 3.33 TABLE ROCK 12.59 1.27 12.12 11.14 756.2 12.25 2.48 1.38 2.21 1.07 3.36 1.31 12.16 11.18 761.2 MONELL 1.11 1.03 12.29 2.273.40 2.52 1.41 DN BITTER CREEK YL BK 1.08 1.35 12.20 11.23 766.2 1.16 12.35 3.46 2.56 1.45 2.32 BLACK BUTTES 1.18 12.45 3.56 3.04 1.53 2.41 1.43 12.28 11.33 775.4 1.26 HALLVILLE 1.32 1.2412.51 4.01 3.08 1.57 2.46 1.4712.32 | 11.39 780.7 12.37 11.45 POINT OF BOOKS 1.38 1.30 12.57 4.07 3.14 2.02 2.52 1.52 786.6 THAYER JUNCTION 1.36 1.05 4.13 3,21 2.08 2.59 1.58 12.43 | 11.51 793.6 1.45 SALT WELLS 2.12 3.04 2.02 12.47 11.56AM 798.1 1.411.10 4.18 3.25 1.50 12.02PM 805.2 2.18 12.53 BAXTER 1.48 3.11 2.08 1.57 1.17 4.25 3.32 1.01 12.12 811.6 DN ROCK SPRINGS YL SG 3.21 2.16 2.26 s 2.07 s 1.58 1.27 4.35 3.38 KANDA 2.24 1.09 12.22 818.5 2.08 4.45 3.47 2.34 3.30 2.17 1.37 2.30AM A 2.20AM A 1.50AM A 5.05PM A 4.05PM A 2.50PM A 3.45PM A 2.40PM A 1.25PM A12.40PM 826.5 DN-R GREEN RIVERYLGE (251.0)(3.55) 64.1 (4.20) 57.9 (4.00) 62.8 (5.02) 49.9 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. Rules 251 to 254 inclusive apply on Third Subdivision. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

13

THIRD SUBDIVISION

Time-Table No. 17

WESTWARD

FIRST CLASS

				Tł	IIRD SU	BDIVIS	ION	E/	ASTWAR	RD		
							FIRST	CLASS				
	Time-Table No. 17		24	6	10	28	12	2	104	102	106	<b>3</b> 8
	May 24, 1953		Passenger	_	Streamliner Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
	STATIONS	Mile Post	, Land									
	7	1			<u> </u>	 		4.0504	. 5 OOM	A 5 100	4 E 200H	4 4 05
	DN-R LARAMIE YL KI-K		A 6.25AM							5.10	5.20	3.55
-	HOWELL 3.6	574 . 1		5.42	2.58	3.40	4.00	4.14	5.00	5.07	5.17	3.52
Ì	WYOMING	577.7		5.39	2.54	3,37	3.57	4.10	4.57	5.00	5.10	3,44
	D BOSLER FY	585.8	f 5.57	5.31	2.46	3.29	3.49	4.00	4.50	4.56	5.06	3.39
	COOPER LAKE	590.6	<u> </u>	5.25	2.41	3.24	3.44	3.54	4.46	4.53	5.03	3 36
	LOOKOUT 5.0	593 . 9		5.22	2.38	3.21	3.41	3.51	4.43		4.58	3.31
	HARPER 6.4	598.9	5.33	5.16	2.32	3.16	3.36	3.45	4.38	4.48	4.52	3.23
	DN ROOK RIVER CK	605.8	f 5.23	5.07	2.25	3.08	3.28	3.37	4.32	4.42	4.49	3.18
	WILCOX 7.8	609.0	5.16	5.02	2.20	3.03	3.23	3.32	4.29	4.39	4.42	3.09
İ	RIDGE 6.1	616.8	5.06	4.53	2.12	2.54	3.14	3.24	4.22	4.32		3.02
	D MEDICINE BOW MB	622.9	f 4.55	4.45	2.05	2.47	3.07	3.16	4.16	4.26	4.36	2.51
	Со́Мо 6.1	632 . 6	4.42	4.34	1.56	2.36	2 56	3.04	4.07	4.17	4.27	2.45
	RAMSEY	638.7	4.35	4.28	1.50	2.30	2.50	2.58	4.01	4.11	4.21	2.39
	DN HANNA VI. HN	643.	8 4.29	4.22	1.45	2.24	2.44	2.52	3.56	4.06	4.16	2.32
	PEROY	648.4	4.19	4.14	1.39	2.17	2.37	2.46	3.51	4.01	4.11	2,28
2	DANA 	651.8	4.14	4.09	1.35	2.14	2.33	2.42	3.48	3.58	4.08	2.23
	EDSON 4.9	657.	4.08	4.03	1.30	2.09	2.28	2.37	3.43	3.53	4.03	2.1
71425	D WALCOTT WA	661.	f 3.57 6	3.57 24		2.04	2.22	2.32	3.39	3.49	3.59	2.1
	FORT STEELE 8.7 D SINCLAIR GV	667.	3.42	3.51	1.19	1.58	2.16	2.26	3.34	3.44	3.54	2.0
2	D SINCLAIR GV	676.	f 3.30	3.43	1.12	1.50	2.08	2.18	3.27	3.37	3.47	
	DN-R RAWLINS YL RS	682	3:28	3.35 3.25	1:85	1:48	2.00 1.50	2:08	3:20	3:30	3: <del>4</del> 9	1:45
AUTOMATIC	3.2 FERRIS	686.	THE RESERVE AND ADDRESS OF THE PARTY NAMED IN	3.17	12.53	1.23	1.43	1.53	3.12	3.22	3.32	1.38
Ē	HADSELL	689.	-	3.13	12.49	1.19	1.39	1.49	3.08	3.18	3.28	1.34
5 .	3.2 KNOBS	693		3.08	12.46	1.15	1.34	1.44	3.05	3.15	3.25	1.29
	DALEY'S RANCH	697.	-	3.04	12.43	1.11	1.30	1.40	3.02	3.12	3.22	1.2
Z Z	RINER	700.	-	3.01	12.40	1.08	1.27	1.37	2.59	3.09	3.19	1.22
	OHEROKEE	705.		2.56	12.35	1.03	1.22	1.32	2.54	3.04	3.14	1.1
¥	ORESTON	712		2.49	12.29	12.57	1.15	1.25	2.48	2.58	3.08	1.10
SIGNALS	LATHAM	716.		2.44	12.24	12.52	1.10	1.20	2.43	2.53	3.03	1.05
	DN WAMSUTTER WM		£ 2.23	2.35	12.16	12.44	1.01	1.11	2.35	2.45	2.55	12.5
Š	FREWEN	729.	THE RESERVE AND ADDRESS OF THE PARTY OF THE	2.30	12.12	12.39	12.56	1.06	2.31	2.41	2.51	12.5
	RED DESERT	732.		2.27	12.09	12.36	12.53	1.03	2.28	2.38	2.48	12.4
ani.	TIPTON		0 f 1.53	2.19	12.02PM		12.45	12.55	2.21	2.31	2.41	12.4
	ROBINSON	743.	-	2.14	11.59AM		12.41	12.51	2.18	2.28	2.38	12.3
	TABLE ROCK	746.	-	2.10	11.56	12.22	12.38	12.48	2.15	2.25	2.35	12.3
	MONELL	751	_	2.05	11.51	12.17	12.33	12,43	2.10	2.20	2.30	12.2
	DN BITTER OREEK VL BK	756.		1.59	11.47	12.12	12.27	12.37	2.06	2.16	2.26	12.2
	BLACK BUTTES	765	THE RESIDENCE AND ADDRESS OF THE PERSON NAMED IN COLUMN 2 IN COLUM	1.49	11.39	12.03PM	STREET, STREET	12.28	1.58	2.08	2.18	12.1
	HALLVILLE	771		1.43	11.34	11.58AN		12.23	1.53	2.03	2.13	12.0
	POINT OF ROCKS		1 f 1.09	1.37	11.28	11.52	12.07PM	·	1.47	1.57	2.07	12.0
	THAYER JUNCTION	784.		1.29	11.20	11.44	11.59AM		1.39	1.49	1.59	11.5
	SALT WELLS	788.		1.24	11.16	11.40	11.54	12.04P	1.35	1.45	1.55	11.4
	BAXTER	795.	•••	1.16	11.10	11.33	11.47	11.57A		1.39	1.49	11.4
	DN ROCK SPRINGS YL SG	802		s 1.06	11.03	11.25	s11.37	11.47	1.22	1.32	1.42	s11.3
	6.9 KANDA	809	Name and Address of the Party o	12.56	10.55	11.15	11 26	11.36	1.15	1.25	1.35	11.2
	DN-R GREEN RIVERYLGR	817	-				·		1.05P	M 1.15P	M 1.25PM	11.10
	(251.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	(201.0)	1 1		1	1	1	1	J		1	1	(4.55)

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.

					TI	IRD SU	JBDIVIS	ION	EA	STWARD		
FIRST	CLASS							·				
18 Passenger			Time-Table No. 17 May 24, 1953		ىدە					}		Car Capacity of Sidings, etc. See Rule 6(A), Page 31.
			STATIONS		Mile Post							of Sic See H
4.15AM			DN-R LARAMIE YL KI-F	[	566.0							WCOTYPZ X
4.05			HOWELL	-	574.1						CS	92 XP
4.02			WYOMING	-	577.7			******				9 53 XP
3.54			D BOSLER FY	7	585.3						Wi CE	8 47 XP 193
3.49		1	COOPER LAKE	_	590.6				,		ES	64 XP
3.46			LOOKOUT 5.0	_	593.9						C8	105 XF
3.41			HARPER 6.4	-	589.9							181 X.P
3.33			DN ROCK RIVER OF		605.3				-		NAME OF TAXABLE PARTY OF TAXABLE PARTY.	YPX S 58 XP
3.28			WILCOX 7.8	-	609.0						E8	120
3.12			RIDGE 6.1 D MEDIOINE BOW MI	5	622.9							173 XP
3.01			9.7 COMO	-	632.6							81 XP
2.55			RAMSEY	-	638.7							80 XP
2.49			DN HANNA YL HI	1	643.1						- W	8 118 WCZ 1 150 YPX
2.42			PEROY	•	648.4						W	8 56 82 XP
2.38		ທຸ	DANA	-	651.8			***************************************				71 XP
2.33		GNA	EDSON		657.0						CS	181 XP
2.27		5	D WALCOTT WA	1	661.9						CS	68 XP
2.21		20	FUET STEELE	_	667.6						Cs	80 XP
2.13		S	D SINOLAIR GV	7	676.3						Cs	123 XP
2.05 1.55		ATIC	DN-R RAWLINS YL R	3	682.8						w	COTYZXP
1.49		K K	FERRIS	" g	686.0	THE PARTY PROPERTY AND ADDRESS OF THE PARTY					W	971 XP
1.45		AUTOM	HADSELL	Double	689.8						CE	117 XP
1.41		AU.	KNOBS 4.0	! -	693.0						E	81 XP
1.37		AND	DALEY'S RANCH	- Track	697.0							S 65 X.P
1.34		S	RINER	-   ^	700.7						W ES	S 70 XW S 125 P
1.30		AL	CHEROKEE 6.7	-	705.3							81 XP
1.23		GNAL	ORESTON 4.0	-	712.0						C8	81 YP
1.18		G	LATHAM 8.2 DN WAMSUTTER WA	<del>,</del>	$\frac{716.0}{724.2}$							8 61 XP S 124 W
1.04	neglemme.com.maxim.	00	FREWEN		729.1	MATERIAL PLANT PROPERTY	Marie Control		20/24/27/20/ACC		ES	8 121 XP
1.01		ž	RED DESERT	-	732.7	-						3 71 XP
12.53			TIPTON	-	740.0	<del></del>					- w	8 64 XP
12.49			ROBINSON	-	743.4							8 104 X YP
12.46			TABLE ROCK	-	746.7						ES	8 125 3 106 P
12,41			5.0 MONELL 5.0		751.7						W	8 60 3 71 P
12.35			DN BITTER CREEK YL BE	<u> </u>	756.7				WENTER ATTENDED		W	S 152 WC 3 169 YXP
12.26			BLACK BUTTES	_	765.9							122 XP
12.21			HALLVILLE	-	771.2							8 70 XP
12.15			POINT OF ROCKS 7.0 THAYER JUNCTION	-	777.1						CF CF	S 115 X S 132 WP
12.07			4.5	-	784.1							XYP 179 XP
12.03AM			SALT WELLS	-	788.6							
11.56PM s11.46			BAXTER DN ROCK SPRINGS YL SO	-	795.7 802.1							120 XP 8 74 WCY
11.36			EANDA	2	802.1				escent and a		ES	97 TZXP
11.25PM			DN-R GREEN RIVER YLGI	2	817.0							WCOTYPZ
Daily			(251.0)	-								IF#
	<u> </u>		(		·	l			. !			

<sup>.....</sup>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.

	WESTWARD		FOU	RTH SU	BDIVIS	ION			
	SECOND (	CLASS	127					FIRST	CLASS
(A),		225	259	263	257	from Bluffs	Time-Table No. 17		27
Capaci lings, ule 6 age 31.		Local Freight	Time Freight	Time Freight	Time Freight	Distance from Council Bluffs	May 24, 1953		Passenger
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.		Daily Ex. Sun.	Daily	Daily	Daily	PQ	STATIONS		Daily
COPTWXZY		Ex. Gan.	12.30PM	8.45AM	1.10AM	826.5	DN-RGREEN RIVERYLGR		5.40PM
WS 61 PX						830.6	RIVIEW		5.47
CS 82 P						834.4	PERU		5.52
CS 120 P						839.7	5.3 BRYAN 7.6		5.57
CS 118 P						847.3	WESTVACO		6.04
WS99 IPWXY ES 126 RCS				A 10.00AM	2.30AM	856.7	DN GRANGER YL GN		6.13
CS 125 P						863.5	VERNE 4.7		6.20
CS 103 P						868.2	OHUROH BUTTES		6.25
CS 103 P						875.4	HAMPTON 3.8		6.32
CS 95 P						879.2	ELKHÜRST		6.38
CS135 CPXW						884.9	DN CARTER YLQ		6.45
CS 103 P	Company of the Compan	T	2001-000-000-000-000-000-000-			890.4	ANTELOPE 4.7		6.51
CS 131 P						895.1	BRIDGER 4.9		6.56
W8 77 CS 83 PW						900.0	LEROY		7.02
W8 71 PX						904.3	RAGAN		7.07
CS125 P						907.1	SPRING VALLEY		7.11
ES 44 X				-		911.3	4.2 ASPEN		7.16
ES 122 PX						913.1	DN ALTAMONT AP		7.22
ES 64 PX									7.28
CS 118 PX						918.2	KNIGHT 4.0 MILLIS		7.32
						026 7	4.5		7:49
PTWXYZC			-		ينشان وجب بووس		ALMY JCT.		
22.21						927.9			7.52
CS 124 P						937.1	DN WAHSATCH YL WH		8.00
CS98 PWXY						942.1	OURVO		8.07
WS 118						946.2	CASTLE ROOK		8.16
ES 101 PW						952.8	EMORY		8.25
CS 125 PWX						957.4	4.6 BASKIN		
WS120 CS120 ES101 CPTWX		2.45PM				962.2	DN ECHO YL HO	<del></del>	8.37
	f	سند المساوحة المساوحة		-		966.0	3.8 HENEFER		8.43
CS 118 PX CS 118 PX		205				970.1	D DEVIL'S SLIDE ON		8.47
	8	3.20		-		977.5	DN MORGAN WB		8.56
CS 132 PWX	<del>8</del>	3.20				980.1	2.6 STODDARD		
WS 122		3.35			·	985.0	PETERSON		9.04
WS 122 ES 118 P		3.33		<del> </del>		987.2	STRAWBERRY	-	<del></del>
		2/5		<del> </del>		989.6	GATEWAY	-	9.09
PW DY		3.45 3.55		<del> </del>		994.6	UINTAH		9.16
ES 62 PX	<u>I</u>	3,35		<del> </del>		999.4	A.8 RIVERDALE YL		
COPTWYZ	Α	4 10DM	A 8.00PM			1002.0	DN-R OGDEN YLOG		A 9.30PM
COPIWIZ		T.10/#	0.00rm			1000.0			
							(175.6)		
		(1.25) 28.2	(7.30) 23.4	(1.15) 24.1	(1.20) 22.6				(3.50) 45.3

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

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

Rules 251 to 254 inclusive apply on Fourth Subdivision.

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.

	WES	TWARD			FOU	RTH SU	BDIVIS	ION				
			· · · · · · · · · · · · · · · · · · ·	FIRST	CLASS							
11	.9	103	101	105	1	17	23	37	5	from Bluffe		Time-Table No. 17
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger.	Passenger	Mail and Express	Distance from Council Bluffs		May 24, 1953
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	ದಿಭ		STATIONS
5.25PM	4.40PM	3.00PM	2.50PM	1.35PM	12.55PM	3.25AM	3.00AM	2.45AM	2.25AM	826.5		DN-RGREEN RIVERYLGR
5.32	4.47	3.05	2.55	1.40	1.02	3.33	3.07	2.52	2.32	830.6		RIVIEW
5.37	4.52	3.09	2.59	1.44	1.06	3.38	3.12	2.57	2.37	834.4		PERU
5.42	4.57	3,14	3.04	1.49	1.11	3.44	3.17	3.02	2.42	839.7		BRYAN
5.51	5.04	3.20	3.10	1.55	1.18	3.51	3.24	3.09	2.49	847.3		WESTVACO
A 6.00PM	5.15	3.29		A 2.05PM	1.29	Af4.05AM	f 3.35	3.20	3.00	856.7		DN GRANGER YL GN
	5.22	3.35	3.25	THE RESIDENCE OF THE PARTY.	1.36		3.42	3.27	3.07	863.5		VERNE
	5.27	3.39	3.29		1.41		3.47	3.32	3.12	868.2		CHURCH BUTTES
	5.34	3.45	3.35		1.48		3.54	3.39	3.19	875.4		HAMPTON
	5.39	3.49	3.39		1.52		3.59	3.44	3,24	879.2		ELKHURST
	5.45	3.54	3.44		1.58		f 4.06	3.50	3.30	884.9		DN CARTER YLQ
	5.50	3.59	3.49		2.03		4.12	3.55	3.35	890.4		ANTELOPE
	5.55	4.03	3.53		2.08		4.17	4.00	3.40	895.1		BRIDGER
	6.01	4.09	3.59		2.14		4.23	4.06	3.46	900.0		LEROY
	6.06	4.13	4.03		2.19		f 4.30	4.11	3.51	904.3		RAGAN
	6.10	4.16	4.06		2.23		4.35	4.15	3.55	907.1		SPRING VALLEY
	6.15	4.20	4.10		2.29		f 4.41	4.20	4.00	911.3		ASPEN
	6.21	4.24	4.14		2.34		f 4.48	4.26	4.06	913.1	S	DN ALTAMONT AP
	6.27	4.29	4.19		2.40		4.54	4.32	4.12	918.2	AL	KNIGHT 5
	6.32	4.33	4.23		2.44		4.59	4.37	4.17	922.2		4.0 B
	g: <b>4</b> 9	s 4.40	s 4.30		2.51 2:56		5:96 5:18	<b>4</b> :48	4:35 4:38	926.7	X SI	DN-R EVANSTON YL NA
										927.9		DN-R EVANSTON YL NA ALMY JCT. 3.3
	6.53	4.46	4.36		3,03		5.23	4.57	4.37	931.2	20	WŸŬTA 5.9
	7.01	4.52	4.42		3.10		f 5.31	5.05	4.45	937.1		DN WAHSATOH YL WH
	7.10	4.59	4.49		3.17		5.38	5.12	4.52	942.1		OURVO
	7.18	5.06	4.56		3.25		5.46	5.20	5.00	946.2		CASTLE ROOK
	7.27	5.14	5.04		3.34		5.55	5.29	5.09	952.8		EMORY 4.6
					3.47		4.6.00	5.42	F 00	957.4		DN ECHO YL HO
	7.40	5.26	5.16		3.52		f 6.08	5.47	5.22	962.2		3.8
	7.45	5.30	5.20		3.57		6.13	5.52	5.27 5.32	966.0		D DEVIL'S SLIDE ON
	7.50	5.34	5.24		4.06		6.18 f 6.27	6.01	5.41			7.4
	7.59	5.43	5.33		1.00	<del></del>	1 0.27	0.01	3.41	977.5		DN MORGAN WB 2.6 STODDARD
	9.07	5 5 1	5.41		4.14		6.35	6.09	5.49	985.0		PETERSON
	8.07	5.51	5.41				0.33	- 0.07	J.47	987.2		STRAWBERRY
	8.13	5.56	5.46		4.20		6.41	6.15	5.55	989.6		GATEWAY
	8.21	6.03	5.53		4.27		6.48	6.22	6.02	994.6		UINTAH
	0.21	- 0.03						- 0.22		999.4		RIVERDALE YL
	A 8 350M	A 6.15PM	A 6.05PM		A 4.45PM		A 7.OOAM	A 6.35AM	A 6.20AM			DN-R OGDEN YLOG
	0.00rm	- C. 1 C   III										
						<u> </u>						(175.6)
(0.35) 51.7	(3.55) 44.8	(3.15) 54.1	(3.15) 54.1	(0.30) 60.4	(3.50) 45.8	(0.40) 45.3	(4.00) 43.9	(3.50) 45.8	(3.55) 44.8			

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

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

Rules 251 to 254 inclusive apply on Fourth Subdivision.

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.

					FO	URTH 9	UBDIV	ISION			<b>EASTW</b>	<b>ARD</b>	
		1				***************************************		FIRST	CLASS				
	Time-Table No. 17 May 24, 1953		Mile Post	12	10 Passenger	28 Passenger	2 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	38 Passenger	18 Passenger	24 Passenge
	STATIONS	-	Mile										
		<u> </u>	\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	0.50	410.204	410 50AM	A11 10AM	A12 550M	A 1 05PM	A 1 15PM	A10.55PM	A11.05PM	A11.40
	DN-BGREEN RIVERYLGR 4.1 RIVIEW	-	321.1	9.30AM 9.41	10.13	10.39	11.04	12.45	12.55	1.07	10.46	10.57	11.27
	3.8	-	324.9	9.37	10.09	10.35	11.00	12.41	12.51	1.03	10.42	10.53	11.23
1	PERU 5.3	-	330.2	9.32	10.04	10.30	10.55	12.36	12.46	12.58	10.37	10.47	11.16
	BRYAN 7.6	-	337.8	9.24	9.57	10.23	10.48	12.30	12.40	12.51	10.30	10.40	11.08
- 1	WESTVACO  ON GRANGER YL GN	-	347.2	9.15AM		10.14	10.39	12.22	12.32	12.42PM	10.21	10.30PM	f 10.58
-	CONTRACTOR 6.8 MINISTRACTOR	•	354.0	J.I.JAN	9.41	10.08	10.31	12.16	12.26		10.14		10.49
	VERNE 4.7	-	358.7		9.37	10.03	10.27	12.12	12.22		10.09		10.43
	OHUROH BUTTES	-	365.9		9.31	9.56	10.21	12.07	12.17		10.02		10.35
ĺ	HAMPTON 3.8 ELKHURST	l I-			9.28	9.52	10.18	12.04PM			9.58		10.3
A. Wat Walance	5.7	-	369.7		9.22	9.46	10.12	11.59AM			9.51		f 10.23
1	5.5	•	375.4		9.17	9.39	10.06	11.54	12.04PM		9.45	Mary Company of the C	10.14
1	ANTELOPE 4.7 BRIDGER	1 1-	880.9		9.13	9.34	10.02	11.50	11.59AM		9.40		10.0
	BRIDGER 4.9 LEROY	-	885.6		9.09	9.29	9.57	11.46	11.55		9.35		10.0
į	4.3	-	890.5		9.05	9.24	9.52	11.42	11.51		9.30		9.5
	RAGAN 2.8	1  -	894.8			9.20	9.49	11.39	11.49		9.26		9.5
-	SPRING VALLEY	1 1-	897.6		9.02		9.44	11.35	11.45		9.22		f 9.4
	ASPEN 1.8	1 1.	901.8		8.58	9.16	9.44		11.40		9.17		f 9.4
0	DN ALTAMONT AP	1 _ 1 -	903.6		8.52	9.10		11.30			9.10		9.3
4	KNIGHT	Q.	908.7		8.45	9.03	9.31	11.26	11.36		9.04		9,2
STEEDING	MILLIS 4.5	Double	912.7		8.40	8.57	9.26	11.21	11.31				
- 1	DN.R EVANSTON YL NA	1 - 1	917.2		8.34 8.30	8: <u>45</u>	3: <del>1</del> 3	s11.14	s11.24		8: <u>57</u> 8:52		9:2 9:1
2002	ALMY JCT.	20	918.4	THE PERSON NAMED IN									
	WYUTA		921.7		8.23	8.37	9.08	11.06	11.16		8.45		9.0
9	DN WAHSATOHYL WH	1 1	927.6		8.17	8.31	9.02	11.01	11.11		8.39		f 8.5
	OURVO		932.6		8.08	8.22	8.53	10.54	11.04		8.30		8.4
	CASTLE ROCK		936.7		8.02	8.16	8.47	10.49	10.59		8.24		8.4
	EMORY		943.3		7.52	8.06	8.37	10.41	10.51		8.14		8.2
١	BASKIN	1 1	947.9					ļ					
	4.8	1 1	952.7		7.38	7.51	8.22	10.28	10.38		8.00		f 8.1
	3.8		956.5	CANADA DE CASA SE SE SE SE SE SE SE SE SE SE SE SE SE	7.33	7.46	8.17	10.24	10.34		7.55		8.0
	HENEFER  4.1  D DEVIL'S SLIDE ON		960.6		7.28	7.41	8.12	10.20	10.30		7.50		7.5
	7.4	1 1	968.0		7.20	7.32	8.03	10.13	10.23		7.41		f 7.5
	DN MORGAN WB 2.6 STODDARD	1 1	970.6		1.20					<del> </del>			
	4.9				7.13	7.25	7.55	10.07	10.17		7.34		7.4
	PETERSON 2.2 STRAWBERRY		975.5		1.13	, .20	1						-
	2.4		977.7		7.07	7.19	7.49	10.02	10.12		7.28		7.3
	GATEWAY 5.0		980.1	_,,	7.01	7.12	7.42	9.55	10.05	·	7.22		7.2
	UINTAH  4.8  RIVERDALE YL		985.1		1.01	1.12	1.74	7.33	10.03				
	2.7		989.9		6 504	7.00AN	7.30A	9.45A	9.55A	A	7.10PM		7.1
	DN-R OGDEN YLOG		992.6	Daily	6.50AN	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Dail
	(175.6)			173Hy	1/411)	2,7611,3	1		1	1		1	(4.25

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

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Rules 251 to 254 inclusive apply on Fourth Subdivision.

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

					FO	URTH S	UBDIV	ISION		EASTWARD	
FIRST	CLASS								SECOND CLAS	S	
6				Time-Table No. 17		254	264	226	262		P.S.C.
		+i		May 24, 1953							31.
Mail and Express		Mile Post		5,24, 200		Time Freight	Time Freight	Local Freight	Time Freight		Car iding Rule page
		Mei		STATIONS							Car Capecity of Sidings, etc. See Rule 6 (A), page 31.
					<del></del>						
A12.25AM		817.0		DN-RGREEN RIVERYLGR		A 8.00AM	8.05AM		A 9.50PM		COPTWXYZ
12.15		821.1		RIVIEW							WS 61 PX CS 82 P
12.11		824.9		PERU 5.3							CS 120 P
12.06AM		830.2		BRYAN 7.6 WESTVACO							CS 118 P
11.59PM		837.8		9.4			6 204		7.30PM		WS99 IPWXY
11.50	AND SECTION SE	847.2		DN GRANGER YL GN		-	6.20AM		1.30PM	CONTRACTOR OF THE PROPERTY OF THE PERSON OF	ES 126 RCS CS 125 P
11.43		854.0		VERNE 4.7							CS 103 P
11.39 11.32		858.7		OHURCH BUTTES 7.2 HAMPTON							CS 103 P
11.32		865.9		3 8							CS 95 P
s11.20		875.4		ELKHURST 5.7 DN CARTER YE Q							CS135 CPWX
11.12	GREENSHIP TO STREET	880.9		ANTELOPE		SECTION AND DESCRIPTIONS OF		**************************************			CS 103 P
11.07		885.6		BRIDGER							CS 131 P
11.03		890.5	1	LEROY							WS 77 CS 83 PW
10.58		894.8		RAGAN							WS 71 PX
10.55		897.6		SPRING VALLEY							CS 125
10.51		901.8		ASPEN	İ						ES 44 X
10.45		903.6		DN ALTAMONT AP			····				ES 122 PX
10.37		908.7	4	KNIGHT 4.0	g						ES 64 PX
10.32		912.7	SIGNALS	MILLIS 4.5	Double						CS 118 P
18:25		917.2			9						CPTWXYZ
		918.4	orten (1)	DN-R EVANSTON YL NA  ALMY JCT.  3.3	Track	SECURE VISIT PARTY AVEX I			STOREST CLEAN ASSESSMENT STOREST CONTRACTOR		
10.14		921.7	- mail	WYUTA							CS 124 P
10.08		927.6		DN WAHSATOH YL WE							CS98 PWXY
9.57		932.6		OURVO							P P P P P P P P P P P P P P P P P P P
9.51		936.7		CASTLE ROOK							WS 118 ES 101 PW
9.41		943.3		EMORY 4.6							CS 125 PWX
		947.9		BASKIN 4.8	1						WS120 CS120
9.25	Commission of the second	952.7		DN ECHO XX HO			aring California	A 9.05AN	Secretary and the secretary an		ES101 CPTWX
9.20		956.5	-	HENEFER 4.1				f 8.55			CS 118 PX CS 118 PX
9.15		960.6		D DEVIL'S SLIDE CN	- 1		·····	s 8.45 s 8.30	<del> </del>		CS 132 PWX
9.06		968.0	1	DN MORĜAN WB				s 0.3U			00 102 I WA
0.50		970.6	- 1	STODDARD 4.9 PETERSON				f 8.10			WS 122 ES 118 P
8.58		975.5		STRAWBERRY	.			3.10			ES 118 P
9.50	ļ	977.7		GATEWAY		İ		8.00			PW
8.50 8.43		980.1 985.1	- 1	5.0 TINTAH				f 7.50			ES 62 PX
0.43		989.9	-1	RIVERDALE YL  ON-R OGDEN YLOG							PX
8.30PM		992.6	- 1	DN-R OGDEN YLOG	. !	1.00AM		7.35AN			COPTWYZ
Daily				(175.6)	i .	Daily	Daily	Daily Ex. Sun.	Daily		
(2.75)	1	1	1			(7,00)	(1,45)	(1.30)	(2.20)	1	<u>'</u>
(3.55) 44.8			• •	Average speed per hour		(7.00) $25.1$	(1.45) 17.2	27.3	(2.20) 12.9		

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

	WESTWARD		i	DENT BRAI	NCH			EASTWARD
etc. (A),	SECOND CLASS	гош	Time-T	able No. 17		بد	211	SECOND CLASS
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mixed	Distance from Denver	Мау	24, 1953		Mile Post	Mixed	
2 588	Daily Except Sunday	Ä	STA	TIONS				
IP		5.0	DN SAND	CREEK JCTY	L sk	5.0		
15		8.2		WELBY		8.2		
31 P		9.8		QUIMBY		9.8		
36 P		13.8	E	AST LAKE		13.8		
31 P		18.1	]	DARLOW 4.1		18.1		
55 IPWY		22.2	DN ST	r. VRAINS 🟋	L VS	22.2		
		22.2	U. P	OROSSING		22.2		
42		24.3	5	GRADEN		24.3		
53 YP		26.1	<sup>8</sup> ήD FI	REDERIOK X	L FR	26.1		
P		27.8	i Fi	RESTONE		27.8		
19 P		30.2	i	HARNEY 4.4		30.2		
31 P		34.6	G	OWANDA		34.6		
P		38.3		VILD CAT		38.3		
21 WYP	4.35PM	42.8		DENT Y			A 9.43AM	
WCTYP	A 5.05PM	50.6	DN-R L	A SALLE Y	L SA	50.6	9.30AM	
				(45.6)			Daily Except Sunday	
	(0.30) 15.6		Average	Thru Time speed per hour.	• • • • •		(0.13) 36.0	

(0.30) ......Thru Time.......

15.6 ....Average speed per hour.....

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

Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

At Dent No. 211 need not go to depot.

	WESTWA	RD—	Fort Collins Branch—EASTWA	RD			WESTWAR	D—Boulder Branch—EASTWARD
	SECOND CLASS		Time-Table No. 17		SECOND CLASS	~ ë.Ç		Time-Table No. 17
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	211 Mixed	Mile Post	May 24, 1953		212 Mixed	Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	Mile Poet	May 24, 1953
చ్చేశ్ల	Daily Except Sunday	A	STATIONS			S S S		STATIONS
21 WYP	9.43AM	0.0	DENT YL	A	4.35PM	55 WYZP	0.0	DN-R BRIGHTON YL BI
P	f 9.48	1.7		M f	4.30	P	4.1	_  2.9
		2.0	G. W. CROSSING			21	7.3	_
P	f 10.01	7.3	KOENIG	f	4.11	IWYP		DN ST VRAINS YL VS
		9.0	G. W. OROSSING				8.3	2.0
P	f 10.05	9.1	KĚĽĪM 4.4	<u>f</u>	4.07		10.	
	f 10.15	13.5	BOYD LAKE	<u>f</u>		P	10.5	_
	f 10.21	16.4	REDMOND	<u>f</u>		P	11.4	3.7
42 P	f 10.27	19.5	HARMONY		3.47	P	15.	- 0.0
136 WCTYZP	A10.40AM	25.0	D-R FORT COLLINS XL	FO	3.35PM		15.	-
		25.2	O. & S. ÖRÖSSING	_			16.4	1.4
		25.8	O. & S. OROSSING	_			17.8	-
P		27.9	POUDRE YL				19.0	4.4
P		30.0	BOETTOHER YL			P	24.0	2.0
P		38.5	RIPPLE	_			26.0	
Y		41.7	BUCKEYE YL			WYP	26.	1.5
			(41.7)		Daily Except Sunday	P	27.	0N-R <b>BOULDER YL</b> BR (27.6)
	(0.57) 26.3	<u> </u>	Thru Time		(1.00) 25.0			Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72. At Dent No. 211 need not go to depot.

Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

	WESTWAI	RD—Greeley Branch—EASTW/	\RD	·		WESTWAI	RD-	-Encampment Branch-EASTV	VARE	
5\$\$	from				etc. (A).	SECOND CLASS	from	Time-Table No. 17		SECOND CLASS
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	8.	Time-Table No. 17			Car Capacity of Sidings, etc. See Rule 8(A). Page 31.		# 26 #	May 24, 1953		202
Stdin Rul Page	Distance Greeley	May 24, 1953	Wile -		Sidi Sidi Pag	Mixed Mon., Wed., Fri.	Distance Walcott	STATIONS	Mile Post	Mixed
್ಕೃತ್	বিউ	STATIONS	ZK			1			<u>'</u>	A11 1640
247 WYZP		DN GREELEY YL : GREELEY JCT. YL			<u> </u>	12.01PM	6.8	R WALCOTT WA 6.8 MEADS		A11.16AM f10.49
34 YP	2.8	8.7	8.8		7	f12.28 f12.54	12.3	OVERLAND	1	f10.26
34 YP	8.4	CLOVERLY  2.4  ALDEN	8.4		1		20.6	FISH HATOHERY	20.6	f 9.53
37 P	10.4	D GILL	GI 10.4		26 WY		24.1	SARATOGA	24.1	s 9.37
	18.8	MATTHEWS	13.8		1		27.8	DAHLSTROM	i	
	14.5	BARNESVILLE 18.6 BRIGGEDALE	24.5		1 12		$\frac{29.7}{32.7}$	DAVIS 3.0 OOW OREEK		f 9.07 f 8.54
29 YP	28.1	BRIGGEDALE (28.1)	28.1		13		39.3	CANYON	39.3	f 8.22
<u></u>		(28.1)			43 WY		i	R ENCAMPMENT	44.4	8 OOAM
								(44.4)		Mon., Wed., Fri.
,	WESTWARD-	-Pleasant Valley Branch—EAS1	(WARD			(3.31) 12.6		Thru Time		13.6
Car Capacity of Sidings, etc. See Rule 6(A), Page 31.	from	Time-Table No. 17						—Superior Branch—EASTWA	RD	
Oap Iding Rule	Distance Cloverly	May 24, 1953	ا ب ھ		Car Capacity of Sidings, etc. See Rule 6(A). Page 31.		Distance from Thayer Jet.	Time-Table No. 17		
Se Si	ig S	STATIONS	Mile		Capa dings tule		yer J	May 24, 1953		
34 YP	0.0	CLOVERLY	0.0		Car See E	-	Pag -	STATIONS	Mile	
	3.1	LOWE	3.1		XPY		0.0	THAYER JUNCTION YL	0.	0
P	5.1	D GALETON (5.1)	GN 5 1		WP		7.6 I	SUPERIOR S	υ 7.	8
							9.1	END OF TRACK (9.1)	9.	1
	WESTWAR	D—Coalmont Branch—EASTW	/ARD					—South Pass Branch—EASTW	ARD	i
	SECOND CLASS	Time-Table No. 17		SECOND CLASS	Car Capacity of Sidings, etc. See Rule 6(A),	Į.	Distance from Rock Springs	Time-Table No. 17		
adity (A)	221	TIMO-TWOIC INO. TI		222	Cap iding Rule Sage (		tance sk Sp	May 24, 1953	<u></u>	
Capr dings tule (	221 Mixed Monday	May 24, 1953		Mixed	25 28 26 88 1 88 8		S S	STATIONS	Mille	
Car Capacity of Sidings, etc. See Rule 6 (A). Page 31.	Monday C.	-	Mile Post		W874 WCY ES 96 TZP		0.0	ON-B ROCK SPRINGS YL 8	G 0.	0
	Wednesday Friday	STATIONS					8.4	LIONKOL JUNCTION RELIANCE JUNCTION	3.	
PYZ	9.30AM 0.	- 14.5	-	2.30PM			5.5 7.9	RELIANCE JUNCTION STANSBURY JUNCTION	5.	
	f10.15 14.	- 3.3		f 1.45 f 1.30			9.5	WINTON JUNCTION	9.	
	$\frac{f10.30}{f10.42}$ 21.	HATTON	-	1.18				(9.5)		
	s11.07 29.	7 CENTENNIAL		12.45		WECTW	i a isi	)—Reliance Branch—EASTWA	RD	
	f11.22 34.	5 DEERWOOD	34.5	f12.30	<u> </u>					
	f11.32AM 35.	4.8		(12.23PM	Car Capacity of Sidings, etc. See Rule 6(A), Page 31.		ce from	Time-Table No. 17		
	f12.02PM 40.	6.9		(11.53AM 11.11	Sidin Rul Page		Distance Reliance	May 24, 1953	Mile	
24 W 76 YCWP	12.44 47. s 1.30 54.	6 FOX PARK A		10.26	లే - జ్ఞ		<u>₽₩</u>	STATIONS	_ <del>i</del>	1
	f 2.26 63.	9 WYOCOLO		f 9.29			0.0	RELIANCE JUNCTION  RELIANCE MINE	0.	
	f 3.07 70.	5.5		f 8.47		<b> </b>	2.1	END OF TRACK	- 1. 2.	
	f 3.27 73.	8 KINGS CANON I		8.27		<u>'                                      </u>	<i>□</i> . 1	(3.1)	<u> </u>	
	f 4.03 79.	_ 3.7	-	f 7.51 f 7.39				D—Winton Branch—EASTWA	RD_	
6 27	f 4.15 83. f 4.30 88.	BROWNLEE		f 7.24	Car Capacity of Sidings, etc. See Rule 6(A). Page 31.		Distance from Winton Jct.	Time-Table No. 17		
	s 4.40 92.	2 WALDEN		в 7.15	Sapat ings, ule (		on J	May 24, 1953	l	
32	f 5.02 100	8.5	_     -	6.35	Car (		Wiet	STATIONS	Mile	
17	f 5.29 107	6 HEBRON		f 6.15			0.0	WINTON JUNCTION	0.	1
80 PYCW	A 5.50PM 111	COALMONT	111.1	6.00AM Tuesday	ļ	<b></b>	2.4	HAY	2	
1		(111.1)		Thursday Saturday			5.0	WINTON YL	5.	
	(8.20)	Thru TimeAverage speed per hour	••••	(8.30) 13.1			5.2	END OF TRACK	5.	2
	12.3					-A NI - 000 '		(5.2)		
Westwa	rd trains are su	perior to trains of same class in	the opp	osite directio	on, except th	at No. 202 is	sup	erior to No. 201.—See Rule S-72.		

lings, etc tule 6(A) ge 31.	dale for	Time-Table No. 17 May 24, 1953	
2 8 8 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	Dist	STATIONS	Mile Post
	0.0	PARKDALE JCT YL	0.0
	1.9	PURITAN	1.9
	3.1	END OF TRACK	8.1

### WESTWARD—Lionkol Branch—EASTWARD

Rule 6(A Rule 6(A Rule 6(A Page 31.	Time-Table No. 17 May 24, 1953	
2 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STATIONS	Post
0.0	LIONKOL JUNCTION	0.0
2.0	LIONKOL	2.0
2.5	END OF TRACK	2.5

### WESTWARD-Stansbury Branch-EASTWARD

Capacity dinga, etc. Rule 6(A).	tance from	Time-Table No. 17 May 24, 1953	يو و	
2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	Sta	STATIONS	Mile Poet	
5	0.0	STANSBURY JUNCTION	0.0	
	1.9	STANSBÜRY MINE	1.9	
	2 1	END OF TRACK	2.1	
	 	(2.1)		

#### WESTWARD—Dines Branch—EASTWARD

r Capacity idings, etc. Rule 6(A), Page 31.	stance from	Time-Table No. 17 May 24, 1953	at et	
2 8 5 T	D.H	STATIONS		
	0.0	HAY	0.0	
	1.6	DINES	1.6	
	1.9	END OF TRACK	1.9	
		(1.9)		

		WESTW	ARD	—Park City Branch—EASTWARD	)	
Car Capacity	of Nilngs, etc. See Rule 6(A). Page 31.	SECOND CLASS  226  Local Freight  Daily  Except Sunday	Distance from Echo	Time-Table No. 17  May 24, 1953  STATIONS	Mile Post	SECOND CLASS 225 Local Freight
W812 E810	20 CS120 1 CPTW		0.0	DN-R ECHO YL HO	0.0	A 2.10PM
18	P	в 9.45	5.7	D COALVILLE YL VE	5.7	s 1.45
16	P	f10.20	13.4	WANSHIP	13.4	f 1.10
12	P	f10.50	20.3	ATKINSON	20.3	f12.40
16	ΨΨ	11.07	24.5	KEETLEY JCT. YL	24.5	12.20
3			26.0	BEGGSSPUR	26.0	
47			27.2	BROADWATER SPUR	27.2	
	PWY	A1130AM	28.4	D-R PARK CITY YL KD	28.4	12.01PM

#### WESTWARD-Ontario Branch-EASTWARD

Capacity dings, etc. Rule 6(A),	8 2 8 8	istance from cetley Jct.	Time-Table No. 17 May 24, 1953	유발	
12 25 E		K Dis	STATIONS	Post	
		0.0	KEETLEY JCT. YL	0.0	
		5.2	KEETLEY VL	5.2	
<del></del>		7.0	CRANMER YL	7.0	
			7.0		

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

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

#### 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 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	Mil	es Per l	Hour	Location	Mil	es Per I	Hour
Location	Str.	Psgr.	Frt.	Focation	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 pas-				Trains designated as lumber trains			25
senger train equipment.  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.	60 50	50 50	25 25	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Other branch lines.  Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.)		30	15	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
Backing up pulling train. Backing up light.	40	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:			
7000 and 7800 class engines.		75	50	On main line and Dent Branch. On other branch lines.			$\frac{25}{15}$
3800 and 3900 class engines.		60	50	(Slower speed must be observed where conditions require.)	İ		
5000 and 9000 class engines.		50	50	When using No. 14 turn-outs.	<b>2</b> 5	20	20
MacArthur type engines with 63-in. drivers.		55	50	When using other cross-overs or turn-outs:			
MacArthur type engines with 57-in. drivers.		35	35	9000 class engines; Forward movement. Back-up movement.		10	10
Consolidation and Ten-Wheeler type engines.		35	35	All other classes engines; Forward movement.	.	6	6
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35	Back-up movement.	15 10	15	15 10
3500 and 5000 class engines on any coal mine lead or track.			10	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
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.	0	0	15

		FI	RST S	UBDIVISION			
Location	Mile	es Per H	lour	Location	Mil	es Per I	lour
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	<b>7</b> 9	<b>7</b> 5	_50_	Warren	70	00	4-
4000 class engines.		45	45	91.8 and 92.2	70	60	45
Freight engines not otherwise shown.  Light engines.		50 45	45	Speer			
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.		-40	40	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	97.4 and 97.7	50	40	25
Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track.	30 20	30 20	25 25	Cheyenne Side 97.7 and 97.9	30	30	25
2.5 and 3.0 westward track. 3.0 and 2.5 eastward track.	30 30	30 3 <b>0</b>	25 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 47.8 and 48.0	70	60	50	Cheyenne and M. P. 103.9		70	
Evans 49.4 and 49.7	70	60	50	<b>Borie Side</b> 97.7 and 99.4	50	40	25
13.1 and 13.7	70			SUBDIVISION		1	
Character Dala Na. 2 tanah	70	1	I			50	l
Cheyenne to Dale, No. 3 track Cheyenne to Laramie, No. 1 track	$\frac{70}{79}$	60	50 40	Freight engines not otherwise shown.  When more than 50% of the tonnage is gravel.		- 50	30
Laramie to Sherman, No. 2 track	$\frac{79}{79}$	60	40	Cheyenne passenger sheds.	10	10	10
Sherman to Buford, No. 2 track	70	60	40	Tower A, through cross-overs.	10	10	10
Buford to Cheyenne, No. 2 track	70	60	30	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Light engines.			40	Westward solid express trains, between M. P.			
4000 class engines.		45	40	549.7 and 557.0		30	
ON No. 3 TRACK Between Mile Posts— Perkins 553.5 and 554.0	60	50	40	ON No. 2 TRACK Between Mile Posts— Forelle	40		10
ON No. 1 TRACK Between Mile Posts—				562.2 and 549.8	60	50	40
Cheyenne 510.4 and 511.8	50	40	25	Hermosa 548.1 and 547.0	55	45	35
515.6 and 515.7	60	50	40	Hermosa Tunnel	50	40	25
518.8 and 519.1	60	50	40				
<b>Borie</b> 522.1 and 522.3	60	50	40	545.1 and 537.9	50	45	35
522.1 and 522.5 523.3 and 523.6	60	50 50	40	537.5 and 535.6	50	40	25
Otto 524.5 and 525.6	60	50	40	<b>Buford</b> 535.1 and 530.2	60	50	30
Granite				530.2 and 530.0	50	40	30
528.7 and 529.5	50	40	35	529.5 and 528.7	50	40	25
530.0 and 535.1	55	45	35_				
535.6 and 537.5	50	40	25	Granite	20		00
537.9 and 540.9	45	40_	35	525.6 and 524.5	60	50	30
541.1 and 545.1	55	45	35	Otto			
Hermosa Tunnel	50	40	25	523.6 and 523.4	65	55	30
547.0 and 548.1	55	45	35_	522.3 and 522.1	60	50	30
Hermosa 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
<b>Red Buttes</b> 565.2 and 565.3	30	<b>2</b> 5	20_	511.8 and 510.4	50	40	25
565.3 and 565.6	50	40	25_	Cheyenne			
Laramie		<u> </u>					1

	Mil	es Per	Hour		Mil	es Per i	Hour
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Fr
Maximum speed,	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			(
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.			1
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	1.
Light engines.			<b>4</b> 5	itawinis, east standpipe.	10	10	1
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
<b>Laramie</b> 566.8 and 567.2				Green River 817.0 and 816.3	50	40	28
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	<b>3</b> 5	30	2
Cooper Lake				816.1 and 814.1	40	40	2
593.3 and 593.7	70	60	50	813.9 and 809.6	55	45	38
<b>Lookout</b> 598.5 and 599.7	70	60	50	Kanda			
Harper 601.1 and 602.2	60	50	40	807.8 and 807.5 807.1 and 806.6	65 70	55 60	48 50
602.7 and 603.1	75	55	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	<b>5</b> 5	45	38
<b>Ridge</b> 617.2 and 617.6	70	60	.50	<b>Baxter</b> 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776,5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70		50
Ramsey				773.2 and 773.0	60	65 	40
639,3 and 640.2	50	50	40	772.3 and 771.8	70	65	50
642.5 and 643.7 Hanna	50	40	25				
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			
Percy 650.2 and 650.7	70	60	50	765.6 and 765.2	60	50	40
Dans				762.3 and 762.0	70	60	50
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

	Mil	es Per l	Hour	l sestion	Mil	es Per l	Hour
357.2 and 658.1 358.4 and 659.2 361.0 and 661.5 362.8 and 666.5 37.5 Steele 367.5 and 669.0 38.1 and 678.5 380.4 and 682.5 380.4 and 682.5 380.3 and 684.2 392.4 and 694.2 392.4 and 694.2 392.4 and 694.2 392.4 and 704.2 392.4 and 704.2 392.4 and 704.2 392.4 and 704.3 393.6 and 709.0 394.6 and 709.0 395.6 and 719.8 395.6 and 719.8 395.6 and 719.8 395.6 and 719.8 395.6 and 719.8 395.7 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8 395.8 and 719.8	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Fr
Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50				-
<b>Walcott</b> 662,8 and 666.5	70	60	50	Frewen 725.6 and 725.1	65	55	4
Fort Steele 667.5 and 669.0	60	50	40	<b>Wamsutter</b> 719.8 and 719.5	70	60	5
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	5
680.4 and 682.5	50	40	25	<b>Latham</b> 715.3 and 715.0	60	50	4
Rawlins	50	40	25	714.3 and 713.7	60	50	4
Ferris	70	60	50	<b>Creston</b> 709.0 and 708.6	70	60	5
Hadsell	60	50	40	Cherokee 704.2 and 703.0	70	60	5
692.4 and 694.2	70	65	50	Daleys Ranch 694.2 and 692.4	70	60	5
Riner 703.0 and 704.2	70	60	50	Knobs 692.4 and 690.3	60	50	4
Cherokee 708.6 and 709.0	70	60	50	Hadsell 687.8 and 686.8	70	60	5
<b>Creston</b> 713.7 and 714.3	80	70	50	Ferris 684.2 and 683.2	50	40	2
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	2
Latham 717.8 and 718.1	70	65	50	682.5 and 680.4 678.5 and 678.1	80	70	5
719.5 and 719.8	70	65	50	Sinclair			
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	669.0 and 667.5  Fort Steele	60	50	4
<b>Red Desert</b> 733.9 and 737.3	65	55	45	666.5 and 662.8  Walcott	70	60	5
<b>Tipton</b> 740.2 and 740.9	70	60	50	661.5 and 661.0	70	60	5
	60	50	40	659.2 and 658.4	70		-5
742.7 and 743.1	70	60	50	658.1 and 657.2	55	45	3 
Monell 752.9 and 753.3	70	60	50	656.4 and 653.1	70	60	5
Bitter Creek				652.5 and 652.2	60	50	4
757.0 and 757.3	50	40	25	Dana 650.7 and 650.2	70	60	
760.5 and 761.0	70	60	50	Percy	70	60	
762.0 and 762.3	70 60	50	40	648.0 and 647.5 646.3 and 645.1	70	60	

	THIE	rd su	BDIVI	SION (Continued)			
	Mile	es Per l	lour	l diam	Mil	es Per H	lour
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt.
ON WESTWARD TRACK Between Mile Posts— Black Buttes 768.8 and 769.3	60	50	40	ON EASTWARD TRACK Between Mile Posts— Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3  Ramsey	70	60	<u>40</u> 50
773.0 and 773.2	60	50	40	637.8 and 630.9	60	50	40
774.3 and 775.0	70	65	50	629.9 and 629.4	50 50	45	35
775.8 and 776.6	65	55	45	628.7 and 627.1		45	
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8 617.6 and 617.2	75 70	65 60	50 50
780.0 and 780.2	60	50	40	Ridge			
781.3 and 781.7	70	60	50	616.4 and 615.9	55 ———	45	40
				611.6 and 609.5	70	60	50
<b>Baxter</b> 797.3 and 798.4	55	45	35	Rock River 604.6 and 603.9	60	50	40
799.5 and 800.5	60	50	40	602.2 and 601.1	60	50	40
801.0 and 803.5	50	40	25	599.7 and 598.5	70	60	50
806.6 and 807.0	70	60	50	Harper	70	60	50
807.5 and 807.8	65	55	45	596.8 and 596.5	70	00	
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3 Cooper Lake	70	60	50
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	25
816.3 and 817.0 Green River	50	40	25	Laramie		10	
		FO	URTH	SUBDIVISION			
Maximum speed	79	75	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	Outside of yard limits 1360 class Diesel- electric locomotives running light will be			
Freight engines not otherwise shown.		50	50	governed by speed restrictions for pas- senger trains but a speed of 45 MPH must			
Light engines.			45	not be exceeded.		<u> </u>	<u> </u>
	Betr	ween G	reen R	tiver and Evanston	•		T.
ON WESTWARD TRACK Between Mile Posts— Green River				ON EASTWARD TRACK Between Mile Posts— Evanston	70	00	70
817.0 and 818.5	50	40	25	915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
<b>Riview</b> 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	<b>Knight</b> 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	Mil	es Per I	lour	Lacation	Mi	les Per	Hour
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
<b>Bryan</b> 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	Ragan			<del> </del>
<b>Granger</b> 846.3 and 847.9	60	50	25	894.4 and 894.0 893.4 and 890.9	70 70	60	50 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				887.5 and 887.3	65	55	45
	70	60	50	886.7 and 886.4	70	60	50
Hampton 866.7 and 866.9	75	65	50	Bridger 885.0 and 884.6	60	50	40
868.0 and 869.2	65	55	45	883.9 and 882.5	60	50	40
<b>Elkhurst</b> 870.9 and 873.6	70	60	50	881.7 and 881.4	70	60	50
874.0 and 874.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
Carter 878.2 and 878.5	70	60	50	878.5 and 878.2	70	60	50
880.1 and 880.3	60	50	40	874.5 and 874.0	70	60	50
<b>Antelope</b> 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 869.2 and 868.0	55	45	35
884.6 and 885.0	60	50	40	866.9 and 866.7	75	65	50
<b>Bridger</b> 886.4 and 886.7	70	60	50	Hampton 862.5 and 862.2	70	60	50
887.3 and 887.5	65	55	45	860.3 and 860.1	70	60	50
888.3 and 888.7	70	60	50	Verne	70	60	50
889.3 and 890.2	50	40	35	850.2 and 849.9 Granger	- 70		- 50
<b>Leroy</b> 891.6 and 895.1	70	60	50	847.9 and 846.3	60	50	25
Ragan				845.3 and 844.9	60	50	40
896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	<b>Westvaco</b> 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 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	<b>Peru</b> 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	<b>Riview</b> 820.7 and 819.3	60	50	40
915.9 and 919.1 Evanston	60	50	25	818.5 and 817.0	50	40	25

# FOURTH SUBDIVISION (Continued) Between Evanston and Ogden

Location	Mil	es Per l	lour	Location	Miles Per Hour				
Location	Str.	Psgr.	Frt.	Location	Str.	Psgr.	Frt		
ON WESTWARD TRACK Between Mile Posts— Evanston				ON EASTWARD TRACK Between Mile Posts— Ogden					
920.6 and 921.2	70	60	50	989.0 and 987.9	65	55	45		
<b>Wyuta</b> 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	<b>Gateway</b> 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		
				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		
				965.1 and 963.1	45	35	30		
<b>Echo</b> 953.3 and 954.1	60	50	25	962.8 and 959.8	60	50	40		
954.2 and 954.5	55	50	45	<b>Devils Slide</b> 959.5 and 958.1	70	60	45		
Henefer 958.1 and 959.5	70	60	45	<b>Henefer</b> 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		
974.1 and 976.1	50	45	35	<b>Emory</b> 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 987.7 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			
Uintah	70	60	E0.	926.2 and 925.9	65	55	40		
985.5 and 985.8 986.7 and 987.0	65	60	50 50	<b>Wyuta</b> 921,2 and 920.6	70	60	50		
987,9 and 989.0 Ogden	65	55	45	919.1 and 915.9 <b>Evanston</b>	60	50	25		

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