

UNION PACIFIC RAILROAD COMPANY
Eastern District



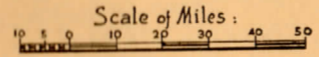
WYOMING DIVISION
TIME-TABLE
No. 31

Effective Sunday,
April 26, 1959
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1, 1959



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

9 Streamliner Passenger Daily	17 Passenger Daily	27 Mail and Express Daily	7 Passenger Daily	5 Mail and Express Daily	101 Streamliner Passenger Daily	103 Streamliner Passenger Daily	107 Streamliner Passenger Daily	105 Streamliner Passenger Daily	111 Streamliner Passenger Daily	Distance from Council Bluffs	Time-Table No. 31 April 26, 1959	
											STATIONS	
				9.25						0.0	OO. BLUFFS	
		10.15	10.15	10.00	2.15	2.00	1.45		12.10	2.8	OMAHA	
		1.15	1.20	12.45	4.15	4.00	3.45		2.20	146.9	GRAND ISLAND	
		4.05 3.30	4.00 3.15	3.05 2.15	6.05 5.10	5.50 4.55	5.35 4.40		4.15 3.20	284.1	C.T. M.T. NORTH PLATTE	
									4.30	365.3	JULESBURG	
		5.45	5.40	4.35	6.54	6.39	6.24			407.5	SIDNEY	
9.25	8.25										KANSAS CITY	
7.55 8.40	6.25 6.50							8.10	7.45	562.5	DENVER	
	8.50	7.55 8.55	7.45 9.15	6.30 6.50	8.40 8.50	8.25 8.35	8.10 8.20			509.5	CHEYENNE	
11.45		10.35	10.50	8.30	10.10	9.55	9.40	10.55		566.0	LARAMIE	
1.55		12.55	1.00	10.55	12.04	11.49	11.34	12.40		682.8	RAWLINS	
4.25 4.35	4.10	3.45 4.00	3.30 3.55	1.40 2.00	2.15 2.25	2.00 2.10	1.45 1.55	2.50 3.00		817.0	GREEN RIVER	
	4.45							3.30		847.2	GRANGER	
8.20		8.00	7.30	6.00	5.45	5.35	5.20			992.6	OGDEN	
(23.55) 50.8	(21.20) 50.4	(22.45) 43.5	(22.15) 44.5	(21.00) 47.1	(16.30) 60.0	(16.35) 59.7	(16.35) 59.7	(7.20) 58.7	(8.35) 67.5		..... Thru Time From Omaha	
											..... Average speed per hour	

C. H. BURNETT
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

O. A. DURRANT
General Superintendent

FIRST SUBDIVISION AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
F. C. HAUNSTEIN, Asst. Chief Train Dispatcher Denver, Colo.
B. L. SIVERS, Asst. Chief Train Dispatcher Denver, Colo.

SECOND SUBDIVISION AND THIRD SUBDIVISION
LARAMIE TO RAWLINS, AND BRANCHES AND BORIE SUBDIVISION

J. M. KELLEY, Chief Train Dispatcher Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher Cheyenne, Wyo.
J. M. MARONEY, Asst. Chief Train Dispatcher Cheyenne, Wyo.

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

B. FOSTER, Chief Train Dispatcher Green River, Wyo.
B. C. KEITH, Asst. Chief Train Dispatcher Green River, Wyo.
N. PRITZA, Asst. Chief Train Dispatcher Green River, Wyo.

MILEAGE

Main Line 628.23
Branches 378.48
Total 1006.71

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 31 April 26, 1959	Mile Feet	106 Streamliner Passenger	112 Streamliner Passenger	10 Streamliner Passenger	28 Mail and Express	108 Streamliner Passenger	104 Streamliner Passenger	102 Streamliner Passenger	18 Passenger	8 Passenger	6 Mail and Express	STATIONS		
	0.0												6.00	
	2.8		1.00		6.30	2.15	2.30	2.45				6.30	5.15	
	146.9		10.50		3.35	12.05	12.20	12.35				3.40	2.35	
	284.1		8.55 7.50		12.40 11.10	10.10 9.05	10.25 9.20	10.40 9.35				12.55 11.45	12.10 11.00	
	365.3		6.45											
	407.5				8.40	7.18	7.33	7.48				9.35	9.00	
	562.5				6.50							10.45		
	509.5	3.20	3.45	6.20 5.45								10.10 9.45		
	509.5				6.30 5.15	5.50 5.40	6.05 6.55	6.20 6.10	7.35			7.45 7.10	7.15 6.55	
	566.0	12.30		2.35	3.45	4.25	4.40	4.55				5.40	5.25	
	682.8	10.46		12.40	1.25	2.41	2.56	3.11				3.15	3.00	
	817.0	8.35 8.25		10.15 10.05	10.45 10.30	12.30 12.20	12.45 12.35	1.00 12.50				11.40	12.35 11.55	12.25 12.05
	847.2	7.55										11.05		
	992.6				6.45	7.00	9.05	9.20	9.35			8.15	8.30	
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Thru Time From Omaha		(7.25)	(8.15)	(23.05)	(22.30)	(16.10)	(16.10)	(16.10)	(22.40)	(21.15)	(19.45)			
Average speed per hour		58.0	67.8	52.7	44.0	61.2	61.2	61.2	47.8	46.8	50.1			

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Rock River. Medicine Bow Hanna Sinclair Wamsutter Rock Springs	Denver or east.		8	Any station on Third Subdivision	Granger or beyond.	Denver or beyond.
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs	Revenue passengers from West of Ogden	Denver or beyond.
9	Rock Springs	Denver or beyond	Revenue passengers for West of Ogden.	18	Any station on First Subdivision and Borie Sub- division	Granger or beyond.	Denver or beyond.
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	106	Greeley	Pocatello or beyond.	
105	Greeley		Pocatello or beyond.				

WESTWARD		FIRST SUBDIVISION							EASTWARD	
SECOND CLASS		FIRST CLASS							SECOND CLASS	
Car Capacity of Seating, etc. See Rule 6 (A), page 23.	370	17	10	112	8	18	9	105	Distance from Denver	Time-Table No. 31 April 26, 1959
	Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
YIP	8.15PM	6.50PM	6.20PM	3.45PM	12.15PM	10.10AM	8.40AM	8.10AM	0.0	DN-R DENVER YL UD
									0.6	23RD STREET YL
ZP	8.55	6.54	6.24	3.49	12.19	10.14	8.44	8.14	1.7	DN-R 36TH ST. YL RA
DWOTYZP	A 9.01PM	6.55	A 6.25PM	3.50	A 12.20PM	A 10.15AM	8.45	8.15	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
IP		6.59		3.54			8.49	8.19	5.0	SAND CREEK JCT. YL
4									6.0	ADAMS
88 P		7.02		3.57			8.52	8.22	8.1	DUPONT
13									9.9	ROLLA
50 P		7.04		3.59			8.54	8.24	11.8	HAZELTINE
45 P		7.06		4.01			8.56	8.26	14.1	HENDERSON
13									16.0	NORTHWAY
87 YEP		7.11		4.06			9.01	8.31	19.1	D BRIGHTON YL BI
21 P									22.8	POWARS
88 P		7.17		4.12			9.07 ¹⁸	8.37	25.8	D LUPTON UP
45 P		7.21		4.16			9.11	8.41	30.1	IONE
									33.5	MADDUX
88 P		7.25		4.20			9.15	8.45	34.8	D PLATTEVILLE PA
13									36.2	VASQUEZ
113 P		7.29		4.24			9.19	8.49 ¹⁸	40.0	D GILCREST GI
16 P									42.4	PECKHAM
17									43.2	HAMBERT
185 DWTP		7.35		A 4.30PM			9.25	8.54	46.1	DN-R LA SALLE YL DY
52 P		7.37					9.27	8.56	48.2	EVANS
241 EPY		s 7.45					s 9.35	9.01	51.7	DN GREELEY YL HG
									54.0	GREELEY JCT.
76 P		7.49					9.40	9.05	56.8	D LUCERNE O
73 P		7.53					9.44	9.09	59.2	D EATON YL UR
I									59.8	G. W. CROSSING
65 J		7.56					9.47	9.12	62.0	D AULT A
23									64.9	STAGE
59 YP		7.59					9.50	9.15	66.8	D PIERCE BU
46 P		8.04					9.55	9.20	71.9	NUNN
89 P		8.09					10.00	9.25	77.0	DOVER
45 P		8.13					10.04	9.29	81.9	DECKER
106 WYP	A 8.20PM						A 10.10AM	A 9.35AM	86.0	DN CARR OR
									(86.0)	
	(0.46)	(1.30)	(0.05)	(0.45)	(0.05)	(0.05)	(1.30)	(1.25)		..... Thru Time
	2.9	57.3	26.4	61.4	26.4	26.4	57.3	60.7		..... 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, 106 and 111 are superior to westward trains of the same class. — See Rule 72.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
 Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
 For conditional stops to discharge or pick up revenue passengers, — See Page 3.

WESTWARD		FIRST SUBDIVISION							EASTWARD	
SECOND CLASS		FIRST CLASS							SECOND CLASS	
Car Capacity of Seating, etc. See Rule 6 (A), page 23.	370	17	10	112	8	18	9	105	Distance from Denver	Time-Table No. 31 April 26, 1959
	Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
YIP	8.15PM	6.50PM	6.20PM	3.45PM	12.15PM	10.10AM	8.40AM	8.10AM	0.0	DN-R DENVER YL UD
									0.6	23RD STREET YL
ZP	8.55	6.54	6.24	3.49	12.19	10.14	8.44	8.14	1.7	DN-R 36TH ST. YL RA
DWOTYZP	A 9.01PM	6.55	A 6.25PM	3.50	A 12.20PM	A 10.15AM	8.45	8.15	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
IP		6.59		3.54			8.49	8.19	5.0	SAND CREEK JCT. YL
4									6.0	ADAMS
88 P		7.02		3.57			8.52	8.22	8.1	DUPONT
13									9.9	ROLLA
50 P		7.04		3.59			8.54	8.24	11.8	HAZELTINE
45 P		7.06		4.01			8.56	8.26	14.1	HENDERSON
13									16.0	NORTHWAY
87 YEP		7.11		4.06			9.01	8.31	19.1	D BRIGHTON YL BI
21 P									22.8	POWARS
88 P		7.17		4.12			9.07 ¹⁸	8.37	25.8	D LUPTON UP
45 P		7.21		4.16			9.11	8.41	30.1	IONE
									33.5	MADDUX
88 P		7.25		4.20			9.15	8.45	34.8	D PLATTEVILLE PA
13									36.2	VASQUEZ
113 P		7.29		4.24			9.19	8.49 ¹⁸	40.0	D GILCREST GI
16 P									42.4	PECKHAM
17									43.2	HAMBERT
185 DWTP		7.35		A 4.30PM			9.25	8.54	46.1	DN-R LA SALLE YL DY
52 P		7.37					9.27	8.56	48.2	EVANS
241 EPY		s 7.45					s 9.35	9.01	51.7	DN GREELEY YL HG
									54.0	GREELEY JCT.
76 P		7.49					9.40	9.05	56.8	D LUCERNE O
73 P		7.53					9.44	9.09	59.2	D EATON YL UR
I									59.8	G. W. CROSSING
65 J		7.56					9.47	9.12	62.0	D AULT A
23									64.9	STAGE
59 YP		7.59					9.50	9.15	66.8	D PIERCE BU
46 P		8.04					9.55	9.20	71.9	NUNN
89 P		8.09					10.00	9.25	77.0	DOVER
45 P		8.13					10.04	9.29	81.9	DECKER
106 WYP	A 8.20PM						A 10.10AM	A 9.35AM	86.0	DN CARR OR
									(86.0)	
	(0.46)	(1.30)	(0.05)	(0.45)	(0.05)	(0.05)	(1.30)	(1.25)		..... Thru Time
	2.9	57.3	26.4	61.4	26.4	26.4	57.3	60.7		..... 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, 106 and 111 are superior to westward trains of the same class. — See Rule 72.
 Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
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 For conditional stops to discharge or pick up revenue passengers, — See Page 3.

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Bids, etc. See Rule 6 (A), page 23.	STATIONS									Distance from Council Bluffs	Time-Table No. 31 April 26, 1959	
	7	5	9	105	27	101	103	107	18		Block Signals	Thru Time	Average speed per hour
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DFWCO TYPX	9.15PM	6.50PM			8.55AM	8.50AM	8.35AM	8.20AM	7.35AM	509.5	DN-R CHEYENNE N OY 1.8 YL	
IP										510.8	DN TOWER A AY 8.2	
132 XWP			10.26AM	9.48AM					A 7.50AM	519.0	SPEER 6.8	
134 WP										525.8	EMKAY 8.4	
138 P										534.2	LYNOH 8.5	
145 OWP										542.7	HARRIMAN 6.8	
135										548.5	PERKINS 4.8	
132 P												
109 XP										519.1	8.3 BORIE	
90 XWP										528.6	9.5 GRANITE	
121 WP										536.6	8.0 BUFORD	
YP										540.4	8.8 SHERMAN	
WXP										554.2	4.4 DALE	
131 P										544.8	8.1 HERMOBA	
125 WP										547.9	8.9 RED BUTTES	
										556.8	9.2	
104 WP										554.0	6.1 COLORES	
285 P										568.0	9.0 FORELLE	
DFWCO TYPX	A 10.40PM	A 8.20PM	A 11.40AM	A 10.54AM	A 10.25AM	A 10.09AM	A 9.54AM	A 9.39AM		566.0	DN-R LARAMIE YLK-KI 8.0	
	(1.25) 35.7	(1.30) 37.7	(1.14) 45.8	(1.06) 56.4	(1.30) 37.7	(1.19) 43.0	(1.19) 43.0	(1.19) 43.0	(0.15) 38.1			..... Thru Time
												..... Average speed per hour

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

WESTWARD BORIE SUBDIVISION

FIRST CLASS

Car Capacity of Bids, etc. See Rule 6 (A), page 23.	STATIONS			Distance from Des Moines	Time-Table No. 31 April 26, 1959	
	17	9	105		Block Signals	Thru Time	Average speed per hour
	Passenger	Streamliner Passenger	Streamliner Passenger			
	Daily	Daily	Daily			
106 WYP				88.0	DN CARR OR 4.4	
89 P				90.4	WARREN 4.0	
45 P				94.4	GLEASON 8.6	
132 XWP	A 8.37PM	A 10.26AM	A 9.48AM	98.0	SPEER 5.3	
P				108.8	BORIE	
					(17.8)	
	(0.17) 42.4	(0.16) 45.0	(0.13) 53.1			..... Thru Time
						..... Average speed per hour

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Bids, etc. See Rule 6 (A), page 23.	STATIONS									Distance from Council Bluffs	Time-Table No. 31 April 26, 1959	
	6	8	106	10	28	108	104	102	17		Block Signals	Thru Time	Average speed per hour
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DFWCO TYPX					5.15PM	5.40PM	5.55PM	6.10PM	8.50PM	509.5	DN-R CHEYENNE N OY 1.8 YL	
IP										510.8	DN TOWER A AY 8.2	
132 XWP										519.0	SPEER 6.8	
134 WP										525.8	EMKAY 8.4	
138 P										534.2	LYNOH 8.5	
145 OWP										542.7	HARRIMAN 6.8	
135										548.5	PERKINS 4.8	
132 P												
109 XP										519.1	8.3 BORIE	
90 XWP										528.6	9.5 GRANITE	
121 WP										536.6	8.0 BUFORD	
YP										540.4	8.8 SHERMAN	
WXP										554.2	4.4 DALE	
131 P										544.8	8.1 HERMOBA	
125 WP										547.9	8.9 RED BUTTES	
										556.8	9.2	
104 WP										554.0	6.1 COLORES	
285 P										568.0	9.0 FORELLE	
DFWCO TYPX	A 10.40PM	A 8.20PM	A 11.40AM	A 10.54AM	A 10.25AM	A 10.09AM	A 9.54AM	A 9.39AM		566.0	DN-R LARAMIE YLK-KI 8.0	
	(1.30) 37.7	(1.30) 37.7	(1.05) 52.1	(1.10) 48.4	(1.30) 37.7	(1.15) 45.3	(1.15) 45.3	(1.15) 45.3	(0.13) 43.8			..... Thru Time
												..... Average speed per hour

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

BORIE SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Bids, etc. See Rule 6 (A), page 23.	STATIONS			Distance from Council Bluffs	Time-Table No. 31 April 26, 1959	
	18	106	10		Block Signals	Thru Time	Average speed per hour
	Passenger	Streamliner Passenger	Streamliner Passenger			
	Daily	Daily	Daily			
106 WYP				88.0	DN CARR OR 4.4	
89 P				90.4	WARREN 4.0	
45 P				94.4	GLEASON 8.6	
132 XWP	A 7.50AM	A 1.35PM	A 3.45PM	98.0	SPEER 5.3	
P				108.8	BORIE	
					(17.8)	
	(0.15) 48.0	(0.15) 48.0	(0.16) 45.0			..... Thru Time
						..... Average speed per hour

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	7	5	9	105	27	101	103	107	
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	10.50PM	8.30PM	11.45AM	10.55AM	10.35AM	10.10AM	9.55AM	9.40AM	566.0
CS 88 P	10.59	8.39	11.54	11.03	10.45	10.18	10.03	9.48	574.1
WS 48 XP	11.05	8.44	11.57AM	11.06	10.51	10.23	10.08	9.53	577.7
CS 88 P	11.11	8.51	12.03PM	11.11	10.58	10.29	10.14	9.59	585.8
XP	11.16	8.56	12.09	11.15	11.03	10.33	10.18	10.03	590.6
CS 150 P	11.20	9.01	12.13	11.18	11.07	10.37	10.22	10.07	598.9
CS 76 P	11.24	9.06	12.18	11.22	11.11	10.42	10.27	10.12	598.9
CS 123 WC YPX	11.29	9.12	12.24	11.28	11.16	10.49	10.34	10.19	605.8
WS 83 ES 107 XP	11.33	9.17	12.27	11.32	11.21	10.53	10.38	10.23	609.0
CS 70 P	11.40	9.25	12.34	11.39	11.30	10.59	10.45	10.30	616.8
CS 124 YP	11.45	9.31	12.41	11.44	11.36	11.06	10.51	10.36	622.9
CS 76 P	11.54PM	9.41	12.50	11.52	11.45	11.12	10.57	10.42	632.6
CS 75 P	12.01AM	9.48	12.56	11.57AM	11.51	11.18	11.03	10.48	638.7
WS 114 WC ES 247 YPX	12.06	9.54	1.02	12.01PM	11.56AM	11.23	11.08	10.53	643.1
WS 82 ES 77 P	12.12	10.01	1.08	12.06	12.02PM	11.29	11.14	10.59	648.4
CS 66 P	12.16	10.05	1.13	12.09	12.07	11.33	11.18	11.03	651.8
CS 127 P	12.21	10.12	1.18	12.14	12.14	11.38	11.23	11.08	657.0
CS 63 P	12.26	10.17	1.24	12.18	12.20	11.42	11.27	11.12	661.9
CS 76 P	12.31	10.23	1.29	12.22	12.26	11.46	11.31	11.16	667.6
CS 119 P	12.39	10.32	1.38	12.29	12.35	11.53AM	11.38	11.23	676.8
WS 150 D WCOTYZXP	12.50	10.45	1.48	12.39	12.45	12.03PM	11.48	11.33	682.8
CS 165 P	1.09	11.04	2.04	12.48	1.04	12.12	11.57AM	11.42	690.2
WS 125 ES 101 XP	1.17	11.13	2.12	12.56	1.14	12.20	12.05PM	11.50	700.7
CS 76 P	1.23	11.17	2.16	1.00	1.19	12.24	12.09	11.54AM	705.8
WS 87 CS 76 YP	1.29	11.23	2.22	1.06	1.25	12.30	12.15	12.01PM	712.0
CS 77 P	1.33	11.27	2.26	1.09	1.30	12.33	12.18	12.04	716.0
WS 119 W ES 101 YXP	1.43	11.35	2.34	1.16	1.40	12.40	12.25	12.11	724.2
WS 116 XP	1.47	11.39	2.38	1.20	1.45	12.44	12.29	12.15	729.1
CS 67 P	1.50	11.42	2.41	1.23	1.49	12.47	12.32	12.18	732.7
WS 60 XP	1.58	11.50	2.49	1.30	1.58	12.54	12.39	12.25	740.0
WS 99 P									742.4
WS 119 ES 100 P	2.04	11.56PM	2.56	1.36	2.05	1.00	12.45	12.31	746.7
WS 148 WC ES 166 YXP	2.14	12.04AM	3.05	1.45	2.15	1.09	12.54	12.40	756.7
CS 118 P	2.22	12.14	3.14	1.52	2.24	1.16	1.01	12.47	766.9
WS 65 XP	2.28	12.20	3.19	1.56	2.30	1.20	1.05	12.51	771.2
WS 111 CS 126 YXP	2.34	12.27	3.25	2.02	2.36	1.26	1.11	12.57	777.1
CS 74 P	2.44	12.38	3.35	2.12	2.50	1.36	1.21	1.07	788.6
CS 117 P	2.50	12.44	3.41	2.18	2.57	1.42	1.27	1.13	796.7
WS 69 WC ES 93 YXP	s 3.00	s 12.59	f 3.51	f 2.26	s 3.10	f 1.50	1.35	1.21	802.1
CS 130 P	3.08	1.07	3.59	2.33	3.18	1.57	1.42	1.28	809.0
DFWCOTYPZ	A 3.30AM	A 1.40AM	A 4.25PM	A 2.50PM	A 3.45PM	A 2.15PM	A 2.00PM	A 1.45PM	817.0

Time-Table No. 31
April 26, 1959

STATIONS

DN-R LARAMIE YL KI-K
8.1 HOWELL
8.2 WYOMING
5.3 BOSLER FY
8.3 COOPER LAKE
5.0 LOOKOUT
5.0 HARPER
6.4 DN ROCK RIVER OK
3.7 WILCOX
7.8 RIDGE
6.1 D MEDICINE BOW MB
9.7 OOMO
6.1 RAMSEY
4.4 DN HANNA HN
5.3 PERCY
3.4 DANA
5.2 EDSON
4.9 WALCOTT
5.7 FORT STEELE
8.7 D SINOLAIR GV
6.5 DN-R RAWLINS YL RS
7.4 HADSELL
6.2 DALEY'S RANOH
3.7 RINER
4.6 OBEROKEE
6.7 ORESTON
4.0 LATHAM
8.2 DN WAMUTTER WM
4.9 FREWEN
3.6 RED DESERT
7.3 TIPTON
3.4 ROBINSON
2.3 TABLE ROCK
5.0 MONELL
5.0 DN BITTER CREEK BK
9.2 BLACK BUTTES
5.3 HALVILLE
5.9 POINT OF ROCKS
7.0 THAYER JUNCTION
4.5 SALT WELLS
7.1 BAXTER
6.4 DN ROCK SPRINGS YL SG
6.9 KANDA
8.0 DN-R GREEN RIVER YLGR

(251.0)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

(4.40) - 53.8	(5.10) - 48.5	(4.40) - 53.8	(3.55) - 64.1	(5.10) - 48.5	(4.05) - 62.0	(4.05) - 62.0	(4.05) - 62.0
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On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 101, No. 9 and No. 7 reduce speed to 5 MPH at Rock Springs to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	6	8	106	10	28	108	104	102	
	Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	A 5.15AM	A 5.30AM	A 12.29PM	A 2.30PM	A 3.35PM	A 4.24PM	A 4.39PM	A 4.54PM	566.0
CS 88 P	5.01	5.16	12.21	2.19	3.20	4.15	4.31	4.46	574.1
WS 48 XP	4.54	5.09	12.18	2.16	3.17	4.12	4.28	4.43	577.7
CS 88 P	4.47	5.02	12.13	2.09	3.10	4.07	4.23	4.38	585.8
XP	4.42	4.57	12.08	2.05	3.05	4.02	4.18	4.33	590.6
CS 150 P	4.39	4.54	12.05	2.02	3.02	3.59	4.15	4.30	598.9
CS 76 P	4.33	4.48	12.01PM	1.57	2.57	3.55	4.11	4.26	598.9
CS 123 WC YPX	4.25	4.40	11.55AM	1.51	2.50	3.49	4.05	4.20	605.8
WS 83 ES 107 XP	4.20	4.35	11.52	1.48	2.45	3.46	4.02	4.17	609.0
CS 70 P	4.12	4.27	11.45	1.41	2.36	3.39	3.55	4.10	616.8
CS 124 YP	4.05	4.20	11.39	1.35	2.29	3.33	3.49	4.04	622.9
CS 76 P	3.56	4.11	11.31	1.26	2.18	3.25	3.41	3.56	632.6
CS 75 P	3.50	4.05	11.25	1.20	2.12	3.20	3.35	3.50	638.7
WS 114 WC ES 247 YPX	3.45	3.59	11.21	1.16	2.06	3.16	3.31	3.46	643.1
WS 82 ES 77 P	3.39	3.54	11.16	1.11	1.59	3.11	3.26	3.41	648.4
CS 66 P	3.35	3.50	11.13	1.08	1.56	3.08	3.23	3.38	651.8
CS 127 P	3.29	3.44	11.08	1.03	1.51	3.03	3.18	3.33	657.0
CS 63 P	3.23	3.38	11.04	1.03	1.46	2.59	3.14	3.29	661.9
CS 76 P	3.17	3.32	10.59	1.03	1.41	2.54	3.09	3.24	667.6
CS 119 P	3.10	3.25	10.52	1.03	1.33	2.47	3.02	3.17	676.8
WS 150 D WCOTYZXP	3.00	3.15	10.46	1.03	1.25	2.41	2.56	3.11	682.8
CS 165 P	2.50	3.05	10.45	1.03	1.20	2.40	2.55	3.10	690.2
WS 125 ES 101 XP	2.40	2.55	10.36	1.03	1.09	2.31	2.46	3.01	696.4
CS 76 P	2.30	2.44	10.27	1.03	1.25	2.22	2.37	2.52	700.7
WS 87 CS 76 YP	2.26	2.40	10.23	1.03	1.25	2.18	2.33	2.48	705.8
CS 77 P	2.20	2.33	10.17	1.03	1.25	2.12	2.27	2.42	712.0
WS 119 W ES 101 YXP	2.15	2.28	10.12	1.03	1.25	2.07	2.22	2.37	716.0
WS 116 XP	2.07	2.19	10.04	1.03	1.25	1.59	2.14	2.29	724.2
CS 67 P	2.02	2.14	10.00	1.03	1.25	1.55	2.10	2.25	729.1
WS 60 XP	1.58	2.11	9.57	1.03	1.25	1.52	2.07	2.22	732.7
WS 99 P	1.51	2.03	9.50	1.03	1.25	1.45	2.00	2.15	740.0
WS 119 ES 100 P	1.44	1.56	9.44	1.03	1.25	1.39	1.54	2.09	742.4
WS 148 WC ES 166 YXP	1.35	1.45	9.36	1.03	1.25	1.31	1.46	2.01	746.7
CS 118 P	1.24	1.36	9.28	1.03	1.25	1.23	1.38	1.53	756.7
WS 65 XP	1.19	1.31	9.23	1.03	1.25	1.18	1.33	1.48	766.9
WS 111 CS 126 YXP	1.14	1.25	9.18	1.03	1.25	1.13	1.28	1.43	771.2
CS 74 P	1.07	1.17	9.11	1.03	1.25	1.06	1.21	1.36	777.1
CS 117 P	1.03	1.13	9.07	1.03	1.25	1.02	1.17	1.32	784.1
WS 69 WC ES 93 YXP	12.57	1.06	9.01	1.03	1.25	1.11	1.26	1.41	788.6
CS 130 P	s 12.50	s 12.56	f 8.55	10.35	s 11.10	12.50	1.05	f 1.20	796.7
DFWCOTYPZ	12.25AM	12.35AM	8.35AM	10.15AM	10.45AM	12.30PM	12.45PM	1.00PM	802.1
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	809.0
									817.0

Time-Table No. 31
April 26, 1959

STATIONS

DN-R LARAMIE YL KI-K
8.1 HOWELL
8.2 WYOMING
5.3 BOSLER FY
8.3 COOPER LAKE
5.0 LOOKOUT
5.0 HARPER
6.4 DN ROCK RIVER OK
3.7 WILCOX
7.8 RIDGE
6.1 D MEDICINE BOW MB
9.7 OOMO
6.1 RAMSEY
4.4 DN HANNA HN
5.3 PERCY
3.4 DANA
5.2 EDSON
4.9 WALCOTT
5.7 FORT STEELE
8.7 D SINOLAIR GV
6.5 DN-R RAWLINS YL RS
7.4 HADSELL
6.2 DALEY'S RANOH
3.7 RINER
4.6 OBEROKEE
6.7 ORESTON
4.0 LATHAM
8.2 DN WAMUTTER WM
4.9 FREWEN
3.6 RED DESERT
7.3 TIPTON
3.4 ROBINSON
2.3 TABLE ROCK
5.0 MONELL
5.0 DN BITTER CREEK BK
9.2 BLACK BUTTES
5.3 HALVILLE
5.9 POINT OF ROCKS
7.0 THAYER JUNCTION
4.5 SALT WELLS
7.1 BAXTER
6.4 DN ROCK SPRINGS YL SG
6.9 KANDA
8.0 DN-R GREEN RIVER YLGR

(251.0)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

(4.50) - 51.9	(4.55) - 51.0	(3.54) - 64.4	(4.15) - 59.1	(4.50) - 51.9	(3.54) - 64.4	(3.54) - 64.4	(3.54) - 64.4
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On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 102 reduce speed to 5 MPH at Rock Springs and No. 10 reduce speed to 5 MPH at Rock Springs and Hanna to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD		DENT BRANCH		EASTWARD	
Time-Table No. 31		Time-Table No. 31		Time-Table No. 31	
April 26, 1959		April 26, 1959		April 26, 1959	
STATIONS		STATIONS		STATIONS	
IP	5.0	SAND CREEK JCT YL	5.0		
15	8.2	3.2 WELBY	8.2		
31	9.8	1.6 QUIMBY	9.8		
36	13.8	4.0 EAST LAKE	13.8		
31	18.1	4.3 DARLOW	18.1		
55	22.2	DN ST. VRAINS YL VS	22.2		
	22.2	U. P. CROSSING	22.2		
43	24.3	2.1 GRADEN	24.3		
63	26.1	1.8 D FREDERICK YL FR	26.1		
	27.8	1.7 FIRESTONE	27.8		
10	30.2	2.4 HARNEY	30.2		
31	34.6	4.4 GOWANDA	34.6		
	38.3	3.7 WILD CAT	38.3		
21	42.8	4.5 DENT YL	42.8		
WTYP	50.6	7.8 DN-R LA SALLE YL DY	50.6		

.....Thru Time.....
Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD—Fort Collins Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
21	0.0	DENT YL	0.0
	1.7	1.7 MILLIKEN YL M	1.7
	2.0	G. W. CROSSING	2.0
	7.3	5.3 KOENIG	7.3
	9.0	1.7 G. W. CROSSING	9.0
	9.1	0.1 KKLIM	9.1
	16.4	7.3 REDMOND	16.4
43	19.5	3.1 HARMONY	19.5
134	26.0	D-R FORT COLLINS YL FO	26.0
	26.3	0.2 O. & S. CROSSING	26.3
	26.3	0.1 O. & S. CROSSING	26.3
		4.7 BOETTGER YL	
	38.5	8.5 RIPPLE	38.5
	41.7	3.2 BUCKEYE YL	41.7

.....Thru Time.....
Average speed per hour.....
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks at Boulder.

WESTWARD—Boulder Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
55	0.0	DN-R BRIGHTON YL BI	0.0
	4.2	4.2 YOXALL	4.2
21	7.1	2.9 DIOK	7.1
	8.1	1.0 DN ST VRAINS YL VS	8.1
	8.1	0.0 U. P. CROSSING	8.1
	10.1	2.0 NATIONAL	10.1
	10.9	0.8 STATE COAL MINE JCT YL	10.9
	11.4	0.5 PARKDALE JCT YL	11.4
	15.1	3.7 ERIE	15.1
	15.1	0.0 O. B. & Q. CROSSING	15.1
	16.4	1.3 TABOR	16.4
	17.8	1.4 LEYNER	17.8
	19.6	1.8 LIGGETT	19.6
	24.0	4.4 VALMONT YL	24.0
	26.0	2.0 O. & S. CROSSING	26.0
	26.1	0.1 DN-R BOULDER YL BR	26.1

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

WESTWARD—Greeley Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
247	0.0	DN GREELEY YL HG	0.0
	2.3	2.3 GREELEY JCT. YL	2.3
34	6.0	3.7 CLOVERLY	6.0
	8.4	2.4 ALDEN	8.4
37	10.4	2.0 D GILL GI	10.4
	13.8	3.4 MATTHEWS	13.8
	14.5	0.7 BARNESVILLE	14.5
28	28.1	13.6 BRIGGSDALE	28.1

WESTWARD—Pleasant Valley Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
34	0.0	CLOVERLY	0.0
	3.1	3.1 LOWE	3.1
	5.1	2.0 GALETON	5.1

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

WESTWARD—Encampment Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
	0.0	WALCOTT	0.0
6	6.8	6.8 MEADS	6.8
7	12.3	5.5 OVERLAND	12.3
26	24.1	11.8 SARATOGA	24.1
1	29.7	5.6 DAVIS	29.7
13	32.7	3.0 OOW CREEK	32.7
15	39.3	6.6 OANYON	39.3
43	44.4	5.1 ENCAMPMENT	44.4

WESTWARD—Superior Branch—EASTWARD		Time-Table No. 31	
April 26, 1959		STATIONS	
XPY	0.0	THAYER JUNCTION YL	0.0
WP	7.6	7.6 D SUPERIOR SU	7.6
	9.1	1.5 END OF TRACK	9.1

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

WESTWARD—Coalmont Branch—EASTWARD		Time-Table No. 31		SECOND CLASS	
April 26, 1959		STATIONS		222 Mixed	224 Mixed
DFWCOFY PZX	8.00AM	0.0	DN-R LARAMIE K	0.0	A 3.20PM
27	f 8.31	14.5	14.5 MILLER	14.5	f 2.49
22	f 8.38	17.8	3.8 MILBROOK	17.8	f 2.40
	f 8.46	21.8	3.5 HATTON	21.8	f 2.33
	s 9.08	29.7	8.4 CENTENNIAL	29.7	s 2.13
	f 9.24	34.5	4.8 DEERWOOD	34.5	f 1.53
	f 9.27	35.6	1.1 SPRING CREEK	35.6	f 1.50
6	f 9.58	40.4	4.8 ALBANY	40.4	f 1.30
13	10.40	47.8	6.9 LAKE	47.8	12.44
17	s 11.35AM	54.6	7.3 FOX PARK MS	54.6	s 12.01PM
9	f 12.29PM	63.9	8.3 WYOCOLO	63.9	f 10.58AM
31	f 12.54	70.8	4.4 CAMP	70.8	f 10.28
6	f 1.12	78.8	5.5 KINGS CANON	78.8	f 10.10
17	f 1.40	79.8	6.0 NORTHGATE	79.8	f 9.32
6	f 1.48	83.5	3.7 COWDREY	83.5	f 9.20
10	f 1.58	88.2	4.7 BROWNLEE	88.2	f 9.10
10	A 2.25	92.2	2.2 D-R WALDEN U	92.2	9.00AM A 5.05PM
12	f 2.55	100.7	3.5 LARAND	100.7	f 4.36
6	f 3.25	107.6	8.0 HEBRON	107.6	f 4.15
25	A 3.45PM	111.1	3.5 COALMONT	111.1	4.01PM

.....Thru Time.....
Average speed per hour.....
 Westward trains are superior to trains of same class in the opposite direction.—See Rule 72.

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	YL	0.0
	1.9	PURITAN		1.9
	8.1	END OF TRACK		8.1
(8.1)				

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Lionkol Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION		0.0
	2.0	LIONKOL		2.0
	2.5	END OF TRACK		2.5
(2.5)				

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Stansbury Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1
(2.1)				

WESTWARD—South Pass Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Rock Springs	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
WS74 WCY ES96 XZP	0.0	DN-R ROCK SPRINGS	YL SG	0.0
	3.4	LIONKOL JUNCTION		3.4
	5.5	RELIANCE JUNCTION		5.5
	7.9	STANSBURY JUNCTION		7.9
	9.5	WINTON JUNCTION		9.5
(9.5)				

WESTWARD—Hill Field Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Ogden Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	OGDEN JUNCTION	YL	0.0
	0.9	ORCHARD	YL	0.9
	3.4	COZYDALE	YL	3.4
	4.2	ROY	YL	4.2
	5.3	SUNSET	YL	5.3
	6.3	ARSENAL	YL	6.3
	6.8	END OF TRACK	YL	6.8
(6.8)				

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

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Echo	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
WS114 CS115 ES96 P7	0.0	DN-R ECHO	YL HO	0.0
18 F	5.7	COALVILLE	YL VE	5.7
16 F	13.4	WANSHIP		13.4
12 F	30.8	ATKINSON		30.8
16 P	34.5	KEETLEY JCT.	YL	34.5
3	36.0	BEGGS SPUR	YL	36.0
47	37.2	BROADWATER SPUR	YL	37.2
PWY	38.4	DN-R PARK CITY	YL KD	38.4
(29.4)				

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Keetley Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	KEETLEY JCT.	YL	0.0
	5.2	KEETLEY	YL	5.2
	7.0	CRANMER	YL	7.0
7.0				

WESTWARD—Reliance Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Reliance Jct.	Time-Table No. 31 April 26, 1959		Mile Post
		STATIONS		
	0.0	RELIANCE JUNCTION		0.0
	1.7	RELIANCE MINE		1.7
	2.1	END OF TRACK		2.1
(3.1)				

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

Designation "Str." — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.

Designation "Psgr." — Train with steam locomotive and all passenger train equipment; train with diesel 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 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.

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

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35
Inspection bus cars.		40	40				20
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Passing under coal chutes at Rock River, Hanna and Bitter Creek.	50	40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Diesel locomotives in road or helper service — Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling air-dump cars.			35
Gas turbine locomotives in road service.		50	50	Trains handling scale test cars: On main line and Dent Branch. On other branch lines.			30 20
1500 class diesel locomotives in road service.	50	50	50	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty.			45
Diesel locomotives running light, dynamic brake not in operation.			35	Trains with one Diesel unit handling ore between Echo and Ogden.			35
3800 and 3900 class engines.		60	50	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
5000 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 15
MacArthur type engines with 63-in. drivers.		55	50				
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35				
5000 class engines on any coal mine lead or track.			10	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
0-6-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20	When using other cross-overs or turn-outs: Steam engines; Forward movement. Back-up movement. All other class engines.	15 10 15	15 10 15	15 10 15
When more than 50% of the tonnage is gravel.			40	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
				All wye tracks.	6	6	6
				Jordan spreaders and other machines of spreader type, when in operation.			15

FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Warren 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40 40
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 20 30 30 20 30	30 20 30 30 20 30	25 25 25 25 25 25	Cheyenne Side 97.73 and 97.76	30	30	20
LaSalle 47.8 and 48.0	70	60	50	Borie Side 97.73 and 97.76	30	30	20
Evans 49.4 and 49.7	70	60	50				
SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Buford to Granite, No. 1 and 2 tracks. ¶	70	60	30
Cheyenne to Dale, No. 3 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Dale to Cheyenne, No. 3 track	60	60	50	Light engines.			40
West Speer to Cheyenne, No. 4 track	60	60	50	4000 class engines.		45	40
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	Freight engines not otherwise shown.		50	
Dale to Laramie, No. 1 track.	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	5
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Laramie to Dale, No. 2 track.	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Dale to Buford, No. 1 and 2 tracks.	70	60	40	Westward solid express trains, between M. P. 549.7 and 557.0		30	
ON NO. 3 TRACK Between Mile Posts — Perkins 553.5 and 554.0	60	50	40	ON NO. 1 TRACK Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS Between Mile Posts — Cheyenne 515.6 and 515.7 518.8 and 519.1	60 60	50 50	40 40	ON NO. 2 TRACK Hermosa 563.6 and 550.0 550.0 and 549.3	70 50	60 40	40 30
Borie 522.1 and 522.3 523.3 and 523.6 524.5 and 525.6	60 60 60	50 50 50	40 40 40	Laramie			
Granite 528.7 and 529.5 530.0 and 530.2 530.2 and 535.1 535.6 and 537.5 537.9 and 545.1 Hermosa Tunnel 547.0 and 548.1	55 50 60 50 55 50 55	45 40 50 40 45 40 45	35 30 40 30 35 30 35				
Hermosa							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
Maximum speed.	90	80	50	Rock River, passing coal chute.	50	40	40
Trains handled by diesel locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines		50	50	Hanna, passing coal chute.	50	40	40
Freight engines not otherwise shown.		50		Sinclair, refining company tracks.			6
Light engines.			45	Rawlins, east standpipe.	15	15	15
Laramie, long leads 1, 2 and 3.			10	Bitter Creek, passing coal chute.	50	40	40
Laramie, ice house tracks 1, 2, 3 and 4.			6				
ON WESTWARD TRACK Between Mile Posts — Laramie 566.8 and 567.2	50	40	25	ON EASTWARD TRACK Between Mile Posts — Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2 603.9 and 604.6	60 60	50 50	40 40	Kanda 807.8 and 807.5 807.1 and 806.6	55 70	50 60	40 50
Wilcox 609.5 and 611.6 615.9 and 616.4	70 55	60 45	50 40	Rock Springs 803.5 and 801.0 800.5 and 799.5 798.4 and 797.3	50 60 55	40 50 45	25 40 35
Ridge 617.2 and 617.6 621.8 and 622.4	70 75	60 65	50 50	Baxter 781.7 and 781.3 780.2 and 780.0 778.9 and 777.8	70 60 60	60 50 50	50 40 40
Calvin 627.1 and 628.7 629.4 and 629.9 630.9 and 637.8	50 60 70	45 50 60	35 40 50	Point of Rocks 776.5 and 775.8 775.0 and 774.3 773.2 and 773.0 772.3 and 771.8	65 70 60 70	55 65 50 65	45 50 40 50
Ramsey 639.3 and 640.2 642.5 and 643.5 643.5 to 643.7	60 50 60	50 40 50	40 25 40	Hallville 769.3 and 768.8	60	50	40
Hanna 645.1 and 646.3 647.5 and 648.0	70 70	60 60	50 50	Black Buttes 765.6 and 765.2 762.3 and 762.0 761.0 and 760.5 757.3 and 757.1 755.7 and 755.4	60 70 70 50 60	50 60 60 40 40	40 50 50 40 40
Percy 650.2 and 650.7	70	60	50				
Dana 652.2 and 652.5 653.1 and 656.4	60 70	50 60	40 50				

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	Latham 715.3 and 715.0	60	50	40
Riner 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
Cherokee 708.6 and 709.0	70	60	50	Creston 709.0 and 708.6	70	60	50
Creston 713.7 and 714.3	80	70	50	Cherokee 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	25
Latham 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	Sinclair 668.5 and 667.7	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Fort Steele 666.5 and 662.8	70	60	50
Red Desert 733.9 and 737.3	65	55	45	Walcott 661.5 and 661.0	70	60	50
Tipton 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 653.1	70	60	50
Monell 752.9 and 753.3	70	60	50	Dana 652.5 and 652.2	60	50	40
755.4 and 755.7	60	50	40	650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.1	50	40	40	Percy 648.0 and 647.5	70	60	50
757.1 and 757.3	50	40	40	646.3 and 645.1	70	60	50
760.5 and 761.0	70	60	50				
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

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		

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.5 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	643.7 and 643.5	50	40	40
773.0 and 773.2	60	50	40	640.2 and 639.3	60	50	40
774.3 and 775.0	70	65	50	Ramsey 637.8 and 630.9	70	60	50
775.8 and 776.6	65	55	45	629.9 and 629.4	60	50	40
Point of Rocks 777.8 and 778.9	60	50	40	628.7 and 627.1	50	45	35
780.0 and 780.2	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
781.3 and 781.7	70	60	50	617.6 and 617.2	70	60	50
Baxter 797.3 and 798.4	55	45	35	Ridge 616.4 and 615.9	55	45	40
799.5 and 800.5	60	50	40	611.6 and 609.5	70	60	50
801.0 and 803.5	50	40	25	Rock River 604.6 and 603.9	60	50	40
806.6 and 807.0	70	60	50	602.2 and 601.1	60	50	40
807.5 and 807.8	55	50	40	599.7 and 598.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Harper 596.8 and 596.5	70	60	50
814.1 and 816.1	40	40	25	Lookout 593.7 and 593.3	70	60	50
816.1 and 816.3	35	30	25	Cooper Lake 588.4 and 587.7	70	60	50
816.3 and 817.0	50	40	25	Howell 567.2 and 566.8	50	40	25
Green River				Laramie			

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	80	50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
Evanston and Ogden.	79	75	50	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
4000 class engines.		45	45				
Freight engines not otherwise shown.		50	50				
Light engines.			45				

Between Green River and Evanston

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Green River 817.0 and 818.5	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 847.2 and 847.3	60	50	40	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.3 and 847.2	60	50	40
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 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	79	70	50	826.6 and 825.4	70	60	50
Millis 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1	60	50	25	818.5 and 817.0	50	40	25
Evanston				Green River			

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
At any point.	30	15	Slip switches, Cecil Jet.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Branch Name	Psgr.	Frts.	Branch Name	Psgr.	Frts.
Boulder Branch Maximum Speed.		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts — 24.25 and 24.47		10
Between St. Vrain and Parkdale Jct. with 5000 class engines.		15	37.58 and 37.75		10
Between Parkdale Jct. and Erie.		15	Pleasant Valley Branch		15
Valmont Spur, M. P. 1, over C. & S. crossing.		10	Puritan Branch		15
Dent Branch: Maximum speed.	60	45	Lionkol Branch		10
800 class engines.	45	40	Superior Branch, on yard tracks at Thayer Jct.		15
3900 and 5000 class and Mallet type engines.	40	40	Branches not otherwise shown.		15
Freight engines not otherwise shown.	50		Stansbury Spur		5
Trains handling outfit cars.		30	Spurs not otherwise shown.		10
Westward Signal M-51, Sand Creek Jct. to paved road.	20	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance and Stansbury Branches.		4
Between Mile Posts — Quimby 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; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.		6
11.6 and 12.0	50	40	Park City Branch Maximum Speed.		25
East Lake 14.3 and 14.6	50	40	Trains handling outfit cars.		20
St. Vrain 21.5 and 21.9	40	25	Between Mile Posts — 0.0 and 4.3		15
Frederick 25.6 and 25.8	40	25	5.1 and 5.2		15
Gowanda 37.9 and 38.0	50	40	13.2 and 13.5		15
Wild Cat 40.4 and 40.5	50	40	14.8 and 21.0		15
Fort Collins Branch Between Dent and Fort Collins.		30	24.0 and 24.1		15
Between Fort Collins and Buckeye.		25	25.1 and 25.2		15
Trains handling outfit cars.		20	26.3 and 28.4		15
Dent, over west wye switch.		10	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Fort Collins, within city limits.		15	Ontario Branch		15
Fort Collins, over east cross-over switch.		5	Cranmer spur, between Keetley and end of track.		10
Greeley Branch Between Barnesville and Briggsdale.		15	Hill Field Branch Maximum speed.		25
Coalmont Branch Maximum speed.		30	Lincoln Avenue, on industrial head.		15
Between Mile Posts — 1.9 and 2.5		25			
15.2 and 16		20			
20.5 and 21		25			
29.50 and 30		20			
37 and 78		10			
94 and 109.7		20			
109.7 and 110.3		5			
110.3 and 111		20			
Coalmont—Around Balloon track		5			

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	The following letters placed in columns provided in time-table indicate: C — coaling station D — diesel oil station F — turbine fuel station I — interlocking O — fuel oil station P — dispatcher's telephone T — turntable W — water X — cross-over
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	Y — wye Z — track scales AI — automatic interlocking signals CS — center siding ES — eastward siding WS — westward siding

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	J. H. Waters	Surgeon	Evanston, Wyo.
J. S. Benwell	District Surgeon	Denver, Colo.	J. B. Bennett	Surgeon	Evanston, Wyo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	F. A. Humphrey	Surgeon	Fort Collins, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
J. W. Wells	Surgeon	Brighton, Colo.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	J. W. Allely	Surgeon	Greeley, Colo.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
J. M. Boyd	Surgeon	Cheyenne, Wyo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	E. D. Flanders	Physician	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	Leo W. Benson	Surgeon	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
F. J. Rust	Physician	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	R. E. Nilsson	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. L. Bennett	Physician	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Halsey	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	J. P. Muir	Senior Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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