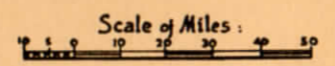


EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1. 1953



UNION PACIFIC RAILROAD COMPANY
Eastern District

Est 3/11/56



*Roundhouse
 Fremont U.P. Steam Cheyenne: Mr. Brungard
 3/56*

WYOMING DIVISION

TIME-TABLE
No. 23

Effective Sunday,
October 30, 1955
 at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

											Distance from Council Bluffs	Time-Table No. 23 October 30, 1955	
11	85	27	107	9	17	5	103	101	105	111		STATIONS	
Mail and Express	Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
						9.20					0.0	CO. BLUFFS	
		10.30	5.20			9.55	3.10	2.55	1.10	12.55	2.8	OMAHA	
		1.50	7.18			12.40	5.10	4.55	3.15	3.00	146.9	GRAND ISLAND	
	4.40	4.45	9.00			2.55	6.55	6.40	5.05	4.50	284.1	C.T. M.T.	NORTH PLATTE
	6.10	4.25	8.05			2.05	6.00	5.45	4.10	3.55	365.3		JULESBURG
		7.05	9.42			4.12	7.44	7.29	5.53		407.5		SIDNEY
				9.40	8.00								KANSAS CITY
	10.20			8.05	6.30						562.5		DENVER
				8.35	7.00								CHEYENNE
		9.45	11.20			6.05	9.30	9.15	7.35		509.5		LARAMIE
		10.00	11.30			6.20	9.40	9.25	7.45				RAWLINS
		11.35	12.48	11.55	10.20	8.05	11.01	10.46	9.10		506.0		GREEN RIVER
		1.40	2.34	1.54	12.35	10.45	12.56	12.41	11.05		682.8		GRANGER
	5.00	4.10	4.40	4.20	3.00	1.30	3.15	3.00	1.25		817.0		OGDEN
	5.35	4.50	4.50	4.40	3.45	2.00	3.25	3.10	1.35				(992.6)
		8.45	8.00	8.30		5.50	6.45	6.30			992.6		

(0.35) (5.40) (23.15) (15.40) (23.50) (21.20) (20.55) (18.35) (16.35) (13.55) (8.35) Thru Time From Omaha
51.8 49.1 42.6 63.2 51.2 50.2 47.3 59.7 59.7 60.7 65.2 Average speed per hour

E. H. BAILEY
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

G. A. CUNNINGHAM
General Superintendent

C. J. COLOMBO, Superintendent..... Cheyenne, Wyo.
K. I. JONES, Asst. Superintendent..... Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent..... Cheyenne, Wyo.
W. H. ANDERSON, Trainmaster..... Cheyenne, Wyo.
C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
O. F. WILLINS, Acting Terminal Superintendent..... Denver, Colo.
J. C. JOCHIM, Trainmaster..... Denver, Colo.
R. R. DAVIS, Terminal Superintendent..... Laramie, Wyo.
M. L. MASON, Trainmaster..... Laramie, Wyo.
W. E. ROSS, Trainmaster..... Rawlins, Wyo.
G. H. BAKER, Asst. Superintendent..... Green River, Wyo.
H. G. HAGGLUND, Terminal Superintendent..... Green River, Wyo.
W. C. SATTERFIELD, Trainmaster..... Ogden, Utah
J. R. JOHNSON, Safety and Courtesy Representative... Green River, Wyo.
C. T. ARMSTRONG, Master Mechanic..... Cheyenne, Wyo.
H. T. SNYDER, Master Mechanic..... Denver, Colo.
D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
E. J. MOORE, Road Foreman of Engines..... Laramie, Wyo.
G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
M. N. ANDERSON, Road Foreman of Engines..... Rawlins, Wyo.
CHARLES SHIPMAN, Road Foreman of Engines..... Rawlins, Wyo.
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.
J. W. GODFREY, Division Engineer..... Cheyenne, Wyo.
C. MARRS, General Roadmaster..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

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

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

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

B. FOSTER, Chief Train Dispatcher..... Green River, Wyo.
L. R. DEARDEN, Asst. Chief Train Dispatcher..... Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher..... Green River, Wyo.

MILEAGE

Main Line..... 628.23
Branches..... 372.31
Total..... 1000.54

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

											Time Table No. 23 October 30, 1955	
112	12	10	28	104	102	106	108	18	6	86	STATIONS	
Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
											0.0	CO. BLUFFS
											6.10	OMAHA
											5.25	GRAND ISLAND
											2.50	NORTH PLATTE
											11.15	JULESBURG
											9.55	SIDNEY
											9.17	KANSAS CITY
											10.30	DENVER
											9.15 8.45	CHEYENNE
											7.35 7.15	LARAMIE
											5.45	RAWLINS
											3.25	GREEN RIVER
											12.20	GRANGER
											11.10	OGDEN
											8.30	(992.6)

Thru Time From Omaha..... (8.05) (0.35) (23.20) (23.00) (16.20) (16.10) (13.38) (16.10) (23.20) (19.55) (5.15)
Average speed per hour..... 69.2 51.8 52.2 43.0 60.6 61.2 61.9 61.2 45.9 49.7 53.0

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
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs.....	Sleeping car 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 and Third Subdivision and Borie Subdivision....		Granger or beyond.
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	86	Any station on First Subdivision.....		East of Julesburg.
17	Rock Springs.....	Denver or east.		334	Any Station.....	Cheyenne or beyond.	
	Rock River.....						
	Medicine Bow.....						
	Sinclair.....						
	Wamsutter.....						
85	Brighton.....	From East of La Salle					

WESTWARD		FIRST SUBDIVISION										Time-Table No. 23			
		SECOND CLASS										October 30, 1955			
Car Capacity of Bldg. etc. See Rule 6 (A), page 27.												Distance from Denver	STATIONS		
		370					250								
		Mixed					Time Freight								
		Daily					Daily								
YIP												8.15PM		0.0	DN-R DENVER YL UD
														0.6	23RD STREET YL
ZP												8.55	6.10PM	1.7	DN-R 36TH ST. YL RA
DWCOTYZP												A 9.01PM	6.13	2.2	PULLMAN YL
														4.9	O. B. & Q. CROSSING
IP													6.20	5.0	SAND CREEK JCT. YL
7														6.0	ADAMS
95 P													6.26	8.1	DUPONT
23														9.9	ROLLA
87 P													6.31	11.8	HAZELTINE
52 P													6.36	14.1	HENDERSON
22														16.0	NORTHWAY
91 WYZP													6.43	19.1	DN BRIGHTON YL BI
81 P														23.8	POWARS
94 P													6.52	25.8	D LUPTON UP
53 P													6.58	30.1	IONE
95 P													7.04	34.8	D PLATTEVILLE PA
24														36.2	VASQUEZ
43 P														37.8	HOUSTON
119 P													7.11	40.0	D GILCREST GI
24 P														42.4	PECKHAM
24														43.2	HAMBERT
193 WCTYPO												A 7.20PM		46.1	DN-R LA SALLE YL SA
60 P														48.2	EVANS
247 WYZP														51.7	DN GREELEY YL HG
YP														54.0	GREELEY JCT.
81 P														55.8	D LUERNE O
80 P														59.2	D EATON YL UR
I														59.8	G. W. CROSSING
65 P														63.0	D AULT A
22														64.9	STAGE
64 WYP														66.8	D PIEROE BU
52 P														71.9	D NUNN NU
96 P														77.0	DOVER
51 P														81.9	DECKER
94 WCYP														86.0	DN CARR OR
															(86.0)

(0.40) (1.10) Thru Time
2.9 38.1 Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 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										Time-Table No. 23													
		FIRST CLASS										October 30, 1955													
Car Capacity of Bldg. etc. See Rule 6 (A), page 27.												Distance from Denver	STATIONS												
		17					10							8											
		Passenger					Streamliner Passenger					C.R.I.&P. Rocket Passenger													
		Daily					Daily					Daily													
																								0.0	DN-R DENVER YL UD
																								0.6	23RD STREET YL
																								1.7	DN-R 36TH ST. YL
																								2.2	PULLMAN YL RA
																								4.9	O. B. & Q. CROSSING
																								5.0	SAND CREEK JCT. YL
																								6.0	ADAMS
																								8.1	DUPONT
																								9.9	ROLLA
																								11.8	HAZELTINE
																								14.1	HENDERSON
																								16.0	NORTHWAY
																								19.1	DN BRIGHTON YL BI
																								23.8	POWARS
																								25.8	D LUPTON UP
																								30.1	IONE
																								34.8	D PLATTEVILLE PA
																								36.2	VASQUEZ
																								37.8	HOUSTON
																								40.0	D GILCREST GI
																								42.4	PECKHAM
																								43.2	HAMBERT
																								46.1	DN-R LA SALLE YL SA
																								48.2	EVANS
																								51.7	DN GREELEY YL HG
																								54.0	GREELEY JCT.
																								55.8	D LUERNE O
																								59.2	D EATON YL UR
																								59.8	G. W. CROSSING
																								63.0	D AULT A
																								64.9	STAGE
																								66.8	D PIEROE BU
																								71.9	D NUNN NU
																								77.0	DOVER
																								81.9	DECKER
																								86.0	DN CARR OR
																									(86.0)

(1.44) (0.05) (0.52) (0.45) (0.05) (0.05) (1.52) (1.44) Thru Time
49.6 26.4 53.2 61.4 26.4 26.4 46.1 49.6 Average speed per hour

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 23

October 30, 1955

FIRST CLASS

Mile Post	9 Streamliner Passenger	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	18 Passenger	85 Passenger	52 Passenger	10 Streamliner Passenger	17 Passenger	STATIONS	

BLOCK SIGNALS	DN-R DENVER YL UD	0.0	A 8.05AM	A 8.25AM	A 8.30AM	A 8.45AM	A 10.20AM	A 5.20PM	A 6.05PM	A 6.30PM	
	23RD STREET YL	0.6	7.49	8.22	8.30						
	DN-R 36TH ST. YL	1.7	7.46	8.17	8.20	8.28	10.12	5.09	5.41	6.11	
	PULLMAN YL RA	2.2	7.45AM	8.16AM	8.19	8.26	10.11	5.07	5.40	6.10PM	
	C. B. & Q. CROSSING	4.9									
	SAND CREEK JCT. YL	5.0		8.15	8.22	10.02	5.03	5.35			
	ADAMS	6.0									
	DUPONT	8.1		8.10	8.17	9.56	4.58	5.32			
	ROLLA	9.9									
	HAZELTINE	11.8		8.07	8.14	9.53	f 4.54	5.29			
	HENDERSON	14.1		8.05	8.11	9.50	f 4.50	5.26			
	NORTHWAY	16.0									
	DN BRIGHTON YL BI	19.1		7.59	8.06	9.44	s 4.44	5.21 ¹¹²			
	POWARS	22.8									
	D LUPTON UP	25.8		7.52	7.59	9.37	s 4.35	5.12			
	IONE	30.1		7.48	7.55	9.32	f 4.30	5.08			
	D PLATTEVILLE PA	34.8		7.45	7.51	9.26 ⁵⁷	f 4.25	5.04			
	VASQUEZ	36.2									
	HOUSTON	37.8									
	D GLOREST GI	40.0		7.41	7.46	9.21 ⁹	f 4.19	4.59			
	PECKHAM	42.4									
	HAMBERT	43.2									
	DN-R LA SALLE YL SA	46.1		7.34AM	7.40	9.14AM	s 4.12	4.54			
	EVANS	48.2			7.37		f 4.06	4.50			
	DN GREELEY YL HG	51.7		s 7.32			s 4.01	s 4.46			
	GREELEY JCT.	54.0									
	D LUOERNE O	55.8			7.25		f 3.53	4.40			
	D EATON YL UR	59.2			7.21		s 3.49	4.37			
	G. W. CROSSING	59.8									
	D AULT A	63.0			7.17		s 3.44	4.33			
STAGE	64.9										
D PIEROE BU	66.8			7.13		f 3.39	4.30				
D NUNN NU	71.9			7.08		f 3.33	4.25				
DOVER	77.0			7.03		f 3.27	4.20				
DECKER	81.9			6.58		3.22	4.15				
DN CARR CR	86.0			6.54AM		s 3.17PM	4.11PM				

Thru Time.....	(0.20)	(0.09)	(0.56)	(1.51)	(1.06)	(2.03)	(1.54)	(0.20)
Average speed per hour.....	6.1	14.7	49.4	46.5	41.9	41.9	45.3	6.1

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

FIRST SUBDIVISION EASTWARD

Time-Table No. 23

October 30, 1955

SECOND CLASS

Mile Post	369 Mixed	334 Mixed	STATIONS		Car Capacity of Stations, etc. See Rule 6 (A), page 27.

BLOCK SIGNALS	DN-R DENVER YL UD	0.0	A 6.15PM	A 11.50PM							YIP	
	23RD STREET YL	0.6	5.55									
	DN-R 36TH ST. YL RA	1.7	5.50	11.32								ZP
	PULLMAN YL	2.2	5.45PM	11.30								DWCOTYZP
	C. B. & Q. CROSSING	4.9										
	SAND CREEK JCT. YL	5.0		11.23								IP
	ADAMS	6.0										7
	DUPONT	8.1		11.17								95 P
	ROLLA	9.9										28
	HAZELTINE	11.8		11.12								57 P
	HENDERSON	14.1		11.08								52 P
	NORTHWAY	16.0										22
	DN BRIGHTON YL BI	19.1		f 11.01								91 WYZP
	POWARS	22.8										21 P
	D LUPTON UP	25.8		f 10.52								94 P
	IONE	30.1		10.45								53 P
	D PLATTEVILLE PA	34.8		10.39								95 P
	VASQUEZ	36.2										24
	HOUSTON	37.8										42 P
	D GLOREST GI	40.0		10.30								119 P
	PECKHAM	42.4										24 P
	HAMBERT	43.2										24
	DN-R LA SALLE YL SA	46.1		s 10.20								192 WCTYPO
	EVANS	48.2		9.55								60 P
	DN GREELEY YL HG	51.7		s 9.50								247 WYZP
	GREELEY JCT.	54.0										YP
	D LUOERNE O	55.8		9.37								81 P
	D EATON YL UR	59.2		s 9.32								80 P
	G. W. CROSSING	59.8										I
	D AULT A	63.0		s 9.25								65 P
STAGE	64.9										22	
D PIEROE BU	66.8		9.18								64 WYP	
D NUNN NU	71.9		9.10								52 P	
DOVER	77.0		9.00								98 P	
DECKER	81.9		8.52								51 P	
DN CARR CR	86.0		s 8.44PM ¹⁷								94 WCYP	

Thru Time.....	(0.30)	(3.06)
Average speed per hour.....	4.4	27.7

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

Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	FIRST CLASS										Distance from Council Bluffs	Time-Table No. 23	
												October 30, 1955	
	334	107	17	5	52	9	27	103	101	105		STATIONS	
	Mixed	Streamliner Passenger	Passenger	Mail and E. press	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DFWCO TYPZX	7.45PM	11.30PM		6.20PM	2.45PM		10.00AM	9.40AM	9.25AM	7.45AM	509.7	DN-R CHEYENNE N OY YL	
IP											510.8	DN TOWER A AY	
138 XWP	A 8.10PM		9.01PM		A 3.00PM	10.36AM					519.0	SPEER	
132 WP											525.8	EMKAY	
137 P											534.2	LYNOH	
143 CWP											542.7	HARRIMAN	
124											549.8	PERKINS	
131 P											519.1	BORIE	
100 XP											528.6	GRANITE	
88 XWP											536.6	BUFORD	
123 WP											540.4	SHERMAN	
YP											554.8	DALE	
WXP											544.8	HERMOSA	
132 P											547.9	RED BUTTES	
126 WP											556.8	COLORES	
104 WP											554.0	FORELLE	
284 P											568.0	DN-R LARAMIE YL-KI	
DFWCO TYPZX	A 12.47AM	A 10.15PM	A 7.55PM		A 11.50AM	A 11.25AM	A 11.00AM	A 10.45AM	A 9.09AM	566.0	(56.5)		
	(0.25) 18.5	(1.17) 44.0	(1.14) 53.9	(1.35) 35.7	(0.15) 25.6	(1.14) 53.9	(1.25) 39.9	(1.20) 42.4	(1.20) 42.4	(1.24) 40.4			

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

WESTWARD BORIE SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	FIRST CLASS			Distance from Denver	Time-Table No. 23	
					October 30, 1955	
	17	57	9		STATIONS	
	Passenger	Passenger	Streamliner Passenger			
	Daily	Daily	Daily			
94 WCYP	8.44PM	10.32AM	10.19AM	86.0	DN CARR OR	
97 P	8.50	10.38	10.25	90.4	WARREN	
52 P	8.56	10.44	10.31	94.4	GLEASON	
138 XWP	A 9.01PM	A 10.50AM	A 10.36AM	98.0	SPEER	
P				108.3	BORIE	
	(0.17) 42.4	(0.18) 40.0	(0.17) 42.4		(17.3)	

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

SECOND SUBDIVISION EASTWARD

Time-Table No. 23	FIRST CLASS										Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	
														October 30, 1955
	18	6	57	10	28	104	102	106	108					
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
DFWCO TYPZX											509.8	DN-R CHEYENNE OY YL N		
IP											510.8	DN TOWER A AY		
138 XWP											519.0	SPEER		
132 WP											525.8	EMKAY		
137 P											534.2	LYNOH		
143 CWP											542.7	HARRIMAN		
124											549.8	PERKINS		
131 P											519.1	BORIE		
100 XP											528.6	GRANITE		
88 XWP											536.6	BUFORD		
123 WP											540.4	SHERMAN		
YP											554.8	DALE		
WXP											544.8	HERMOSA		
132 P											547.9	RED BUTTES		
126 WP											556.8	COLORES		
104 WP											554.0	FORELLE		
284 P											568.0	DN-R LARAMIE YL-KI		
DFWCO TYPZX											566.0	(56.5)		
	(1.15) 53.2	(1.30) 37.7	(0.15) 25.6	(1.18) 51.2	(1.20) 42.4	(1.20) 42.4	(1.18) 43.5	(1.20) 42.4	(1.15) 45.2					

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

BORIE SUBDIVISION EASTWARD

Time-Table No. 23	FIRST CLASS			SECOND CLASS		Mile Post	STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), page 27.	
									October 30, 1955
	18	52	10	334					
	Passenger	Passenger	Streamliner Passenger	Mixed					
	Daily	Daily	Daily	Daily					
DFWCO TYPZX						86.0	DN CARR OR		
94 WCYP	A 6.54AM	A 3.17PM	A 4.11PM	A 8.44PM		90.4	WARREN		
97 P	6.49	3.12	4.06	8.22		94.4	GLEASON		
52 P	6.45	3.07	4.02	8.16		98.0	SPEER		
138 XWP	6.40AM	f 3.00PM	3.56PM	f 8.10PM		108.3	BORIE		
	(0.14) 51.4	(0.17) 42.3	(0.15) 48.0	(0.34) 21.2					

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 6(A), Page 27.	FIRST CLASS								Distance from Council Bluffs
	17	5	9	27	103	101	105	107	
	Passenger	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
DFWCOTYPZ X	10.20PM	8.05PM	11.55AM	11.35AM	11.01AM	10.46AM	9.10AM	12.48AM	568.0
CS 88 P	10.29	8.15	12.04PM	11.44	11.10	10.55	9.19	12.56	574.1
WS 40 XP	10.34	8.19	12.07	11.48	11.14	10.59	9.23	12.59	577.7
WS 34 CS 88 P	10.40	8.27	12.13	11.54	11.20	11.05	9.29	1.05	585.3
ES 50 XP	10.45	8.32	12.19	11.59AM	11.24	11.09	9.33	1.09	590.6
CS 101 P	10.49	8.36	12.23	12.03PM	11.28	11.13	9.37	1.12	593.9
CS 78 P	10.54	8.43	12.28	12.08	11.32	11.17	9.41	1.16	598.9
CS 128 WC YPX	11.03	8.50	12.34	12.14	11.38	11.23	9.47	1.22	605.8
WS 58 ES 107 XP	11.08	8.55	12.37	12.18	11.42	11.27	9.51	1.25	609.0
CS 70 P	11.16	9.03	12.44	12.26	11.49	11.34	9.58	1.32	616.8
CS 128 YP	11.22	9.09	12.50	12.32	11.55AM	11.40	10.04	1.38	622.9
CS 76 P	11.32	9.19	12.58	12.42	12.03PM	11.48	10.12	1.45	632.6
CS 76 P	11.38	9.27	1.04	12.48	12.09	11.54	10.18	1.51	638.7
WS 118 WCZ ES 150 YPX	11.45	9.35	1.08	12.52	12.14	11.59AM	10.23	1.55	648.1
WS 52 ES 77 P	11.53	9.43	1.14	12.58	12.20	12.05PM	10.29	2.00	648.4
CS 87 P	11.57PM	9.48	1.18	1.02	12.24	12.09	10.33	2.03	651.8
CS 127 P	12.02AM	9.55	1.22	1.07	12.29	12.14	10.38	2.07	657.0
CS 65 P	12.08	10.00	1.27	1.12	12.34	12.19	10.43	2.10	661.9
CS 79 P	12.13	10.09	1.32	1.18	12.39	12.24	10.48	2.17	667.6
CS 119 P	12.22	10.20	1.40	1.27	12.46	12.31	10.55	2.25	676.8
WCOTYZXP	12.30 12.35	10.35 10.45	1.49 1.54	1.35 1.40	12.55 12.56	12.40 12.41	11.04 11.05	2.33 2.34	682.8
CS 168 P	12.44	10.57	2.04	1.49	1.05	12.50	11.15	2.42	690.2
WS 125 XW ES 101 P	12.56	11.10	2.15	2.00	1.16	1.01	11.26	2.51	700.7
CS 76 P	1.00	11.15	2.21	2.05	1.21	1.06	11.31	2.55	705.8
WS 57 CS 77 YP	1.07	11.24	2.29	2.13	1.28	1.13	11.38	3.01	712.0
CS 77 P	1.12	11.28	2.32	2.17	1.31	1.16	11.41	3.04	716.0
WS 124 W ES 106 YXP	1.21	11.36	2.40	2.25	1.38	1.23	11.48	3.11	724.2
WS 116 XP	1.26	11.41	2.44	2.29	1.43	1.28	11.53	3.15	729.1
CS 67 P	1.30	11.45	2.47	2.33	1.46	1.31	11.56AM	3.18	732.7
WS 60 ES 37 XP	1.38	11.55	2.55	2.41	1.53	1.38	12.03PM	3.25	740.0
WS 99 P	1.41	11.59PM	2.58	2.44	1.56	1.41	12.06	3.28	743.4
WS 119 ES 100 P	1.44	12.03AM	3.01	2.47	2.00	1.45	12.10	3.31	746.7
WS 56 ES 67 P	1.49	12.08	3.05	2.51	2.04	1.49	12.14	3.35	751.7
WS 166 WC ES 148 YXP	1.54	12.14	3.09	2.56	2.09	1.54	12.19	3.39	756.7
CS 118 P	2.02	12.25	3.17	3.05	2.17	2.02	12.27	3.46	765.9
WS 65 XP	2.07	12.31	3.21	3.10	2.21	2.06	12.31	3.50	771.2
WS 111 CS 126 YXP	2.12	12.37	3.27	3.16	2.26	2.11	12.36	3.55	777.1
CS 74 P	2.18	12.45	3.34	3.22	2.32	2.17	12.42	4.01	784.1
CS 120 P	2.22	12.50	3.38	3.26	2.36	2.21	12.46	4.05	788.6
WS 74 WCY ES 97 TZXP	2.29	12.57	3.45	3.33	2.42	2.27	12.52	4.11	795.7
CS 131 P	2.45	1.15	3.59	3.48	2.58	2.44	1.08	4.27	809.0
DFWCOTYPZ	A 3.00AM	A 1.30AM	A 4.20PM	A 4.10PM	A 3.15PM	A 3.00PM	A 1.25PM	A 4.40AM	817.0

Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 251 to 254 inclusive apply on Third Subdivision. For condition to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 23 October 30, 1955	Mile Post	FIRST CLASS								Car Capacity of Seating, etc. See Rule 6(A), Page 27.
		18	6	10	28	104	102	106	108	
		Passenger	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	
STATIONS										
DN-E LARAMIE YL KI-K	568.0	A 5.15AM	A 5.35AM	A 2.35PM	A 4.10PM	A 4.54PM	A 5.11PM	A 5.24PM	A 10.19PM	DFWCOTYPZ X
HOWELL	574.1	5.04	5.25	2.24	3.58	4.43	5.01	5.13	10.08	CS 88 P
WYOMING	577.7	5.01	5.22	2.21	3.54	4.40	4.58	5.10	10.05	WS 40 XP
D BOSLER FY	586.8	4.54	5.14	2.14	3.46	4.33	4.52	5.04	9.58	WS 34 CS 88 P
COOPER LAKE	590.6	4.49	5.09	2.10	3.41	4.29	4.48	4.59	9.54	ES 50 XP
LOOKOUT	598.9	4.46	5.06	2.07	3.37	4.26	4.45	4.55	9.51	CS 101 P
HARPER	598.9	4.41	5.01	2.02	3.31	4.21	4.40	4.50	9.46	CS 78 P
DN ROCK RIVER OK	605.3	4.33	4.53	1.56	3.23	4.15	4.34	4.44	9.40	CS 128 WC YPX
WILCOX	609.0	4.28	4.48	1.53	3.19	4.11	4.31	4.41	9.37	WS 58 ES 107 XP
RIDGE	616.8	4.20	4.39	1.46	3.10	4.03	4.25	4.35	9.30	CS 70 P
D MEDICINE BOW MB	622.9	4.13	4.32	1.40	3.03	3.57	4.19	4.29	9.24	CS 128 YP
OOMO	632.6	4.04	4.21	1.31	2.53	3.49	4.11	4.21	9.16	CS 76 P
RAMSEY	638.7	3.58	4.15	1.25	2.46	3.43	4.05	4.15	9.10	CS 76 P
DN HANNA YL HN	648.1	3.53	4.09	1.21	2.40	3.38	4.01	4.11	9.06	WS 118 WCZ ES 150 YPX
PERCY	648.4	3.46	4.02	1.16	2.34	3.32	3.56	4.06	9.01	WS 52 ES 77 P
DANA	651.8	3.43	3.58	1.13	2.30	3.29	3.53	4.03	8.58	CS 67 P
EDSON	657.0	3.38	3.53	1.08	2.25	3.24	3.48	3.58	8.53	CS 127 P
D WALCOTT WA	661.9	3.33	3.47	1.04	2.19	3.20	3.44	3.54	8.49	CS 65 P
FORT STEELE	667.6	3.27	3.41	12.59	2.13	3.15	3.39	3.49	8.44	CS 79 P
D SINCLAIR GV	676.8	3.19	3.33	12.52	2.04	3.08	3.32	3.42	8.37	CS 119 P
DN-R RAWLINS YL RS	682.8	3.10 3.00	3.25 3.15	12.45 12.40	1.55 1.45	3.00 2.59	3.25 3.24	3.35 3.34	8.30 8.29	WCOTYZXP
HADSELL	690.2	2.50	3.05	12.29	1.34	2.47	3.15	3.25	8.19	CS 168 P
DALEY'S RANOH	696.4	2.43	2.57	12.23	1.25	2.41	3.09	3.19	8.12	P
RINER	700.7	2.39	2.54	12.20	1.22	2.38	3.06	3.16	8.09	WS 125 XW ES 101 P
CHEROKEE	706.8	2.35	2.50	12.15	1.17	2.33	3.02	3.12	8.04	CS 76 P
ORESTON	712.0	2.29	2.43	12.09	1.10	2.27	2.56	3.06	7.58	WS 57 CS 77 YP
LATHAM	716.0	2.24	2.38	12.04PM	1.05	2.21	2.51	3.01	7.53	CS 77 P
DN WAMBITTER WM	724.2	2.16	2.29	11.56AM	12.56	2.13	2.43	2.53	7.45	WS 124 W ES 106 YXP
FREWEN	729.1	2.11	2.24	11.52	12.51	2.09	2.39	2.49	7.41	WS 116 XP
RED DESERT	732.7	2.07	2.21	11.49	12.48	2.06	2.36	2.46	7.38	CS 67 P
TIPTON	740.0	2.00	2.13	11.42	12.40	1.59	2.29	2.39	7.31	WS 60 ES 37 XP
ROBINSON	743.4	1.56	2.09	11.39	12.36	1.56	2.25	2.35	7.28	WS 99 P
TABLE ROCK	746.7	1.53	2.06	11.36	12.33	1.53	2.21	2.31	7.25	WS 119 ES 100 P
MONELL	751.7	1.49	2.01	11.31	12.28	1.48	2.15	2.25	7.20	WS 56 ES 67 P
DN BITTER CREEK YL BK	756.7	1.44	1.55	11.27	12.22	1.44	2.10	2.20	7.16	WS 166 WC ES 148 YXP
BLACK BUTTES	765.9	1.34	1.46	11.19	12.13	1.35	2.02	2.12	7.06	CS 118 P
HALLVILLE	771.2	1.29	1.41	11.14	12.08	1.30	1.57	2.07	7.03	WS 65 XP
POINT OF ROCKS	777.1	1.24	1.35	11.08	12.02PM	1.24	1.51	2.01	6.57	WS 111 CS 126 YXP
THAYER JUNCTION	784.1	1.17	1.27	11.00	11.54AM	1.16	1.44	1.54	6.49	XYP
SALT WELLS	788.6	1.13	1.23	10.56	11.49	1.12	1.39	1.49	6.45	CS 74 P
BAXTER	795.7	1.07	1.16	10.50	11.42	1.06	1.33	1.43	6.39	CS 120 P
DN ROCK SPRINGS YL SG	808.1	s 1.00	s 1.06	10.43	s 11.32	12.59	1.25	f 1.35	6.32	WS 74 WCY ES 97 TZXP
KANDA	809.0	12.50	12.56	10.35	11.21	12.51	1.15	1.25	6.25	CS 131 P
DN-E GREEN RIVER YLGR	817.0	12.35AM	12.45AM	10.25AM	11.05AM	12.40PM	1.05PM	1.15PM	6.15PM	DFWCOTYPZ
(251.0)		Daily	Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. Rules 261 to 254 inclusive apply on Third Subdivision. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		FOURTH SUBDIVISION				Distance from Council Bluffs	Time-Table No. 23	
SECOND CLASS		263	225	259	257		October 30, 1955	
Car Capacity of Sidings, etc. See Rule 6 (A), page 27		Time Freight	Local Freight	Time Freight	Time Freight		STATIONS	
		Daily	Daily Ex. Sun.	Daily	Daily			
C	DFOPTWXY					817.0	DN-R GREEN RIVER YL GR	
	WS 56 PX					821.1	4.1 RIVIEW	
	CS 79 P					824.9	3.8 PERU	
	CS 120 P					830.2	5.3 BRYAN	
	CS 113 P					837.8	7.6 WESTVAO	
	WS 64 IPWXY ES 120 RCS	A 5.00PM			A 5.00AM	847.2	9.4 DN GRANGER YL GN	
	CS 120 P					854.0	6.8 VERNE	
	CS 99 P					858.7	4.7 OHUROH BUTTES	
	CS 99 P					865.9	7.2 HAMPTON	
	CS 90 P					869.7	3.8 ELKHURST	
	CS 130 CPW					875.4	5.7 DN CARTER YL Q	
	CS 98 P					880.9	5.5 ANTELOPE	
	CS 126 P					885.6	4.7 BRIDGER	
	WS 78 CS 72 PW					890.5	4.9 LEROY	
	WS 66 PX					894.8	4.3 RAGAN	
	CS 122 P					897.6	2.8 SPRING VALLEY	
	ES 47 X					901.8	4.2 ASPEN	
	ES 117 PX					903.6	1.8 D ALTAMONT AP	
	ES 64 PX					908.7	5.1 KNIGHT	
	CS 113 P					912.7	4.0 MILLIS	
	PTWXYZC					917.2	4.5 DN-R EVANSTON YL NA	
	CS 120 P					918.4	1.2 ALMY JCT.	
	CS 85 PWY					921.7	3.3 WYUTA	
						927.6	5.9 D WAHSATCH YL WH	
						932.6	5.0 OURVO	
	WS 113-59 ES 96 PW					936.7	4.1 CASTLE ROCK	
	CS 120 PX					943.8	6.6 EMORY	
						947.9	4.6 BASKIN	
	WS 114 CS 120 ES 101 CPTW		2.45PM			952.7	4.8 DN ECHO YL HO	
	CS 113 P		f 2.55			956.5	3.8 HENEFER	
	CS 113 P		s 3.05			960.6	4.1 D DEVIL'S SLIDE ON	
	CS 115 PW		s 3.20			968.0	7.4 DN MORGAN WB	
						970.6	2.6 STODDARD	
	WS 113 CS 113 P		f 3.35			975.5	4.9 PETERSON	
						977.7	2.2 STRAWBERRY	
						980.1	2.4 GATEWAY	
	WS 47 ES 57 P		f 3.55			985.1	5.0 UINTAH	
						989.9	4.8 RIVERDALE YL	
	CDFOPTWYZ		A 4.10PM	A 8.00PM		992.6	2.7 DN-R OGDEN YL OG	

(1.30) 20.1 (1.25) 28.2 (7.30) 23.4 (1.20) 22.6Thru Time.....
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 72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD		FOURTH SUBDIVISION								Distance from Council Bluffs	Time-Table No. 23		
FIRST CLASS		11	27	9	103	101	105	107	17		5	October 30, 1955	
Mail and Express	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express		STATIONS		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
											817.0	DN-R GREEN RIVER YL GR	
											821.1	4.1 RIVIEW	
											824.9	3.8 PERU	
											830.2	5.3 BRYAN	
											837.8	7.6 WESTVAO	
											847.2	9.4 DN GRANGER YL GN	
											854.0	6.8 VERNE	
											858.7	4.7 OHUROH BUTTES	
											865.9	7.2 HAMPTON	
											869.7	3.8 ELKHURST	
											875.4	5.7 DN CARTER YL Q	
											880.9	5.5 ANTELOPE	
											885.6	4.7 BRIDGER	
											890.5	4.9 LEROY	
											894.8	4.3 RAGAN	
											897.6	2.8 SPRING VALLEY	
											901.8	4.2 ASPEN	
											903.6	1.8 D ALTAMONT AP	
											908.7	5.1 KNIGHT	
											912.7	4.0 MILLIS	
											917.2	4.5 DN-R EVANSTON YL NA	
											918.4	1.2 ALMY JCT.	
											921.7	3.3 WYUTA	
											927.6	5.9 D WAHSATCH YL WH	
											932.6	5.0 OURVO	
											936.7	4.1 CASTLE ROCK	
											943.8	6.6 EMORY	
											947.9	4.6 BASKIN	
											952.7	4.8 DN ECHO YL HO	
											956.5	3.8 HENEFER	
											960.6	4.1 D DEVIL'S SLIDE ON	
											968.0	7.4 DN MORGAN WB	
											970.6	2.6 STODDARD	
											975.5	4.9 PETERSON	
											977.7	2.2 STRAWBERRY	
											980.1	2.4 GATEWAY	
											985.1	5.0 UINTAH	
											989.9	4.8 RIVERDALE YL	
											992.6	2.7 DN-R OGDEN YL OG	

(0.35) 51.8 (3.55) 44.8 (3.50) 45.8 (3.20) 52.7 (3.20) 52.7 (0.30) 60.4 (3.10) 55.5 (0.35) 51.8 (3.50) 45.8Thru Time.....
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 72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
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 For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION EASTWARD

Time-Table No. 23
October 30, 1955

FIRST CLASS

Mile Post	FIRST CLASS								
	12 Mail and Express	10 Streamliner Passenger	28 Passenger	104 Streamliner Passenger	102 Streamliner Passenger	106 Streamliner Passenger	108 Streamliner Passenger	18 Passenger	6 Mail and Express

STATIONS

STATIONS	Mile Post	12	10	28	104	102	106	108	18	6
DN-BGREEN RIVERTLGR	817.0	A 9.45AM	A10.15AM	A10.45AM	A12.30PM	A12.55PM	A 1.00PM	A 6.05PM	A11.45PM	A12.20AM
RIVIEW	821.1	9.38	10.08	10.35	12.20	12.45	12.53	5.57	11.37	12.14
PERU	824.9	9.33	10.04	10.31	12.16	12.41	12.48	5.53	11.33	12.10
BRYAN	830.2	9.27	9.59	10.26	12.11	12.36	12.43	5.48	11.27	12.04AM
WESTVAOO	887.8	9.20	9.52	10.19	12.05PM	12.30	12.36	5.42	11.20	11.57PM
DN GRANGER YL GN	947.2	f 9.10AM	9.43	10.10	11.57AM	12.22	12.27PM	5.34	11.10PM	11.48
VERNE	854.0		9.36	10.03	11.51	12.16		5.26		11.41
CHURCH BUTTES	868.7		9.32	9.58	11.47	12.12		5.22		11.36
HAMPTON	865.9		9.26	9.51	11.42	12.07		5.17		11.29
ELKHURST	869.7		9.23	9.47	11.39	12.04PM		5.14		11.25
DN CARTER YL Q	875.4		9.17	9.41	11.34	11.59AM		5.09	s11.19	
ANTELOPE	880.9		9.12	9.35	11.29	11.54		5.04		11.13
BRIDGER	885.6		9.08	9.30	11.24	11.49		4.59		11.08
LEBOY	890.5		9.02	9.26	11.19	11.44		4.54		11.03
RAGAN	894.8		8.59	9.22	11.15	11.40		4.50		10.58
SPRING VALLEY	897.6		8.56	9.19	11.13	11.38		4.48		10.55
ASPEN	901.8		8.52	9.16	11.09	11.34		4.44		10.51
D ALTAMONT AP	908.6		8.46	9.10	11.04	11.29		4.39		10.45
KNIGHT	908.7		8.39	9.03	10.59	11.24		4.33		10.38
MILLIS	912.7		8.34	8.57	10.55	11.20		4.28		10.32
DN-B EVANSTON YL NA	917.2		8.28	8.50	s10.49	s11.14		s 4.21		10.25
ALMY JCT.	918.4		8.24	8.45						10.20
WYUTA	921.7		8.17	8.37	10.40	11.05		4.13		10.14
D WAHSA TOH YL WH	927.6		8.11	8.31	10.35	11.00		4.08		10.08
CURVO	932.6		8.02	8.22	10.28	10.53		4.01		9.57
CASTLE ROCK	936.7		7.56	8.16	10.22	10.47		3.55		9.51
EMORY	943.8		7.46	8.06	10.13	10.38		3.47		9.41
BASKIN	947.9									
DN ECHO YL HO	952.7		7.34	7.51	10.00	10.25		3.34		9.25
HENEFER	956.5		7.29	7.46	9.56	10.21		3.30		9.20
D DEVIL'S SLIDE ON	960.6		7.24	7.41	9.52	10.17		3.26		9.15
DN MORGAN WB	968.0		7.16	7.32	9.45	10.10		3.19		9.06
STODDARD	970.6									
PETERSON	975.5		7.09	7.25	9.39	10.04		3.13		8.58
STRAWBERRY	977.7									
GATEWAY	980.1		7.02	7.19	9.34	9.59		3.08		8.50
UINTAH	985.1		6.56	7.12	9.26	9.51		3.01		8.43
RIVERDALE YL	989.9									
DN-B OGDEN YL OG	992.6		6.45AM	7.00AM	9.15AM	9.40AM		2.50PM		8.30PM

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (0.35) (3.30) (3.45) (3.15) (3.15) (0.33) (3.15) (0.35) (3.50)
Average speed per hour..... 51.8 50.2 46.8 54.0 54.0 54.9 54.0 51.8 45.8

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

FOURTH SUBDIVISION EASTWARD

Time-Table No. 23
October 30, 1955

SECOND CLASS

Mile Post	254	264	226	262							Car Capacity of Stages, etc. See Rule 6 (A), page 27.
	Time Freight	Time Freight	Local Freight	Time Freight							

STATIONS

STATIONS	Mile Post	254	264	226	262							Car Capacity of Stages, etc. See Rule 6 (A), page 27.	
DN-BGREEN RIVERTLGR	817.0	A 8.00AM	A 8.05AM		A 9.50PM								DRCOPTW XZY
RIVIEW	821.1												WS 56 PX
PERU	824.9												CS 79 P
BRYAN	830.2												CS 120 P
WESTVAOO	887.8												CS 113 P
DN GRANGER YL GN	947.2		6.20AM		7.30PM								WS94 IPWXY ES 120 RCS
VERNE	854.0												CS 120 P
CHURCH BUTTES	868.7												CS 99 P
HAMPTON	865.9												CS 99 P
ELKHURST	869.7												CS 90 P
DN CARTER YL Q	875.4												CS 130 CPW
ANTELOPE	880.9												CS 98 P
BRIDGER	885.6												CS 126 P
LEBOY	890.5												WS 78 CS 72 PW
RAGAN	894.8												WS 60 PX
SPRING VALLEY	897.6												CS 122 P
ASPEN	901.8												ES 47 X
D ALTAMONT AP	908.6												ES 117 PX
KNIGHT	908.7												ES 64 PX
MILLIS	912.7												CS 113 P
DN-B EVANSTON YL NA	917.2												PTWXYZC
ALMY JCT.	918.4												
WYUTA	921.7												CS 120 P
D WAHSA TOH YL WH	927.6												CS 85 PWY
CURVO	932.6												P
CASTLE ROCK	936.7												WS 113-59 ES 96 PW
EMORY	943.8												CS 120 PX
BASKIN	947.9												
DN ECHO YL HO	952.7			A 9.05AM									WS 114 CS120 ES 101 CPTW
HENEFER	956.5			f 8.55									CS 113 P
D DEVIL'S SLIDE ON	960.6			s 8.45									CS 113 P
DN MORGAN WB	968.0			s 8.30									CS 115 PW
STODDARD	970.6												
PETERSON	975.5			f 8.10									WS 113 CS 113 P
STRAWBERRY	977.7												P
GATEWAY	980.1				8.00								PW
UINTAH	985.1			f 7.50									WS 47 ES 57 P
RIVERDALE YL	989.9												X
DN-B OGDEN YL OG	992.6	1.00AM		7.35AM									DRCOPTWYZ

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (7.00) (1.45) (1.30) (3.20)
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).
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 Fourth Subdivision.
Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Parkdale Jct.	Time-Table No. 23 October 30, 1955		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	YL	0.0
	1.9	PURITAN		1.9
	3.1	END OF TRACK		3.1

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Lionkol Jct.	Time-Table No. 23 October 30, 1955		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION		0.0
	2.0	LIONKOL		2.0
	2.5	END OF TRACK		2.5

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Stansbury Jct.	Time-Table No. 23 October 30, 1955		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION		0.0
	1.9	STANSBURY MINE		1.9
	2.1	END OF TRACK		2.1

WESTWARD—Dines Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Hay	Time-Table No. 23 October 30, 1955		Mile Post
		STATIONS		
	0.0	HAY		0.0
	1.6	DINES		1.6
	1.9	END OF TRACK		1.9

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	SECOND CLASS 226	Distance from Echo	Time-Table No. 23 October 30, 1955		Mile Post	SECOND CLASS 225			
			STATIONS						
WS120CS120 ES101CPTW	Local Freight		9.15AM	0.0	DN-B	ECHO	YL HO	0.0	A 2.10PM
18	Daily Except Sunday	5.7	9.45	5.7	D	COALVILLE	YL VE	5.7	1.45
16		18.4	10.20	18.4		WANSHIP		18.4	1.10
12		20.8	10.50	20.8		ATKINSON		20.8	12.40
16	PW	24.5	11.07	24.5		KEETLEY JCT.	YL	24.5	12.20
3		26.0		26.0		BEGGS SPUR		26.0	
47		27.2		27.2		BROADWATER SPUR		27.2	
PWY	AW	28.4	11.30AM	28.4	D-B	PARK CITY	YL KD	28.4	12.01PM

(2.15) Thru Time (2.09)
12.6 Average speed per hour 13.0

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 27.	Distance from Keetley Jct.	Time-Table No. 23 October 30, 1955		Mile Post
		STATIONS		
	0.0	KEETLEY JCT.	YL	0.0
	5.2	KEETLEY	YL	5.2
	7.0	CRANMER	YL	7.0

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

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 20
Inspection bus cars.		40	40	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
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
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 air-dump cars.			35
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 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 yard switch locomotives in road service.		35	35	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
Diesel locomotives running light, dynamic brake not in operation.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
7000 and 7800 class engines.		75	50	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
3800 and 3900 class engines.		60	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 10 15 10
5000 and 9000 class engines.		50	50	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch	20	20	20
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				
When more than 50% of the tonnage is gravel.			40				

FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
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
Between Mile Posts— Denver Yard 0.4 and 0.7 westward track.	30	30	25	Cheyenne Side 97.73 and 97.76	30	30	20
1.7 and 1.8 westward track.	20	20	25	Borie Side 97.73 and 97.76	30	30	20
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				
SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Cheyenne to Dale, No. 3 track	60	60	50	Light Engines.			40
Dale to Cheyenne, No. 3 track	60	60	50	4000 class engines.		45	40
West Speer to Cheyenne, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	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	10
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Cheyenne, No. 1 and 2 tracks	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	
Buford to Granite, No. 1 and 2 tracks	70	60	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	60	50	40	Laramie			
518.8 and 519.1	60	50	40	ON NO. 2 TRACK Hermosa 563.6 and 550.0	70	60	40
Borie 522.1 and 522.3	60	50	40	550.0 and 549.3	50	40	30
523.3 and 523.6	60	50	40	Laramie			
524.5 and 525.6	60	50	40				
Granite 528.7 and 529.5	55	45	35				
530.0 and 530.2	50	40	30				
530.2 and 535.1	60	50	40				
535.6 and 537.5	50	40	30				
537.9 and 545.1	55	45	35				
Hermosa Tunnel	50	40	30				
547.0 and 548.1	55	45	35				
Hermosa							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
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	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				ON EASTWARD TRACK			
Between Mile Posts— Laramie 566.8 and 567.2				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	60	50	40	Kanda 807.8 and 807.5	55	50	40
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	40	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	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 741.5	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)

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

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston Evanston and Ogden	90 79	80 75	50 50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
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 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6	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			
Wyuta 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	Uintah 984.8 and 984.4	60	50	40
Castle Rock 937.0 and 939.4	50	40	35	Gateway 983.5 and 981.0	40	35	30
941.1 and 941.9	55	45	40	981.0 and 980.7	35	35	30
Emory 942.9 and 945.5	50	40	35	980.7 and 978.7	40	35	30
946.9 and 951.1	50	40	35	Strawberry 977.3 and 977.0	60	50	45
952.1 and 952.5	35	30	25	976.1 and 974.1	55	45	35
Echo 953.3 and 954.1	60	50	25	Peterson 972.6 and 972.4	75	65	50
954.2 and 954.5	55	50	45	Morgan 967.8 and 967.2	60	50	40
Henefer 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	Devils Slide 959.5 and 958.1	70	60	45
967.2 and 967.8	60	50	40	Henefer 954.5 and 954.2	55	50	45
Stoddard 972.4 and 972.6	75	65	50	954.1 and 953.3	60	50	25
974.1 and 976.1	50	45	35	Echo 952.5 and 952.1	35	30	25
977.0 and 977.3	60	50	45	951.1 and 946.9	50	40	35
Strawberry 978.7 and 980.7	40	35	30	945.5 and 942.9	50	40	35
980.7 and 981.0	35	35	30	Emory 941.6 and 940.9	55	45	40
981.0 and 983.7	40	35	30	939.1 and 929.2	55	45	35
Uintah 985.5 and 985.8	70	60	50	Curvo 928.8 and 927.6	50	40	25
986.7 and 987.0	65	60	50	Wahsatch 927.6 and 927.4	30	25	25
987.9 and 989.0	65	55	45	927.4 and 926.5	60	50	25
Ogden				926.2 and 925.9	65	55	40
				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.	Frt.		Psgr.	Frt.
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

Boulder Branch Maximum Speed	25	Encampment Branch Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10 10
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.	15	Pleasant Valley Branch	15
Between Parkdale Jct. and Erie	15	Puritan Branch	15
Valmont Spur, M. P. 1, over C. & S. crossing	10	Lionkol Branch	10
Dent Branch: Maximum speed.	60	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	Branches not otherwise shown.	15
3900, 5000 and 9000 class and Mallet type engines.	40	Stansbury Spur	5
Freight engines not otherwise shown.	50	Spurs not otherwise shown.	10
Trains handling outfit cars.	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.	6
Between Mile Posts— Quimby 10.0 and 10.6	50	Park City Branch Maximum Speed	25
11.6 and 12.0	50	Trains handling outfit cars.	20
East Lake 14.3 and 14.6	50	Between Mile Posts— 0.0 and 4.3	15
St. Vrain 21.5 and 21.9	40	5.1 and 5.2	15
Frederick 25.6 and 25.8	40	13.2 and 13.5	15
Gowanda 37.9 and 38.0	50	14.8 and 21.0	15
Wild Cat 40.4 and 40.5	50	24.0 and 24.1	15
Fort Collins Branch Between Dent and Fort Collins.	30	25.1 and 25.2	15
Between Fort Collins and Buckeye.	25	26.3 and 28.4	15
Trains handling outfit cars	20	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	Ontario Branch	15
Fort Collins, within city limits.	15	Cranmer spur, between Keetley and end of track.	10
Fort Collins, over east cross-over switch.	5		
Greeley Branch	15		
Coalmont Branch Maximum speed.	20		
Between Mile Posts— 36 and 79	10		

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

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

- The following letters placed in columns provided in time-table indicate:
 C—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
- 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. B. Bennett	Surgeon	Evanston, Wyo.
J. S. Benwell	District Surgeon	Denver, Colo.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	P. M. Humphrey	Surgeon	Fort Collins, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	R. E. Woodward	Surgeon	Fort Morgan, Colo.
J. W. Wells	Surgeon	Brighton, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
G. W. Marbry	Aurist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. J. Parker	Surgeon	Coalville, Utah	B. J. Sullivan	Surgeon	Laramie, Wyo.
J. H. Bechtold	Surgeon	Denver, Colo.	R. C. Stocks	Physician	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	Leo W. Benson	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	LaMar Rogers	Physician	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	Dan Oniki	Surgeon	Park City, Utah
H. T. High	Surgeon	Devils Slide, Utah	R. B. Baker	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	R. D. Paul	Surgeon	Rawlins, Wyo.
Blair Liddell	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
			R. A. Corbett	Surgeon	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
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	Switchmen's Locker Room
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
Fort Collins	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		
Laramie	Engine Dispatcher's Office		