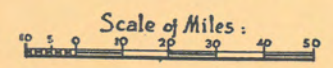


**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 CORRECTED TO AUG. 1, 1949



**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**WYOMING DIVISION**  
**TIME-TABLE**

**No. 8**

**Effective Sunday,**  
**May 28, 1950**

**at 12:01 A. M. Mountain Time**

*Be Careful Today*

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS															Distance from Council Bluffs	Time-Table No. 8 May 28, 1950	STATIONS
11	3	15	85	1	17	37	5	23	27	9	103	101	105	111			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
							9.20								0.0	CO. BLUFFS	
															2.8	OMAHA	
															146.9	GRAND ISLAND	
															284.1	C.T. M.T. NORTH PLATTE	
															365.3	JULESBURG	
															407.5	SIDNEY	
															.....	KANSAS CITY	
															562.5	Ar Lv DENVER	
															509.5	CHEYENNE	
															519.0	BORIE	
															566.0	LARAMIE	
															682.8	RAWLINS	
															817.0	GREEN RIVER	
															847.2	GRANGER	
															992.6	OGDEN	
															(992.6)	(992.6)	

(0.35) (24.15) (5.35) (10.55) (20.15) (0.40) (32.05) (21.25) (21.45) (20.18) (13.30) (16.10) (16.10) (13.25) (8.50) ..... Thru Time From Omaha  
 51.7 40.8 49.9 51.3 48.9 45.3 37.9 46.2 45.5 48.8 55.3 61.2 61.2 62.9 63.3 ..... Average speed per hour

H. E. SHUMWAY  
General Manager

A. D. HANSON  
Genl. Supt. Transportation

V. W. SMITH  
General Superintendent

- E. H. BAILEY, Superintendent..... Cheyenne, Wyo.
- C. J. COLOMBO, Asst. Superintendent..... Laramie, Wyo.
- F. E. TERWILLEGGER, Asst. Superintendent..... Green River, Wyo.
- C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
- C. E. BRETERNITZ, Terminal Superintendent..... Denver, Colo.
- E. F. BOYLE, Trainmaster..... Cheyenne, Wyo.
- G. E. O'HARA, Trainmaster..... Laramie, Wyo.
- C. B. LISHER, Trainmaster..... Rawlins, Wyo.
- O. A. DURRANT, Trainmaster..... Ogden, Utah
- J. C. JOCHIM, Trainmaster..... Denver, Colo.
- J. J. DALY, Master Mechanic..... Cheyenne, Wyo.
- H. T. SNYDER, Master Mechanic..... Denver, Colo.
- D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
- R. M. WARNER, Road Foreman of Engines..... Cheyenne, Wyo.
- E. J. MOORE, Road Foreman of Engines..... Laramie, Wyo.
- G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
- M. N. ANDERSON, Road Foreman of Engines..... Rawlins, Wyo.
- E. J. LENHART, Road Foreman of Engines..... Rawlins, Wyo.
- T. A. KELLEHER, Road Foreman of Engines..... Ogden, Utah
- H. C. LUSTY, Road Foreman of Engines..... Evanston, Wyo.
- T. L. PIDCOCK, Division Engineer..... Cheyenne, Wyo.
- G. M. PICKERING, General Roadmaster..... Cheyenne, Wyo.

- FIRST SUBDIVISION AND BRANCHES
- C. A. VICK ROY, Chief Train Dispatcher..... Denver, Colo.
  - E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher..... Denver, Colo.
  - S. G. TWEDT, Asst. Chief Train Dispatcher..... Denver, Colo.

- SECOND SUBDIVISION AND THIRD SUBDIVISION, LARAMIE TO RAWLINS, AND BRANCHES
- J. M. KELLEY, Chief Train Dispatcher..... Cheyenne, Wyo.
  - C. E. WHITE, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.
  - R. W. HAYES, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.

- THIRD SUBDIVISION AND FOURTH SUBDIVISION, RAWLINS TO OGDEN, AND BRANCHES
- W. S. WHITTAKER, Chief Train Dispatcher..... Green River, Wyo.
  - B. FOSTER, Asst. Chief Train Dispatcher..... Green River, Wyo.
  - L. G. MALZAHN, Asst. Chief Train Dispatcher..... Green River, Wyo.

Mileage

Main Line	595.06
Branches	216.81
Total	811.87

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS															Mile Post	Time-Table No. 8 May 28, 1950	STATIONS
12	112	28	10	4	2	104	102	106	38	18	24	6	86	16			
Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Passenger	Passenger	Mall and Express	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
															0.0	CO. BLUFFS	
															2.8	OMAHA	
															146.9	GRAND ISLAND	
															284.1	C.T. M.T. NORTH PLATTE	
															365.3	JULESBURG	
															407.5	SIDNEY	
															.....	KANSAS CITY	
															562.5	Ar Lv DENVER	
															509.5	CHEYENNE	
															519.0	BORIE	
															566.0	LARAMIE	
															682.8	RAWLINS	
															817.0	GREEN RIVER	
															847.2	GRANGER	
															992.6	OGDEN	
															(992.6)	(992.6)	

Thru Time To Omaha ..... (0.40) (8.05) (19.25) (13.05) (23.10) (19.20) (16.00) (15.55) (13.23) (27.20) (0.35) (23.35) (20.35) (10.00) (5.55)  
 Average speed per hour..... 45.3 69.2 51.0 57.0 42.7 51.2 61.9 62.2 63.1 44.5 51.7 42.0 48.1 56.0 47.1

ON THE SECOND THIRD AND FOURTH SUBDIVISIONS:

The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254. When necessary to provide single track operation on double track, and for operation of trains against the current of traffic, and for operation of work trains, train order authority must be obtained. The movement of trains will be supervised by the train dispatcher, and oral and message instructions issued by him must be complied with. Within yard limits where main track is not protected by continuous block signals, oral or message information concerning a first-class train does not relieve a train receiving such information from protecting in accordance with Rules 93 and 99. When instructed by train dispatcher to clear a train or trains, the following will govern: Nos. 101, 102, 103, 104, 105 and 106 must be cleared not less than five minutes by first-class trains and not less than fifteen minutes by second-class and extra trains; other first-class trains must be cleared not less than ten minutes by second-class and extra trains.

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
1	Rock Springs.....		Salt Lake City or beyond.	2	Rock Springs.....		Salt Lake City or beyond.
37	Rock River.....	} Denver or east.		16	Brighton.....	} .....	East of La Salle.
	Medicine Bow.....				Lupton.....		
	Sinclair.....						
	Wamsutter.....			38	Any station on Third Subdivision.....		Granger or beyond.
37	Any station on Third Subdivision.....		North of Granger.	24	Any station on Third Subdivision.....		Ogden or beyond.
23	Any station on Third and Fourth Subdivision....	East of Cheyenne...	Ogden or beyond.	24	Any station on Fourth Subdivision.....		Ogden or beyond... Green River or beyond.
27	Rock Springs.....	Omaha and Denver or beyond.....	West of Ogden.	28	Rock Springs.....		West of Ogden..... Omaha or beyond.
105	Rock Springs.....	Cheyenne or beyond	Pocatello or beyond.	106	Rock Springs.....		Pocatello or beyond. Cheyenne or beyond.
				334	Any Station.....		Cheyenne or beyond.

**WESTWARD FIRST SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	SECOND CLASS							Distance from Denver	Time-Table No. 8	
	26	377	96	370	250	92	May 28, 1950			
	C.R.I.&P. Mixed	Time Freight	C.R.I.&P. Freight	Mixed	Time Freight	C.R.I.&P. Freight	STATIONS			
YIP	10.00PM		8.30PM	6.50PM		3.50AM	0.0	DN-R DENVER YL UD	0.6	
ZP	10.06	9.00PM	8.45	7.03	6.00PM	3.55	1.7	23RD STREET YL	0.6	
WCOTYZP	A 10.08PM	9.06	A 8.48PM	A 7.30PM	6.03	A 4.00AM	2.2	DN-R 36TH ST. YL RA	1.7	
IP		9.09			6.10		4.9	PULLMAN YL	4.9	
95 P		9.15			6.17		5.0	C. B. & Q. CROSSING	5.0	
57 P		9.20			6.23		8.1	DN SAND CREEK JCT. YL SK	8.1	
52 P		9.25			6.27		11.8	DUPONT	11.8	
91 WYZP		9.35 <sup>455</sup>			6.34		14.1	HAZELTINE	14.1	
94 P		9.45			6.43		19.1	HENDERSON	19.1	
58 P		9.51			6.49		25.8	DN BRIGHTON YL BI	25.8	
95 P		9.58			7.01 <sup>10</sup>		30.1	D LUPTON UP	30.1	
119 P		10.07			7.10		34.8	IONE	34.8	
102 WCTYP		10.25			A 7.20PM		40.0	D PLATTEVILLE PA	40.0	
60 P		10.31					46.1	D GILCREST GI	46.1	
247 WYZP		10.38					48.2	DN-R LA SALLE YL SA	48.2	
YP							51.7	EVANS	51.7	
81 P		10.45					54.0	DN GREELEY YL HG	54.0	
80 P		10.52					55.8	GREELEY JCT.	55.8	
I							59.2	D LUCERNE O	59.2	
65 P		10.58					59.8	DN EATON YL UR	59.8	
64 WYP		11.05					63.0	G. W. CROSSING	63.0	
52 P		11.12					66.8	D AULT A	66.8	
96 P		11.20					71.9	D PIEROE RI	71.9	
51 P		11.28					77.0	D NUNN NU	77.0	
94 WCYP		11.40					81.9	DOVER	81.9	
97 P		11.48					86.0	DEOKER	86.0	
52 P		11.55PM					88.0	DN CARR OR	88.0	
95 } WYP		12.01AM					90.4	WARREN	90.4	
72 IP							94.4	GLEASON	94.4	
P							97.8	D SPEER YL S	97.8	
IP							103.1	DN BORIE YL BO	103.1	
WCOTYZP		A 12.30AM					101.5	CORLETT JCT.	101.5	
							104.7	DN TOWER A YL AY	104.7	
							106.0	DN-R CHEYENNE YL N-OY	106.0	

(0.08) 16.5 (3.30) 29.9 (0.18) 7.3 (0.40) 3.3 (1.20) 34.6 (0.10) 13.2 ..... Thru Time ..... Average speed per hour

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 must be cleared not less than five minutes by Nos. 10, 16, 38, 52, 86, 9, 15, 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.  
 For stations not shown on schedule pages—See page 26.

**WESTWARD FIRST SUBDIVISION**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 26.	FIRST CLASS									Distance from Denver	Time-Table No. 8	
	10	57	16	37	86	112	8	38	9		May 28, 1950	
	Passenger	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Passenger		STATIONS	
	8.00PM	7.30PM	5.40PM	5.30PM	5.15PM	4.30PM	1.00PM	8.50AM	7.45AM	0.0	DN-R DENVER YL UD	0.6
	8.04	7.35	5.44	5.34	5.20	4.34	1.04	8.54	7.48	1.7	23RD STREET YL	0.6
	A 8.05PM	7.37	5.45	5.36	5.21	4.35	A 1.05PM	A 8.55AM	7.49	2.2	DN-R 36TH ST. YL RA	1.7
		7.42	5.49	5.39	5.25	4.39			7.53	4.9	PULLMAN YL	4.9
		7.47	5.52	5.43	5.28	4.42			7.57	5.0	C. B. & Q. CROSSING	5.0
		f 7.50	5.55	5.47	5.31	4.44			8.00	8.1	DN SAND CREEK JCT. YL SK	8.1
		f 7.53	5.58	5.49	5.34	4.46			8.03 <sup>11</sup>	14.1	DUPONT	14.1
		s 7.59	6.04	5.54	5.39	4.51			8.09	19.1	HAZELTINE	19.1
		f 8.07	6.11	6.01	5.45	4.57			8.15	25.8	HENDERSON	25.8
		f 8.12	6.15	6.04	5.49	5.01			8.19	30.1	DN BRIGHTON YL BI	30.1
		f 8.17	6.19	6.08	5.53	5.05			8.23	34.8	D LUPTON UP	34.8
		f 8.22	6.24	6.13	5.58	5.09			8.28 <sup>15</sup>	40.0	IONE	40.0
		s 8.30	A 6.30PM	s 6.19	A 6.05PM	A 5.15PM			s 8.34	46.1	D PLATTEVILLE PA	46.1
		f 8.34		6.22					8.37	48.2	D GILCREST GI	48.2
		s 8.46 <sup>334</sup>		s 6.28					s 8.45	51.7	DN-R LA SALLE YL SA	51.7
										54.0	EVANS	54.0
										55.8	DN GREELEY YL HG	55.8
										59.2	GREELEY JCT.	59.2
										59.8	D LUCERNE O	59.8
										63.0	DN EATON YL UR	63.0
										66.8	G. W. CROSSING	66.8
										71.9	D AULT A	71.9
										77.0	D PIEROE RI	77.0
										81.9	D NUNN NU	81.9
										86.0	DOVER	86.0
										88.0	DEOKER	88.0
										90.4	DN CARR OR	90.4
										94.4	WARREN	94.4
										97.8	GLEASON	97.8
										103.1	D SPEER YL S	103.1
										101.5	DN BORIE YL BO	101.5
										104.7	CORLETT JCT.	104.7
										106.0	DN TOWER A YL AY	106.0
											DN-R CHEYENNE YL N-OY	

(0.05) 26.4 (2.35) 41.4 (0.50) 55.3 (2.10) 47.6 (0.50) 55.3 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (2.15) 47.1 ..... Thru Time ..... Average speed per hour

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 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 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.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages—See page 26.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 8**

May 28, 1950

**FIRST CLASS**

Mile Post	9	85	38	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	15	52	37	10
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger

**STATIONS**

DN-R DENVER YL UD	0.0	A 7.25AM	A 7.30AM	A 8.00AM	A 8.25AM	A 8.30AM	A 9.30AM	A 11.30AM	A 3.30PM	A 7.45PM
23RD STREET YL	0.6	7.21	7.30	7.35	8.21	9.18				
DN-R 36TH ST. YL RA	1.7	7.19	7.21	7.27	8.17	8.18	9.15	11.24	3.04	7.35
PULLMAN YL	2.2	7.18AM	7.20	7.26	8.16AM	8.17	9.14	11.22	3.03PM	7.34
C. B. & Q. CROSSING	4.9									
DN SAND CREEK JCT. YL SK	5.0		7.08	7.22		8.13	9.09	11.18		7.29
DUPONT	8.1		7.03	7.18		8.09	9.04	11.13		7.25
HAZELTINE	11.8		6.59	7.14		8.06	9.00	11.09		7.22
HENDERSON	14.1		6.56	7.11		8.03	8.57	11.05		7.20
DN BRIGHTON YL BI	19.1		6.50	7.06		7.59	8.51	10.59		7.15
D LUPTON UP	25.8		6.43	6.58		7.53	8.43	10.52		7.09
IONE	30.1		6.38	6.54		7.49	8.39	10.46		7.05
D PLATTEVILLE PA	34.8		6.33	6.50		7.45	8.34	10.40		7.01 <sup>250</sup>
D GLOREST GI	40.0		6.28	6.45		7.40	8.28	10.33		6.56
DN-R LA SALLE YL SA	46.1		6.20AM	6.37		7.32AM	8.18AM	10.25		6.50
EVANS	48.2			6.34				10.20		6.47
DN GREELEY YL HG	51.7			6.29				10.15		6.41
GREELEY JCT.	54.0									
D LUCERNE O	55.8			6.22				10.07		6.37 <sup>37</sup>
DN EATON YL UR	59.2			6.18				10.02		6.33
G. W. CROSSING	59.3									
D AULT A	63.0			6.14				9.57		6.29
D PIERCE RI	66.8			6.10				9.53		6.26
D NUNN NU	71.9			6.06				9.48		6.21
DOVER	77.0			6.02				9.43		6.16
DECKER	81.9			5.58				9.38		6.11
DN OARR OR	86.0			5.54				9.34		6.07
WARREN	90.4			5.49				9.29		6.02
GLEASON	94.4			5.45				9.21		5.58
D SPEER YL S	97.8			5.41				9.16		5.54
DN BORIE YL BO	103.1			5.35AM						
CORLETT JCT.	101.5							9.09		5.47
DN TOWER A YL AY	104.7							9.04		5.43
DN-R CHEYENNE YL N-OY	106.0							9.00AM		5.40PM

(106.0) Daily Daily Daily Daily Daily Daily Daily Daily Daily

Thru Time.....	(0.07)	(1.10)	(2.25)	(0.09)	(0.58)	(1.12)	(2.30)	(0.27)	(2.05)
Average speed per hour.....	18.9	39.5	42.7	14.7	47.7	38.4	42.4	4.9	50.9

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 must be cleared not less than five minutes by Nos. 10, 86, 16, 38, 52, 9, 15, 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.  
 For conditional stops to discharge or pick up revenue passengers—See Page 3.  
 For stations not shown on schedule pages—See page 26.

**FIRST SUBDIVISION EASTWARD**

**Time-Table No. 8**

May 28, 1950

**SECOND CLASS**

Mile Post	25	97	91	369	455	334
	C.R.I.&P. Mixed	C.R.I.&P. Freight	C.R.I.&P. Freight	Mixed	Time Freight	Mixed

**STATIONS**

DN-R DENVER YL UD	0.0	A 3.30AM	A 6.30AM	A 11.59AM	A 11.45AM		A 11.50PM				YIP
23RD STREET YL	0.6				11.10 <sup>80</sup>	11.10 <sup>91</sup>					
DN-R 36TH ST. YL RA	1.7	3.07	5.40	11.05	11.08	A 10.15PM	11.28				ZP
PULLMAN YL	2.2	3.05AM	5.30AM	11.00AM	11.05AM	10.07	11.25				WCOTYZP
C. B. & Q. CROSSING	4.9										
DN SAND CREEK JCT. YL SK	5.0						9.59	11.20PM			IP
DUPONT	8.1						9.52				95 P
HAZELTINE	11.8						9.47				57 P
HENDERSON	14.1						9.42				52 P
DN BRIGHTON YL BI	19.1						9.35 <sup>377</sup>				91 WYZP
D LUPTON UP	25.8						9.25				94 P
IONE	30.1						9.18				53 P
D PLATTEVILLE PA	34.8						9.10				95 P
D GLOREST GI	40.0						9.01				119 P
DN-R LA SALLE YL SA	46.1						8.50PM	A 9.05PM			192 WCTYP
EVANS	48.2						8.58				60 P
DN GREELEY YL HG	51.7						s 8.46 <sup>57</sup>				247 WYZP
GREELEY JCT.	54.0										YP
D LUCERNE O	55.8						8.38				81 P
DN EATON YL UR	59.2						s 8.32				80 P
G. W. CROSSING	59.3										I
D AULT A	63.0						s 8.25				65 P
D PIERCE RI	66.8						8.18				84 WYP
D NUNN NU	71.9						8.10				52 P
DOVER	77.0						8.02				96 P
DECKER	81.9						7.54				51 P
DN OARR OR	86.0						s 7.47				94 WCYP
WARREN	90.4						7.41				97 P
GLEASON	94.4						f 7.26 <sup>37</sup>				52 P
D SPEER YL S	97.8						f 7.19				95 } WYP
DN BORIE YL BO	103.1										46 } IP
CORLETT JCT.	101.5						7.10				72 P
DN TOWER A YL AY	104.7						7.05				IP
DN-R CHEYENNE YL N-OY	106.0						7.00PM				WCOTYZP

BLOCK SIGNALS

(106.0) Daily Daily Daily Daily Daily Daily

Thru Time.....	(0.25)	(1.00)	(0.59)	(0.40)	(1.25)	(4.50)
Average speed per hour.....	5.2	2.2	2.2	3.3	32.5	22.9

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 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.  
 For stations not shown on schedule pages—See page 26.

**WESTWARD SECOND SUBDIVISION**

Car Capacity of Engines etc. See Rule 4 (A), page 26.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 8	
	37	5	23	27	3	103	101	105	1		May 28, 1950	
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger		STATIONS	
WCOTY PZ X		6.50PM	6.35PM	2.30PM	10.25AM	9.35AM	9.20AM	9.02AM	6.10AM	509.5	DN-B CHEYENNE YL N	OY
IP		6.53	6.38	2.33	10.28	9.38	9.23	9.05	6.13	510.8	DN TOWER A YL AY	N
P										514.0	CORLETT JUNCTION	
WS 83 XP		7.00	6.43	2.39	10.34	9.42	9.27	9.09	6.19	514.9	CORLETT	
WS110 ES110 XIP	7.40PM	7.06	6.49	2.45	10.41	9.49	9.34	9.15	6.25	519.0	DN BORIE BO	BO
WS 83 XWP ES 110	7.50	7.14	6.57	2.52	10.49	9.57	9.42	9.24	6.32	524.0	OTTO	
WS 137 ES 78 XWP	7.58	7.22	7.05	3.00	10.57	10.05	9.50	9.32	6.40	528.6	DN GRANITE CANON YLOA	YLOA
WS 105 WYP ES 80 X	8.13	7.35	7.17	3.12	11.10	10.17	10.02	9.44	6.52	536.5	BUFORD YL	
CS 95 XYP	8.20	7.42	7.24	3.19	11.17	10.22	10.07	9.49	6.59	540.4	DN SHERMAN S	S
ES 83 WXP	8.23	7.45	7.27	3.22	11.20	10.25	10.10	9.52	7.02	543.0	DALE OREEK	
CS 82 XP	8.31	7.52	7.34	3.29	11.27	10.32	10.17	9.59	7.09	548.4	DN HERMOSA HM	HM
WS 133 WP	8.44	8.05	7.43	3.38	11.36	10.41	10.26	10.08	7.18	557.0	RED BUTTES	
ES 70 P											HEARD	
ES 110 WP											COLORES	
ES 70 P											SATANKA	
ES 69 P											FORELLE	
WCOTY PZ X	8.00PM	8.20PM	7.57PM	3.52PM	11.50AM	10.54AM	10.39AM	10.21AM	7.32AM	566.8	DN-B LARAMIE YL K-KI	K-KI

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

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

**SECOND SUBDIVISION EASTWARD**

Time-Table No. 8	FIRST CLASS									Mile Post	Time-Table No. 8								
	38	6	24	28	4	2	104	102	106		May 28, 1950								
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		STATIONS								
DN-B CHEYENNE YL N										509.5	A 7.35AM	A 8.15AM	A 5.00PM	A 5.15PM	A 5.45PM	A 6.20PM	A 6.30PM	A 6.40PM	
DN TOWER A YL AY										510.8	7.27	8.07	4.54	5.09	5.39	6.16	6.26	6.36	
CORLETT JUNCTION										514.0									
CORLETT										514.9	7.21	7.59	4.48	5.03	5.33	6.11	6.21	6.31	
DN BORIE BO										519.0	A 5.35AM	7.16	7.54	4.43	4.58	5.28	6.07	6.17	6.27
OTTO										524.0	5.27	7.09	7.47	4.38	4.53	5.23	6.02	6.12	6.22
DN GRANITE CANON YLOA										528.6	5.21	7.03	f 7.40	4.33	4.48	5.18	5.57	6.07	6.17
BUFORD YL										536.5	5.10	6.50	f 7.27	4.22	4.37	5.07	5.46	5.56	6.06
DN SHERMAN S										540.4	5.04	6.44	7.21	4.17	4.32	5.02	5.41	5.51	6.01
DALE OREEK										543.0	5.00	6.40	7.16	4.14	4.29	4.59	5.38	5.48	5.58
DN HERMOSA HM										548.4	4.53	6.33	f 7.08	4.07	4.22	4.52	5.31	5.41	5.51
RED BUTTES											This Station is not on Eastward Track								
HEARD										551.7	4.48	6.28	7.02	4.02	4.17	4.47	5.28	5.38	5.48
COLORES										554.2	4.45	6.25	6.57	3.59	4.14	4.44	5.25	5.35	5.45
SATANKA										557.8	4.40	6.20	6.50	3.54	4.09	4.39	5.21	5.31	5.41
FORELLE										562.0	4.34	6.14	6.44	3.48	4.03	4.33	5.16	5.26	5.36
DN-B LARAMIE YL K-KI										566.8	4.25AM	6.05AM	6.35AM	3.40PM	3.55PM	4.25PM	5.10PM	5.20PM	5.30PM

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

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

**WESTWARD THIRD SUBDIVISION**

Car Capacity of Seating, etc. See Rule 6 (A), Page 26.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 8 May 28, 1950	STATIONS
	37	5	23	27	3	103	101	105	1			
	Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
WOOTYZ	9.10PM	8.30PM	8.05PM	4.00PM	11.59AM	10.55AM	10.40AM	10.22AM	7.40AM	566.0	DN-R LARAMIE YL KI-K	
CS 92 XP	9.20	8.40	8.15	4.10	12.09PM	11.04	10.49	10.29	7.50	574.1	HOWELL	
WS 58 XP	9.24	8.44	8.19	4.13	12.12	11.07	10.52	10.32	7.53	577.7	WYOMING	
WS 47 XP	9.32	8.52	f 8.28	4.20	12.19	11.13	10.58	10.38	8.00	585.8	D BOSLER FY	
ES 64 XP	9.37	8.57	8.34	4.25	12.24	11.17	11.01	10.42	8.05	590.6	COOPER LAKE	
CS 108 XP	9.41	9.02	f 8.39	4.29	12.28	11.20	11.05	10.45	8.09	598.9	LOOKOUT	
CS 81 XP	9.46	9.08	f 8.45	4.34	12.33	11.24	11.09	10.49	8.14	598.9	HARPER	
CS 128 WC YPX	9.53	9.16	f 8.53	4.40	12.39	11.30	11.15	10.55	8.20	605.3	DN ROCK RIVER OK	
WS 58 ES 120 XP	9.58	9.21	8.59	4.44	12.43	11.33	11.18	10.58	8.24	609.0	WILCOX	
CS 78 XP	10.06	9.29	9.07	4.52	12.51	11.40	11.25	11.05	8.32	616.8	RIDGE	
CS 128 XYP	10.13	9.37	f 9.16	4.58	12.58	11.46	11.31	11.11	8.38	622.9	D MEDICINE BOW MB	
CS 81 XP	10.26	9.50	9.28	5.08	1.08	11.53	11.38	11.18	8.48	632.6	COMO	
CS 80 XP	10.34	9.58	9.35	5.15	1.16	11.59AM	11.44	11.24	8.55	638.7	RAMSEY	
WS 118 WC ES 160 YPX	f10.42	10.07	f 9.45	5.21	1.22	12.03PM	11.48	11.28	9.01	643.1	DN HANNA YL HN	
WS 58 ES 82 XP	10.51	10.16	9.53	5.27	1.29	12.09	11.54	11.34	9.07	648.4	PERCY	
CS 71 XP	10.55	10.20	9.57	5.31	1.33	12.13	11.58AM	11.37	9.11	651.8	DANA	
CS 131 XP	11.01	10.26	10.03	5.36	1.38	12.17	12.02PM	11.41	9.16	657.0	EDSON	
CS 68 XP	11.07	10.32	f10.10	5.41	1.43	12.22	12.07	11.46	9.21	661.9	D WALOTT WA	
CS 80 XP	11.13	10.38	10.17	5.47	1.49	12.27	12.12	11.55	9.27	667.6	FORT STEELE	
CS 128 XP	11.23	10.48	f10.27	5.56	1.57	12.35	12.20	11.58AM	9.36	676.3	D SINCLAIR GV	
WOOTYZXP	f11.35	f11.00	f10.40	6.10	2.10	12.44	12.29	12.06PM	9.50	682.8	DN-R RAWLINS YL RS	
WS 71 XP	11.53	11.16	10.56	6.23	2.26	12.49	12.34	12.11	10.03	686.0	FERRIS	
CS 117 XP	11.58PM	11.21	11.01	6.28	2.31	12.52	12.37	12.14	10.08	689.8	HADSELL	
ES 81 XP	12.02AM	11.25	11.05	6.32	2.35	12.55	12.40	12.17	10.12	693.0	KNOBS	
WS 65 XP	12.06	11.29	11.09	6.36	2.39	12.58	12.43	12.20	10.16	697.0	DALEY'S RANCH	
WS 70 ES 125 XWP	12.09	11.33	11.14	6.39	2.42	1.01	12.46	12.23	10.19	700.0	RINER	
CS 81 XP	12.13	11.38	11.19	6.43	2.46	1.05	12.50	12.27	10.23	705.3	OHEROKEE	
WS 62 CS 81 XP	12.21	11.47	11.28	6.52	2.54	1.12	12.57	12.34	10.32	713.0	ORESTON	
CS 81 XP	12.25	11.51	11.32	6.56	2.59	1.15	1.00	12.37	10.36	716.0	LATHAM	
WS 124 WC ES 106 YXP	12.34	11.59PM	f11.42	7.05	3.07	1.22	1.07	12.44	10.45	724.2	DN WAMSWATER WM	
WS 121 XP	12.39	12.04AM	11.48	7.10	3.12	1.26	1.11	12.48	10.50	729.1	FREWEN	
CS 71 XP	12.43	12.08	11.52PM	7.14	3.16	1.29	1.14	12.51	10.54	732.7	RED DESERT	
WS 64 ES 67 XP	12.52	12.17	f12.02AM	7.23	3.24	1.36	1.21	12.58	11.03	740.0	TIPTON	
WS 104 X	12.56	12.21	12.06	7.27	3.27	1.39	1.24	1.01	11.07	743.4	ROBINSON	
WS 125 ES 106 XP	12.59	12.25	12.10	7.30	3.30	1.43	1.27	1.04	11.10	746.7	TABLE ROCK	
WS 60 ES 71 P	1.03	12.29	12.15	7.34	3.34	1.46	1.31	1.08	11.14	751.7	MONELL	
WS 162 WC ES 169 YXP	1.08	12.35	f12.22	7.39	3.39	1.50	1.35	1.12	11.19	756.7	DN BITTER CREEK YL BK	
CS 122 XP	1.18	12.45	12.32	7.49	3.48	1.58	1.43	1.21	11.29	765.9	BLACK BUTTES	
WS 70 XP	1.24	12.51	12.38	7.55	3.53	2.02	1.47	1.26	11.35	771.2	HALLVILLE	
WS 115 CS 132 XP	1.30	12.57	f12.45	8.01	3.59	2.08	1.53	1.32	11.41	777.1	D POINT OF ROCKS RO	
XYP	1.36	1.05	12.53	8.07	4.06	2.15	2.00	1.39	11.47	784.1	THAYER JUNCTION	
CS 79 XP	1.41	1.10	12.58	8.12	4.11	2.19	2.04	1.43	11.52	788.6	SALT WELLS	
CS 120 XP	1.48	1.17	1.07	8.19	4.18	2.25	2.10	1.49	11.59AM	795.7	BAXTER	
WS 74 WC ES 97 XXP	s2.05	s1.40	s 1.25	8.32	s4.38	2.36	2.20	2.00	12.12PM	803.1	DN ROCK SPRINGS YL SG	
CS 135 XP	2.16	1.50	1.35	8.43	4.46	2.43	2.28	2.08	12.23	809.0	KANDA	
WOOTYZ	A2.30AM	A2.05AM	A 1.50AM	A9.00PM	A5.00PM	A2.55PM	A2.40PM	A 2.20PM	A12.40PM	817.0	DN-R GREEN RIVER YLGR	

Double Track

Block Signals and Automatic Cab Signals

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

**THIRD SUBDIVISION EASTWARD**

Time-Table No. 8 May 28, 1950	STATIONS	Mile Post	FIRST CLASS								
			24	6	28	4	2	104	102	106	38
			Passenger	Mail and Express	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger
Time-Table No. 8 May 28, 1950	DN-R LARAMIE YL KI-K	566.0	A 6.25AM	A 5.55AM	A 3.30PM	A 3.45PM	A 4.15PM	A 5.09PM	A 5.19PM	A 5.29PM	A 4.15AM
	HOWELL	574.1	6.10	5.42	3.20	3.35	4.05	4.59	5.09	5.20	4.04
	WYOMING	577.7	6.06	5.39	3.17	3.32	4.02	4.56	5.06	5.17	4.01
	D BOSLER FY	585.8	f 5.57	5.31	3.09	3.24	3.54	4.48	4.58	5.10	3.53
	COOPER LAKE	590.6	5.47	5.25	3.04	3.19	3.49	4.44	4.54	5.06	3.48
	LOOKOUT	593.9	f 5.42	5.22	3.01	3.16	3.46	4.41	4.51	5.03	3.45
	HARPER	598.9	5.33	5.16	2.56	3.11	3.41	4.36	4.46	4.58	3.40
	DN ROCK RIVER OK	605.3	f 5.24	5.07	2.48	3.03	3.33	4.29	4.39	4.52	3.31
	WILCOX	609.0	5.16	5.02	2.43	2.58	3.28	4.25	4.35	4.49	3.26
	RIDGE	616.8	5.06	4.53	2.34	2.49	3.19	4.18	4.28	4.42	3.17
	D MEDICINE BOW MB	622.9	f 4.55	4.45	2.27	2.42	3.12	4.12	4.22	4.36	3.10
	COMO	632.6	4.42	4.34	2.16	2.31	3.01	4.03	4.13	4.27	2.59
	RAMSEY	638.7	4.35	4.28	2.10	2.25	2.55	3.57	4.07	4.21	2.53
	DN HANNA YL HN	643.1	s 4.29	4.22	2.04	2.19	2.49	3.52	4.02	4.16	2.47
	PERCY	648.4	4.19	4.14	1.57	2.11	2.42	3.47	3.57	4.11	2.39
	DANA	651.8	4.14	4.09	1.54	2.09	2.38	3.44	3.54	4.08	2.35
	EDSON	657.0	4.08	4.03	1.49	2.04	2.33	3.39	3.49	4.03	2.30
	D WALOTT WA	661.9	f 3.57	3.57 <sup>24</sup>	1.44	1.59	2.27	3.34	3.44	3.59	2.24
	FORT STEELE	667.6	f 3.47	3.51	1.38	1.53	2.21	3.28	3.38	3.54	2.18
	D SINCLAIR GV	676.3	f 3.35	3.43	1.30	1.45	2.13	3.21	3.31	3.47	2.09
	DN-R RAWLINS YL RS	682.8	3.25	3.35	1.20	1.35	2.05	3.15	3.25	3.40	2.02
	FERRIS	686.0	3.05	3.18	1.04	1.19	1.48	3.07	3.17	3.32	1.48
	HADSELL	689.8	3.00	3.14	1.00	1.15	1.44	3.03	3.13	3.28	1.44
	KNOBS	693.0	2.55	3.09	12.56	1.11	1.39	3.00	3.10	3.25	1.41
	DALEY'S RANCH	697.0	2.51	3.05	12.52	1.07	1.35	2.57	3.07	3.22	1.37
	RINER	700.7	f 2.46	3.02	12.49	1.04	1.32	2.54	3.04	3.19	1.34
	OHEROKEE	705.3	2.40	2.57	12.45	1.00	1.27	2.49	2.59	3.14	1.29
	ORESTON	713.0	f 2.33	2.50	12.38	12.53	1.20	2.43	2.53	3.08	1.23
	LATHAM	716.0	2.28	2.45	12.33	12.48	1.15	2.38	2.48	3.03	1.18
	DN WAMSWATER WM	724.2	f 2.18	2.36	12.24	12.39	1.06	2.30	2.40	2.55	1.09
	FREWEN	729.1	2.11	2.31	12.19	12.34	1.01	2.26	2.36	2.51	1.04
	RED DESERT	732.7	2.07	2.28	12.16	12.31	12.58	2.23	2.33	2.48	1.01
	TIPTON	740.0	f 1.58	2.20	12.08	12.23	12.50	2.16	2.26	2.41	12.53
	ROBINSON	743.4	1.53	2.16	12.04	12.19	12.46	2.13	2.23	2.38	12.48
	TABLE ROCK	746.7	1.49	2.13	12.01PM	12.16	12.43	2.10	2.20	2.35	12.46
	MONELL	751.7	1.44	2.08	11.56AM	12.11	12.38	2.05	2.15	2.30	12.41
	DN BITTER CREEK YL BK	756.7	f 1.37	2.02	11.50	12.05PM	12.32	2.01	2.11	2.26	12.36
	BLACK BUTTES	765.9	1.27	1.52	11.41	11.56AM	12.23	1.53	2.03	2.18	12.27
	HALLVILLE	771.2	1.22	1.46	11.36	11.51	12.18	1.48	1.58	2.13	12.22
	D POINT OF ROCKS RO	777.1	f 1.14	1.40	11.30	11.45	12.12	1.42	1.52	2.07	12.16
	THAYER JUNCTION	784.1	1.05	1.32	11.22	11.37	12.04PM	1.34	1.44	1.59	12.08
	SALT WELLS	788.6	1.00	1.28	11.18	11.33	11.59AM	1.30			

WESTWARD											FOURTH SUBDIVISION										
Car Capacity of Seating, etc. See Rule (A), Page 26.	SECOND CLASS				Distance from Council Bluffs	Time-Table No. 8 May 28, 1950	FIRST CLASS				Distance from Council Bluffs	Time-Table No. 8 May 28, 1950									
		225	259	263			257			27											
		Mixed	Time Freight	Time Freight			Time Freight			Passenger											
	Daily Ex. Sun.	Daily	Daily	Daily			Daily														
STATIONS																					
COPTWYZ			9.00AM	8.45AM	1.10AM	817.0	DN-R GREEN RIVER YLGR					9.10PM									
WS 61 PX						821.1	4.1 RIVIEW					9.17									
CS 82 P						824.9	3.8 PERU					9.22									
CS 81 P						830.2	5.3 BRYAN					9.27									
CS 118 P						837.8	7.6 WESTVAOO					9.34									
WS 99 IPWXY ES 68 RCS			A 10.00AM		A 2.30AM	847.2	DN GRANGER YL GN					9.45									
CS 125 P						854.0	6.8 VERNE					9.52									
CS 103 P						858.7	4.7 OHUROH BUTTES					9.57									
CS 103 P						865.9	7.2 HAMPTON					10.04									
CS 95 P						869.7	3.8 ELKHURST					10.08									
CS 135 CPXW						875.4	DN CARTER Q					10.15									
CS 103 P						880.9	5.5 ANTELOPE					10.21									
CS 131 P						885.6	4.7 BRIDGER					10.26									
WS 77 PW CS 83 PW						890.5	4.9 LEROY					10.32									
WS 71 PX CS 82 PX						894.8	4.3 RAGAN					10.37									
ES 44 X						897.6	2.8 SPRING VALLEY					10.41									
ES 122 PX ES 64 PX						901.8	4.2 ASPEN					10.46									
CS 118 PX						903.6	DN ALTAMONT AP					10.52									
PTWXYZC						908.7	4.0 KNIGHT					10.58									
CS 124 P						912.7	4.5 MILLIS					11.02									
CS 98 PWXY						917.2	DN-R EVANSTON YL NA					11.10									
WS 118 PW ES 101 PW CS 125 PWX						921.7	4.5 WYUTA					11.17									
WS 120 CS 120 ES 101 CPTWX			2.45PM			927.6	DN WAHSATOH YL WH					11.22									
CS 118 PX			f 2.55			932.6	4.1 CURVO					11.30									
CS 118 PX			s 3.05			936.7	4.1 CASTLE ROCK					11.37									
CS 182 FWX			s 3.20			943.8	6.6 EMORY					11.46									
WS 122 ES 118 PW			f 3.35			948.8	DN ECHO YL HO					11.55PM									
ES 62 PX			f 3.45			952.7	3.8 HENEFER					12.08AM									
COPTWYZ			A 4.10PM	A 3.00PM		956.5	4.1 D DEVIL'S SLIDE ON					12.14									
						960.6	7.4 DN MORGAN WB					12.19									
						968.0	7.5 PETERSON					12.28									
						975.5	4.6 GATEWAY					12.36									
						980.1	5.0 UNTAH					12.42									
						985.1	4.8 RIVERDALE YL					12.49									
						989.9	DN-R OGDEN YL OG					A 1 03AM									
						992.6	(175.6)														
	(1.25)	(6.00)	(1.15)	(1.20)			..... Thru Time.....					(3.53)									
	28.2	29.3	24.1	22.6			..... Average speed per hour.....					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.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.  
 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.  
 For stations not shown on schedule pages.—See page 26.

WESTWARD											FOURTH SUBDIVISION										
FIRST CLASS											Distance from Council Bluffs	Time-Table No. 8 May 28, 1950									
11	3	103	101	105	1	17	37	5	23												
Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Mail and Express	Passenger												
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily											
STATIONS																					
5.40PM	5.25PM	3.05PM	2.50PM	2.30PM	12.50PM	3.15AM	2.45AM	2.25AM	2.10AM	817.0	DN-R GREEN RIVER YLGR	4.1 RIVIEW									
5.47	5.31	3.10	2.55	2.35	12.57	3.23	2.52	2.32	2.17	821.1	3.8 PERU										
5.51	5.35	3.14	2.59	2.39	1.01	3.28	2.57	2.37	2.22	824.9	5.3 BRYAN										
5.57	5.40	3.19	3.04	2.44	1.06	3.34	3.02	2.42	2.27	830.2	7.6 WESTVAOO										
6.05	5.47	3.25	3.10	2.50	1.13	3.41	3.09	2.49	2.34	837.8	9.4 DN GRANGER YL GN										
A 6.15PM	5.57	3.34	3.19	A 3.00PM	1.24	A f 3.55AM	3.20	3.00	f 2.45	847.2	6.8 VERNE										
	6.04	3.40	3.25		1.31		3.27	3.07	2.52	854.0	4.7 OHUROH BUTTES										
	6.09	3.44	3.29		1.36		3.32	3.12	2.57	858.7	7.2 HAMPTON										
	6.16	3.50	3.35		1.43		3.39	3.19	3.05	865.9	3.8 ELKHURST										
	6.20	3.54	3.39		1.47		3.44	3.24	3.10	869.7	DN CARTER Q										
	6.26	3.59	3.44		1.53		3.50	3.30	f 3.17	875.4	5.5 ANTELOPE										
	6.31	4.04	3.49		1.58		3.55	3.35	3.23	880.9	4.7 BRIDGER										
	6.36	4.08	3.53		2.03		4.00	3.40	3.28	885.6	4.9 LEROY										
	6.42	4.14	3.59		2.09		4.06	3.46	3.34	890.5	4.3 RAGAN										
	6.47	4.18	4.03		2.14		4.11	3.51	f 3.40	894.8	2.8 SPRING VALLEY										
	6.51	4.21	4.06		2.18		4.15	3.55	3.45	897.6	4.2 ASPEN										
	6.57	4.27	4.12		2.24		4.20	4.00	f 3.51	901.8	DN ALTAMONT AP										
	7.02	4.31	4.16		2.29		4.26	4.06	f 3.57	903.6	4.0 KNIGHT										
	7.08	4.36	4.21		2.35		4.32	4.12	4.04	908.7	4.5 MILLIS										
	7.12	4.40	4.25		2.39		4.37	4.17	4.09	912.7	DN-R EVANSTON YL NA										
	7.18	s 4.45	s 4.30		2.46		4.45	4.25	4.15	917.2	4.5 WYUTA										
	7.23				2.50		4.50	4.35	4.22	921.7	DN WAHSATOH YL WH										
	7.30	4.51	4.36		2.57		4.57	4.42	4.29	927.6	4.1 CURVO										
	7.38	4.57	4.42		3.05		5.05	4.50	f 4.38	932.6	4.1 CASTLE ROCK										
	7.45	5.04	4.49		3.12		5.12	4.57	4.45	936.7	6.6 EMORY										
	7.53	5.11	4.56		3.20		5.20	5.05	4.53	943.8	DN ECHO YL HO										
	8.02	5.19	5.04		3.29		5.29	5.14	5.02	948.8	3.8 HENEFER										
	8.15	5.31	5.16		3.42		5.42	5.27	f 5.16	952.7	4.1 D DEVIL'S SLIDE ON										
	8.20	5.35	5.20		3.47		5.47	5.32	5.21	956.5	7.4 DN MORGAN WB										
	8.25	5.39	5.24		3.52		5.52	5.37	5.26	960.6	7.5 PETERSON										
	8.34	5.48	5.33		4.01		6.01	5.46	f 5.35	968.0	4.6 GATEWAY										
	8.42	5.56	5.41		4.09		6.09	5.54	5.44	975.5	5.0 UNTAH										
	8.48	6.01	5.46		4.15		6.15	6.00	5.50	980.1	4.8 RIVERDALE YL										
	8.55	6.08	5.53		4.22		6.22	6.07	5.57	985.1	DN-R OGDEN YL OG										
										989.9	(175.6)										
	A 9.15PM	A 6.20PM	A 6.05PM		A 4.40PM		A 6.35AM	A 6.20AM	A 6.15AM	992.6											
(0.35)	(3.50)	(3.15)	(3.15)	(0.30)	(3.50)	(0.40)	(3.50)	(3.55)	(4.05)		..... Thru Time.....										
51.7	45.8	54.1	54.1	60.4	45.8	45.3	45.8	44.8	43.0		..... Average speed per hour.....										

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.  
 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.  
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.  
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**FOURTH SUBDIVISION EASTWARD**

Time-Table No. 8 May 28, 1950	Mile Post	FIRST CLASS									
		12	28	4	2	104	102	106	38	18	24
		Passenger	Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger
STATIONS											
DN-R GREEN RIVER YL GR	817.0	A10.10AM	A10.30AM	A10.35AM	A11.10AM	A12.50PM	A 1.05PM	A 1.15PM	A10.55PM	A11.05PM	A11.50PM
RIVIEW	821.1	9.57	10.18	10.23	11.04	12.40	12.55	1.07	10.46	10.57	11.39
PERU	824.9	9.53	10.14	10.19	11.00	12.36	12.51	1.03	10.42	10.53	11.35
BRYAN	830.2	9.48	10.09	10.14	10.55	12.31	12.46	12.58	10.37	10.47	11.28
WESTVACO	837.8	9.40	10.02	10.07	10.48	12.25	12.40	12.51	10.30	10.40	11.20
DN GRANGER YL GN	847.2	9.30AM	9.53	9.58	10.39	12.17	12.32	12.42PM	10.21	10.30PM	f11.10
VERNE	854.0		9.46	9.51	10.31	12.11	12.26		10.14		11.01
CHURCH BUTTES	858.7		9.41	9.46	10.27	12.07	12.22		10.09		10.55
HAMPTON	865.9		9.35	9.40	10.21	12.02PM	12.17		10.02		10.47
ELKHURST	869.7		9.31	9.36	10.18	11.59AM	12.13		9.58		10.43
DN CARTER Q	875.4		9.25	9.30	10.12	11.54	12.08		9.51		f10.35
ANTELOPE	880.9		9.18	9.24	10.06	11.49	12.03PM		9.45		10.26
BRIDGER	885.6		9.14	9.20	10.02	11.45	11.59AM		9.40		10.21
LEROY	890.5		9.09	9.15	9.57	11.41	11.55		9.35		10.16
RAGAN	894.8		9.04	9.11	9.52	11.37	11.51		9.30		10.11
SPRING VALLEY	897.6		9.01	9.08	9.49	11.34	11.48		9.26		10.07
ASPEN	901.8		8.57	9.04	9.44	11.30	11.44		9.22		f10.00
DN ALTAMONT AP	903.6		8.51	8.58	9.38	11.25	11.39		9.17		f 9.55
KNIGHT	908.7		8.44	8.51	9.31	11.21	11.34		9.10		9.45
MILLIS	912.7		8.39	8.47	9.26	11.16	11.30		9.04		9.38
DN-R EVANSTON YL NA	917.2		8.32	8.40	9.19	s11.09	s11.23		8.57		9.30
WYUTA	921.7		8.23	8.28	9.08	11.01	11.16		8.45		9.10
DN WAHSATCH YL WH	927.6		8.17	8.22	9.02	10.56	11.11		8.39		f 9.03
CURVO	932.6		8.08	8.13	8.53	10.49	11.04		8.30		8.51
CASTLE ROOK	936.7		8.02	8.07	8.47	10.44	10.59		8.24		8.44
EMORY	943.3		7.52	7.57	8.37	10.36	10.51		8.14		8.32
DN ECHO YL HO	952.7		7.37	7.42	8.22	10.23	10.38		8.00		f 8.15
HENEFER	956.5		7.32	7.37	8.17	10.19	10.34		7.55		8.07
D DEVIL'S SLIDE ON	960.6		7.27	7.32	8.12	10.15	10.30		7.50		8.02
DN MORGAN WB	968.0		7.18	7.23	8.03	10.08	10.23		7.41		f 7.52
PETERSON	975.5		7.10	7.15	7.55	10.02	10.17		7.34		7.43
GATEWAY	980.1		7.04	7.09	7.49	9.57	10.12		7.28		7.35
UINTAH	985.1		6.57	7.02	7.42	9.50	10.05		7.22		7.28
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.45AM	6.50AM	7.30AM	9.40AM	9.55AM		7.10PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time..... (0.40) (3.45) (3.45) (3.40) (3.10) (3.10) (0.33) (3.45) (0.35) (4.35)  
 Average speed per hour..... 45.3 48.8 48.8 47.9 55.5 55.5 54.9 46.8 51.7 38.3

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).  
 On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule S-72.  
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 For stations not shown on schedule pages.—See page 26.

**FOURTH SUBDIVISION EASTWARD**

FIRST CLASS		Mile Post	Time-Table No. 8 May 28, 1950		SECOND CLASS				Car Capacity of Stations (A). See Rule 26, Page 26.
6			254	264	226	262			
Mail and Express			Time Freight	Time Freight	Mixed	Time Freight			
STATIONS									
A12.25AM		817.0	DN-R GREEN RIVER YL GR	A 8.00AM	A 8.15AM		A10.35PM	COPTWXYZ	
12.20		821.1	RIVIEW					WS 61 PX	
12.16		824.9	PERU					CS 82 P	
12.11		830.2	BRYAN					CS 81 P	
12.04AM		837.8	WESTVACO					CS 118 P	
11.55PM		847.2	DN GRANGER YL GN		6.30AM		8.15PM	WS99 IPWXY ES68 RCS	
11.48		854.0	VERNE					CS 125 P	
11.44		858.7	CHURCH BUTTES					CS 103 P	
11.37		865.9	HAMPTON					CS 103 P	
11.33		869.7	ELKHURST					CS 95 P	
s11.25		875.4	DN CARTER Q					CS135 CPWX	
11.17		880.9	ANTELOPE					CS 103 P	
11.12		885.6	BRIDGER					CS 131 P	
11.08		890.5	LEROY					WS 77 CS 83 PW	
11.03		894.8	RAGAN					WS 71 PX	
11.00		897.6	SPRING VALLEY					WS 71 P CS 82	
10.56		901.8	ASPEN					ES 44 X	
10.50		903.6	DN ALTAMONT AP					ES 122 PX	
10.42		908.7	KNIGHT					ES 64 PX	
10.37		912.7	MILLIS					CS 118 P	
10.30		917.2	DN-R EVANSTON YL NA					CPTWXYZ	
10.20		921.7	WYUTA					CS 124 P	
10.14		927.6	DN WAHSATCH YL WH					CS98 PWXY	
10.08		932.6	CURVO					P	
9.57		936.7	CASTLE ROOK					WS 118 ES 101 PW CS 125 PWX	
9.51		943.3	EMORY					WS120 CS120 ES101 CPTWX	
9.41		952.7	DN ECHO YL HO		A 9.05AM			CS 118 PX	
9.25		956.5	HENEFER		f 8.55			CS 118 PX	
9.20		960.6	D DEVIL'S SLIDE ON		s 8.45			CS 132 PWX	
9.15		968.0	DN MORGAN WB		s 8.30			WS122 ES 118 P	
9.06		975.5	PETERSON		f 8.10			PW	
8.58		980.1	GATEWAY		8.00			ES 62 PX	
8.50		985.1	UINTAH		f 7.50			PX	
8.43		989.9	RIVERDALE YL					PX	
8.30PM		992.6	DN-R OGDEN YL OG	1.00AM		7.35AM		COPTWYZ	
Daily			(175.6)	Daily	Daily	Daily Ex. Sun.	Daily		

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

Eastward trains must keep to the left Ogden to Mile Post 931.5 (located 1.1 miles east of Curvo).  
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 The operation of trains with the current of traffic will be governed by Rules 251, 253 and 254.—See instructions on page 3.  
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 For stations not shown on schedule pages.—See Page 26.



WESTWARD				DENT BRANCH		EASTWARD				
SECOND CLASS				Time-Table No. 8		SECOND CLASS				
212				May 28, 1950		211 334				
Mixed						Mixed Mixed				
Daily				STATIONS						
IP			5.0	DN	SAND CREEK JCT. YL SK	5.0		A11.20PM		
31	P		9.8		QUIMBY	9.8		11.11		
36	P		13.8		EAST LAKE	13.8		f11.04		
31	P		18.1		DARLOW	18.1		10.57		
55	IPWY		22.2	DN	ST. VRAINS YL VS	22.2		f10.48		
			22.2		U. P. CROSSING	22.2				
53	YP		26.1	D	FREDERICK YL FR	26.1		f10.37		
			27.8		FIRESTONE	27.8		10.31		
19	P		30.2		HARNEY	30.2		10.25		
31	P		34.6		GOWANDA	34.6		10.17		
			38.3		WILD CAT	38.3		10.10		
21	WYP		42.8	N	DENT YL FD	42.8	A 9.43AM	10.01		
			4.20PM							
			4.35PM	DN-B	LA SALLE YL SA	50.6	9.30AM	9.45PM		
					(45.6)		Daily	Daily		

(0.16) ..... Thru Time..... (0.13) (1.85)  
 31.2 ..... Average speed per hour..... 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

WESTWARD — FORT COLLINS BRANCH — EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
21	WYP	9.43AM	0.0 N	DENT YL FD	A 4.20PM
	P	f 9.48	1.7	MILLIKEN YL	f 4.15
			2.0	G. W. CROSSING	
	P	f 9.55	7.8	KOENIG	f 4.04
			9.0	G. W. CROSSING	
	P	f 10.00	9.1	KELIM	f 4.00
		f 10.06	13.5	BOYD LAKE	f 3.51
		f 10.10	16.4	REDMOND	f 3.46
42	P	f 10.15	19.5	HARMONY	f 3.40
136	WCTYZP	A 10.30AM	25.0 D-R	FORT COLLINS YL FO	3.30PM
			25.2	O. & S. CROSSING	
			25.3	O. & S. CROSSING	
	P		27.9	PODRE YL	
	P		30.0	BOETTCHER YL	
	P		38.5	RIPPLE	
	Y		41.7	BUCKEYE YL	
				(41.7)	Daily

(0.47) ..... Thru Time..... (0.50)  
 32.9 ..... Average speed per hour..... 30.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder. For stations not shown on schedule pages—See page 26.

WESTWARD — BOULDER BRANCH — EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
55	WYZP	0.0 DN-R	BRIGHTON YL BI		
	P	4.2	YOKALL		
	IWYP	8.1 DN	ST. VRAINS YL VS		
		8.1	U. P. CROSSING		
	P	10.9	STATE COAL MINE JOT. YL		
	P	11.4	PARKDALE JCT. YL		
	P	15.1	ERIE		
		15.1	O. B. & Q. CROSSING		
		16.4	TABOR		
		17.8	LEYNER		
		19.6	LIGGETT		
	P	24.0	VALMONT YL		
		26.0	O. & S. CROSSING		
	WYP	26.1	ARA YL		
	P	27.6 DN-R	BOULDER YL BR		
			(27.6)		

(0.47) ..... Thru Time..... (0.50)  
 32.9 ..... Average speed per hour..... 30.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. At Dent Nos. 211 and 212 need not go to depot. Time shown at Boulder is for information only. Trains are governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder. For stations not shown on schedule pages—See page 26.

WESTWARD—Greeley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
247	WYZP	0.0 DN	GREELEY YL HG	0.0	
	YP	2.3	GREELEY JCT. YL	2.3	
34	YP	6.0	CLOVERLY	6.0	
		8.4	ALDEN	8.4	
37	P	10.4 D	GILL GI	10.4	
		13.8	MATTHEWS	13.8	
		14.5	BARNESVILLE	14.5	
29	YP	28.1	BRIGGSDALE	28.1	
			(28.1)		

(0.16) ..... Thru Time..... (0.13) (1.85)  
 31.2 ..... Average speed per hour..... 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

WESTWARD—Superior Branch—EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
XPY		0.0	THAYER JUNCTION YL	0.0	
WP		7.6 D	SUPERIOR SU	7.6	
		9.1	END OF TRACK	9.1	

(0.16) ..... Thru Time..... (0.13) (1.85)  
 31.2 ..... Average speed per hour..... 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

WESTWARD—Puritan Branch—EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
		0.0	PARKDALE JCT. YL	0.0	
		1.9	PURITAN	1.9	
		3.1	END OF TRACK	3.1	

(0.16) ..... Thru Time..... (0.13) (1.85)  
 31.2 ..... Average speed per hour..... 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

WESTWARD—Lionkol Branch—EASTWARD					
SECOND CLASS		Time-Table No. 8		SECOND CLASS	
211		May 28, 1950		212	
Mixed				Mixed	
Daily		STATIONS			
		0.0	LIONKOL JUNCTION	0.0	
		2.0	LIONKOL	2.0	
		2.5	END OF TRACK	2.5	

(0.16) ..... Thru Time..... (0.13) (1.85)  
 31.2 ..... Average speed per hour..... 36.0 28.8

Westward trains are superior to trains of the same class in the opposite direction. See Rule S-72. Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed. At Dent Nos. 211 and 212 need not go to depot. For stations not shown on schedule pages—See page 26.

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

**Designation "Str."** —Train with Diesel-electric locomotive and all light-weight roller-bearing passenger train equipment.  
**Designation "Psgr."** —Train with steam locomotive and all passenger train equipment; train with Diesel-electric locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.  
**Designation "Frt."** —Train with freight cars; train with caboose only; locomotive without cars.

When "City of Denver" train is operated with automatic brake control, a maximum speed of 75 miles per hour must not be exceeded.  
 When Diesel-electric passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr" trains will govern.

On double track, a train or engine moving on a main track in a direction opposite to that in which trains would normally move, must not exceed 20 miles per hour.

When a freight engine is used in passenger service on a branch line, the speed specified under "Frt" must not be exceeded.

Where rules, special rules or bulletin require movement at restricted speed, movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on lookout for broken rail or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

**GENERAL**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling gravel loaded in steel hopper cars.			35
7000 class engines.		70	50	When more than 50% of the tonnage is gravel.			40
3800 and 3900 class engines.		60	50	3500 and 5000 class engines on any coal mine lead or track.			10
5000 and 9000 class engines.		50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25
MacArthur type engines with 63-in. drivers.		55	50				15
MacArthur type engines with 57-in. drivers.		35	35	Trains handling company roadway machines on their own wheels: On straight track. On curves. Branch lines except Dent Branch.			30
Consolidation and Ten-Wheeler type engines.		35	35				25
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				15
0-6-0 and 0-8-0 type yard engines.		20	20	Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25
Diesel-electric locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40			50	40
Diesel-electric switch engines in road service.		35	35	When using cross-overs or turn-outs: 9000 class engines; Forward movement Back-up movement All other classes engines; Forward movement Back-up movement		10	10
Diesel-electric locomotives running light, dynamic brake not in operation.			35			6	6
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20	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.	15	15	15
Trains handling air-dump cars.		20	20			10	10
Trains handling scale test cars: On main line On branch lines except Dent branch.			35	Jordan spreaders and other machines of spreader type, when in operation.	20	20	20
Trains handling loaded wooden Hart convertible cars: On main line. On branch lines.			30				15
			20	All wye tracks.	6	6	6

**FIRST SUBDIVISION**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Maximum speed.	79	75	50	Warren 91.8 and 92.2	70	60	45
4000 class engines.		45	45	Speer 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	30
Freight engines not otherwise shown.		50				40	40
Light engines.		45	45	97.4 and 97.7	50	40	25
Denver, within city limits over street crossings.	35	35	25	Corlett Side 97.7 and 97.9	30	30	25
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 0.7 and 0.4 eastward track.	30	30	25			50	40
LaSalle 47.8 and 48.0	70	60	50	101.4 and 101.5	70	60	45
Evans 49.4 and 49.7	70	60	50	Corlett Jct. and M. P. 103.9		70	
				Borie Side 97.7 and 99.4	50	40	25

**SECOND SUBDIVISION**

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

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

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	75	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by Diesel-electric locomotives.			55	Hanna, spur to Monolith Coal Co., and U.P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts—				ON EASTWARD TRACK Between Mile Posts—			
<b>Laramie</b> 566.8 and 567.2	50	40	25	<b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 807.8 and 807.5	65	55	45
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	<b>Rock Springs</b> 803.5 and 802.5	50	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	50	802.0 and 801.0	50	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	50	40
<b>Ridge</b> 617.2 and 617.6	70	60	50	798.4 and 797.3	55	45	35
621.8 and 622.4	75	65	50	<b>Baxter</b> 795.3 and 795.1	60	50	40
<b>Calvin</b> 627.1 and 628.7	50	45	35	794.5 and 794.2	70	60	50
629.4 and 629.9	60	50	40	791.7 and 791.4	70	60	50
630.9 and 637.8	70	60	50	<b>Salt Wells</b> 787.0 and 786.7	75	65	50
<b>Ramsey</b> 639.3 and 640.2	60	50	40	781.7 and 781.3	70	60	50
642.5 and 643.7	50	40	25	780.2 and 780.0	60	50	40
<b>Hanna</b> 645.1 and 646.3	70	60	50	778.9 and 777.8	60	50	40
647.5 and 648.0	70	60	50	<b>Point of Rocks</b> 776.6 and 775.8	65	55	45
<b>Percy</b> 650.2 and 650.7	70	60	50	775.0 and 774.3	70	65	50
<b>Dana</b> 652.2 and 652.5	60	50	50	773.2 and 773.0	60	50	40
653.1 and 656.4	70	60	50	772.3 and 771.8	70	65	50
				<b>Hallville</b> 769.3 and 768.8	60	50	40
				<b>Black Buttes</b> 765.6 and 765.2	60	50	40
				762.3 and 762.0	70	60	50
				761.0 and 760.5	70	60	50
				757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK 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>Frewen</b> 725.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Fort Steele</b> 667.5 and 669.0	60	50	40	718.1 and 717.8	60	55	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	<b>Latham</b> 715.3 and 715.0	60	50	40
680.4 and 682.5	50	40	25	714.3 and 713.7	60	50	40
<b>Rawlins</b> 683.2 and 684.2	50	40	25	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Ferris</b> 686.8 and 687.8	70	60	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
<b>Hadsell</b> 690.3 and 692.4	60	50	40	<b>Daleys Ranch</b> 694.2 and 692.4	70	60	50
692.4 and 694.2	70	65	50	<b>Knobs</b> 692.4 and 690.3	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	<b>Hadsell</b> 687.8 and 686.8	70	60	50
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Ferris</b> 684.2 and 683.2	50	40	25
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
715.0 and 715.3	70	65	50	678.5 and 678.1	80	70	50
<b>Latham</b> 717.8 and 718.1	70	65	50	<b>Sinclair</b> 669.0 and 667.5	60	50	40
719.5 and 719.8	70	65	50	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	659.2 and 658.4	70	60	50
<b>Tipton</b> 740.2 and 740.9	70	60	50	658.1 and 657.2	55	45	35
741.4 and 741.6	60	50	40	<b>Edson</b> 656.4 and 653.1	70	60	50
742.7 and 743.1	70	60	50	652.5 and 652.2	60	50	40
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 650.7 and 650.2	70	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	25	<b>Percy</b> 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

**THIRD SUBDIVISION (Continued)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Black Buttes</b> 768.8 and 769.3	60	50	40	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	60	50	40
781.3 and 781.7	70	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Thayer Junction</b> 786.6 and 787.0	75	65	50	611.6 and 609.5	70	60	50
<b>Salt Wells</b> 791.4 and 791.7	70	60	50	<b>Rock River</b> 604.6 and 603.9	60	50	40
794.2 and 794.5	70	60	50	602.2 and 601.1	60	50	40
795.1 and 795.3	60	50	40	599.7 and 598.5	70	60	50
<b>Baxter</b> 797.3 and 798.4	55	45	35	<b>Harper</b> 596.8 and 596.5	70	60	50
799.5 and 800.5	60	50	40	<b>Lookout</b> 593.7 and 593.3	70	60	50
801.0 and 802.0	50	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
802.5 and 803.5	50	40	25	<b>Howell</b> 567.2 and 566.8	50	40	25
806.6 and 807.0	70	60	50	<b>Laramie</b>			
807.5 and 807.8	65	55	45				
<b>Kanda</b> 809.6 and 813.9	55	45	35				
814.1 and 816.1	40	40	25				
816.1 and 816.3	35	30	25				
816.3 and 817.0	50	40	25				
<b>Green River</b>							

**FOURTH SUBDIVISION**

Maximum speed	79	75	50	Outside of yard limits 1360 class Diesel-electric locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.
4000 class engines		45	45	
Freight engines not otherwise shown.		50	50	
Light engines.			45	

**Between Green River and Evanston**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Green River</b> 817.0 and 818.5.	50	40	25	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Evanston</b> 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	<b>Millis</b> 910.4 and 909.3	80	70	50
<b>Peru</b> 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)**

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts— <b>Bryan</b> 831.2 and 831.5	65	55	45	<b>ON EASTWARD TRACK</b> Between Mile Posts— <b>Altamont</b> Aspen Tunnel	25	15	15
833.6 and 834.1	70	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	50
<b>Granger</b> 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	<b>Leroy</b> 890.2 and 889.3	50	40	35
<b>Church Buttes</b> 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
<b>Hampton</b> 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	<b>Bridger</b> 885.0 and 884.6	60	50	40
<b>Elkhurst</b> 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
<b>Carter</b> 878.2 and 878.5	70	60	50	<b>Antelope</b> 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
<b>Antelope</b> 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	<b>Carter</b> 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	<b>Elkhurst</b> 869.2 and 868.0	55	45	35
<b>Bridger</b> 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	<b>Hampton</b> 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	<b>Verne</b> 850.2 and 849.9	70	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	50	<b>Granger</b> 847.9 and 846.3	60	50	25
<b>Ragan</b> 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	<b>Westvaco</b> 834.1 and 833.6	70	60	50
<b>Altamont</b> 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	<b>Bryan</b> 828.4 and 827.9	70	60	50
<b>Knight</b> 909.3 and 910.4	80	70	50	826.6 and 825.4	70	60	50
<b>Millis</b> 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 <b>Evanston</b>	60	50	25	818.5 and 817.0 <b>Green River</b>	50	40	25

**FOURTH SUBDIVISION (Continued)**

**Between Evanston and Ogden**

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
			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			
<b>BRANCHES</b>					
<b>Boulder Branch</b> Maximum Speed.		25	<b>Greeley Branch</b>		15
Between St. Vrains and Parkdale Jct. with 3500 and 5000 class engines.		15	<b>Pleasant Valley Branch</b>		13
Between Parkdale Jct. and Erie.		15	<b>Puritan Branch</b>		15
Valmont Spur, M.P. 1, over C. & S. crossing.		10	<b>Lionkol Branch</b>		10
<b>Dent Branch:</b> Maximum speed.	60	45	<b>Superior Branch, on yard tracks at Thayer Jct.</b>		15
800 class engines.	45	40	<b>Branches not otherwise shown.</b>		15
3900, 4000, 5000 and 9000 class and Mallet type engines.	40	40	<b>Stansbury Spur</b>		5
Freight engines not otherwise shown.	50		<b>Spurs not otherwise shown.</b>		10
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.		4
Between Mile Posts— <b>Quimby</b> 10.0 and 10.6	50	40	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
11.6 and 12.0	50	40	<b>Park City Branch</b> Maximum Speed Between Mile Posts— 0.0 and 4.3		25
<b>East Lake</b> 14.3 and 14.6	50	40	5.1 and 5.2		15
<b>St. Vrains</b> 21.5 and 21.9	40	25	13.2 and 13.5		15
<b>Frederick</b> 25.6 and 25.8	40	25	14.8 and 21.0		15
<b>Gowanda</b> 37.9 and 38.0	50	40	24.0 and 24.1		15
<b>Wild Cat</b> 40.4 and 40.5	50	40	25.1 and 25.2		15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.		30	26.3 and 28.4		15
Between Fort Collins and Buckeye.		25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Dent, over west wye switch.		10	<b>Ontario Branch</b>		15
Fort Collins, within city limits		15	<b>Cranmer spur, between Keetley and end of track.</b>		10
Fort Collins, over east cross-over switch.		5			

STATIONS NOT SHOWN ON SCHEDULE PAGES

Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	Switch Connection	Location	Mile Post	Car Capacity, of Siding etc. See Rule 6(A) Page 26	Switch Connection
<b>First Subdivision</b>				<b>Dent Branch</b>			
Adams	6.0	7	East	Welby	8.2	15	West
Rolla	9.9	23	Both	Graden	24.3	42	Both
Northway	16.0	22	Both	<b>Boulder Branch</b>			
Powars	22.8	31P	Both	Dick	7.1	21	Both
Vasquez	36.2	24	Both	National	10.0	0	Lead to Mine Trackage
Houston	37.8	42P	Both	<b>Park City Branch</b>			
Peckham	42.4	24P	Both	Beggs spur	26.0	3	West
Hambert	43.3	24	East	Broadwater spur	27.2	47	West
Stage	64.9	22	East	<b>Almy Branch</b>			
<b>Fourth Subdivision</b>				Stock Yards	1.5	33	East
Almy Jct.	918.4	Spur 1.7 Mi.	East				
Baskin	947.9	4	East				
Stoddard	970.6	{13 PX	Both				
		{11 PX	West				
		33 P	Both				

(1) Flag stop for Nos. 225 and 226.

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

6. The following letters placed before figures of a schedule indicate:  
 s—regular stop;  
 f—flag stop to receive or discharge traffic;  
 A—arrive
- 6(A). The following letters placed in column with station name in time-table indicate:  
 D—day operator  
 N—night operator  
 DN—day and night operator  
 R—train register  
 YL—yard limits
- The following letters placed in columns provided in time-table indicate:  
 C—coal  
 I—interlocking  
 O—oil  
 P—dispatcher's telephone  
 T—turntable  
 W—water  
 X—cross-over
- Y—wye  
 Z—track scales  
 AI—automatic interlocking signals  
 CS—center siding  
 ES—eastward siding  
 WS—westward siding  
 RCS—remote control switch

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

NAME	TITLE	PLACE	TERRITORY	NAME	TITLE	PLACE	TERRITORY
Douglas L. Gametta	Medical Director	Los Angeles, Calif.		R. H. Jessen	Surgeon	Hanna, Wyo.	Hanna to Rock Springs
Wm. M. Grieg	District Surgeon	Denver, Colo.	Denver District.	O. E. Plummer	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
W. A. Buntin	District Surgeon	Cheyenne, Wyo.	Cheyenne District.	R. D. Baker	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
A. T. Haley	Surgeon	Denver, Colo.	Denver.	E. W. McNamara	Surgeon	Rawlins, Wyo.	Hanna to Rock Springs.
H. W. Stuver	Surgeon	Denver, Colo.	Denver Emergency Station.	P. M. McCrann	Surgeon	Rock Spgs., Wyo.	Laramie to Green River.
L. Scott Frank	Surgeon	Denver, Colo.	Denver.	R. C. Stratton	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
J. S. Benwell	Surgeon	Denver, Colo.	Denver.	A. T. Sudman	Surgeon	Gr. River, Wyo.	Rock Springs to Evanston.
T. E. Beyer and J. R. Blair	Aurists	Denver, Colo.	Denver.	J. H. Holland	Surgeon	Evanston Wyo.	Green River to Morgan.
I. E. Hix	Oculist	Denver, Colo.	Denver.	J. H. Waters	Surgeon	Evanston Wyo.	Green River to Morgan
J. W. Wells	Surgeon	Brighton Colo.	Denver to Lupton and Brighton to Erie.	J. S. Hellwell	Surgeon	Evanston Wyo.	Green River to Morgan
E. R. Pearson	Surgeon	Lupton, Colo.	Brighton to Platteville.	H. T. High	Surgeon	Devils Slide Utah	Delvia Slide to Ogden
W. L. Wilkinson	Surgeon	La Salle, Colo.	La Salle to Kersey.	E. W. Oldham	Surgeon	Coalville Utah	Echo to Park City
J. W. Alley	Surgeon	Greeley, Colo.	Evans to Eaton.	R. F. Howe	Surgeon	Ogden Utah	
F. D. Kuykendall	Surgeon	Eaton, Colo.	Greeley to Ault.	L. S. Sycamore	Surgeon	Ogden Utah	
E. W. Newman	Oculist	Cheyenne, Wyo.	Cheyenne.	Floyd Seager	Surgeon	Ogden Utah	Ogden to Green, River
R. B. Stump	Oculist	Cheyenne, Wyo.	Cheyenne.	K. A. Stafford	Surgeon	Ogden Utah	Brigham and Kaysville
G. W. Koford	Surgeon	Cheyenne, Wyo.	{Cheyenne to Laramie and Cheyenne to Carr.	D. D. Olson	Surgeon	Ogden Utah	
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	Cheyenne.	C. D. Van Hook	Surgeon	Ogden Utah	
R. I. Williams	Aurist	Cheyenne, Wyo.	Cheyenne.	H. V. De Mars	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
F. E. Magrath	Surgeon	Cheyenne, Wyo.	Cheyenne.	R. W. Pugmire	Oculist & Aurist	Ogden, Utah	Vicinity of Ogden.
J. R. Newnam	Surgeon	Cheyenne, Wyo.	Cheyenne.	F. A. Humphrey	Surgeon	Ft. Collins, Colo.	La Salle to Fort Collins.
B. J. Sullivan	Surgeon	Laramie, Wyo.	Cheyenne to Hanna	P. R. Farrington	Surgeon	Boulder, Colo.	Boulder to Erie.
E. C. Pelton	Surgeon	Laramie, Wyo.	Laramie to Hanna.	C. P. Bishop	Surgeon	Frederick Colo.	Vicinity
Emory W. De Kay	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	R. A. Corbett	Surgeon	Saratoga, Wyo.	Encampment to Walcott.
O. S. Pavy	Surgeon	Laramie, Wyo.	Cheyenne to Hanna.	S. J. Hanton	Surgeon	Superior, Wyo.	Superior to Thayer Jct.
				C. A. Laffoon	Surgeon	Park City, Utah	Between Park City and Echo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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

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