

UNION PACIFIC RAILROAD COMPANY
Eastern District



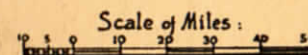
WYOMING DIVISION
TIME-TABLE
No. 25

Effective Sunday,
September 23, 1956
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY 1, 1953



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

FIRST CLASS											Distance from Council Bluffs	Time-Table No. 25 September 23, 1956	
11	27	9	17	7	5	103	101	105	111			STATIONS	
Mail and Express	Mail and Express	Stream-liner Passenger	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				
					9.20					0.0	CO. BLUFFS		
	10.30			10.05	9.55	3.10	2.55	1.10	12.55	2.8	OMAHA		
	1.30			1.05	12.40	5.10	4.55	3.15	3.00	146.9	GRAND ISLAND		
	4.15 3.30			3.35 2.45	2.55 2.05	6.55 6.00	6.40 5.45	5.05 4.10	4.50 3.55	284.1	C.T. NORTH PLATTE M.T.		
									5.10	365.3	JULESBURG		
	5.45			4.57	4.12	7.44	7.29	5.53		407.5	SIDNEY		
		9.40	8.30								KANSAS CITY		
		8.05 8.35	6.30 7.00						8.30	562.5	DENVER		
	8.00 8.30			7.00 7.15	6.05 6.20	9.30 9.40	9.15 9.25	7.35 7.45		509.5	CHEYENNE		
	10.10	11.55	10.20	9.00	8.05	11.01	10.46	9.10		566.0	LARAMIE		
	12.30	1.54	12.35	11.45	10.45	12.56	12.41	11.05		682.8	RAWLINS		
	3.35 4.05	4.20 4.40	3.00 3.45	2.30 3.15	1.30 2.00	3.15 3.25	3.00 3.10	1.25 1.35	5.00	817.0	GREEN RIVER		
	5.35		4.20					2.05		847.2	GRANGER		
	8.45	8.30		7.00	5.50	6.45	6.30			992.6	OGDEN		

(0.35) (23.15) (23.50) (20.50) (21.55) (20.55) (16.35) (16.35) (13.55) (8.35) Thru Time From Omaha
 51.5 42.6 51.3 56.2 45.3 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.
 R. W. HOLLAND, Asst. Superintendent Safety and Courtesy Cheyenne, Wyo.
 C. T. ALFORD, Asst. Superintendent..... Denver, Colo.
 O. F. WILLINS, Acting Terminal Superintendent..... Denver, Colo.
 J. C. JOCHIM, Trainmaster..... Denver, Colo.
 M. L. MASON, Terminal Superintendent..... Laramie, Wyo.
 J. R. JOHNSON, 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
 C. T. ARMSTRONG, Master Mechanic..... Cheyenne, Wyo.
 R. F. WEISS, Master Mechanic..... Kansas City, Mo.
 D. P. CLIFFORD, Road Foreman of Engines..... Cheyenne, Wyo.
 R. S. AMES, Road Foreman of Engines..... Laramie, Wyo.
 G. L. LIEBAU, Road Foreman of Engines..... Laramie, Wyo.
 C. H. JOHNSON, Road Foreman of Engines..... Rawlins, Wyo.
 C. G. ROTE, Road Foreman of Engines..... Laramie, 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..... 372.40
 Total..... 1000.63

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 25 September 23, 1956		FIRST CLASS															
Mile Post	STATIONS	112	12	10	28	104	102	106	18	6	8						
		Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger						
0.0	CO. BLUFFS										6.10						
2.8	OMAHA	12.30			6.45	2.30	2.50	3.05		5.25	7.00						
146.9	GRAND ISLAND	10.26			3.50	12.20	12.40	12.55		2.50	4.10						
284.1	NORTH PLATTE	8.39 7.34			12.45 11.15	10.28 9.23	10.48 9.43	11.03 9.58		12.25 11.15	1.25 12.15						
365.3	JULESBURG	6.27															
407.5	SIDNEY				9.10	7.42	8.02	8.17		9.17	10.05						
.....	KANSAS CITY			7.05						10.30							
562.5	DENVER	3.30		6.40 6.05						9.15 8.45							
509.5	CHEYENNE				7.15 6.00	6.20 6.10	6.40 6.30	6.55 6.45		7.35 7.15	8.15 8.00						
546.0	LARAMIE			2.38	4.35	4.50	5.12	5.25	5.25	5.45	6.20						
682.8	RAWLINS				12.45	2.05	2.55	3.25	3.35	3.10	3.25	3.40					
817.0	GREEN RIVER			10.00	10.25 10.15	11.15 10.45	12.35 12.25	1.05 12.55	1.15 1.00	12.35 11.45	12.45 12.20	1.00 12.35					
847.2	GRANGER			9.25					12.27	11.10							
992.6	OGDEN				6.45	7.00	9.10	9.40		8.30	8.45						
(992.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						

Thru Time From Omaha..... (8.00) (0.35) (23.20) (22.45) (16.20) (16.10) (13.38) (22.20) (19.55) (21.15)
 Average speed per hour..... 70.0 51.8 52.2 44.9 60.6 61.2 61.9 47.9 49.7 46.8

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.	334	Any Station.....	Cheyenne or beyond.	
17	Rock Springs..... Rock River..... Medicine Bow..... Sinclair..... Wamsutter.....	Denver or east.					

WESTWARD

FIRST SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	SECOND CLASS		FIRST CLASS						Distance from Denver	Time-Table No. 25	
	370	250	17	10	112	8	18	9		September 23, 1956	
	Mixed	Time Freight	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger		STATIONS	
YIP	8.15PM		7 00PM	6.40PM	3.30PM	12.50PM	9.15AM	8.35AM	0.0	DN-R DENVER YL UD	
									0.6	23RD STREET YL	
ZP	8.55	6.10PM	7.04	6.44	3.34	12.54	9.19	8.39	1.7	DN-R 35TH ST. YL RA	
DWCOTYZP	A 9.01PM	6.13	7 05	A 6.45PM	3.35	A 12.55PM	A 9.20AM	8.40	2.2	PULLMAN YL	
									4.9	O. B. & Q. CROSSING	
IP		6.20	7.09		3.39			8.44	5.0	SAND CREEK JCT. YL	
7									6.0	ADAMS	
95 P		6.26	7.13		3.42			8.48	8.1	DUPONT	
23									9.9	ROLLA	
87 P		6.31	7.16		3.44			8.51	11.8	HAZELTINE	
83 P		6.36	7.19		3.46			8.54	14.1	HENDERSON	
23									16.0	NORTHWAY	
91 WYZP		6.43	7.24		3.51			8.59	19.1	DN BRIGHTON YL BI	
81 P									22.8	POWARS	
94 P		6.52	7.31		3.57			9.06	25.8	D LUPTON UP	
58 P		6.58	7.35		4.01			9.10	30.1	IONE	
95 P		7.04	7.40		4.05			9.15	34.8	D PLATTEVILLE PA	
24									36.2	VASQUEZ	
43 P									37.8	HOUSTON	
119 P		7.11	7.46		4.09			9.21	40.0	D GILCREST GI	
24 P									42.4	PECKHAM	
24									43.2	HAMBERT	
192 WCTYPO		A 7.20PM	7.52		A 4.15PM			9.27	45.1	DN-R LA SALLE YL DY	
90 P			7.55					9.30	48.2	EVANS	
247 WYZP			8.03					9.38	51.7	DN GREELEY YL HG	
YP									54.0	GREELEY JCT.	
81 P			8.08					9.43	55.8	D LUERNE O	
80 P			8.12					9.47	59.2	D EATON YL UR	
I									59.8	G. W. CROSSING	
95 P			8.16					9.51	63.0	D AULT A	
23									64.9	STAGE	
94 WYP			8.20					9.55	66.8	D PIEROE BU	
52 P			8.26					10.01	71.9	NUNN	
96 P			8.32					10.07	77.0	DOVER	
51 P			8.37					10.12	81.9	DECKER	
94 WQYP		A 8.44PM						A 10.19AM	86.0	DN CARR OR	
									(86.0)		

Time-Table No. 25
September 23, 1956

STATIONS

DN-R DENVER YL UD	0.0	Double Track
23RD STREET YL	0.6	
DN-R 35TH ST. YL RA	1.7	Double Track
PULLMAN YL	2.2	
O. B. & Q. CROSSING	4.9	Double Track
SAND CREEK JCT. YL	5.0	
ADAMS	6.0	Double Track
DUPONT	8.1	
ROLLA	9.9	Double Track
HAZELTINE	11.8	
HENDERSON	14.1	Double Track
NORTHWAY	16.0	
DN BRIGHTON YL BI	19.1	Double Track
POWARS	22.8	
D LUPTON UP	25.8	Double Track
IONE	30.1	
D PLATTEVILLE PA	34.8	Double Track
VASQUEZ	36.2	
HOUSTON	37.8	Double Track
D GILCREST GI	40.0	
PECKHAM	42.4	Double Track
HAMBERT	43.2	
DN-R LA SALLE YL DY	45.1	Double Track
EVANS	48.2	
DN GREELEY YL HG	51.7	Double Track
GREELEY JCT.	54.0	
D LUERNE O	55.8	Double Track
D EATON YL UR	59.2	
G. W. CROSSING	59.8	Double Track
D AULT A	63.0	
STAGE	64.9	Double Track
D PIEROE BU	66.8	
NUNN	71.9	Double Track
DOVER	77.0	
DECKER	81.9	Double Track
DN CARR OR	86.0	

BLOCK SIGNALS

(0.46)	(1.10)	(1.44)	(0.05)	(0.45)	(0.05)	(0.05)	(1.44) Thru Time
2.9	38.1	49.6	26.4	61.4	26.4	26.4	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

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	FIRST CLASS						SECOND CLASS		Distance from Denver	Time-Table No. 25	
	9	7	111	18	10	17	369	334		September 23, 1956	
	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Mixed	Mixed		STATIONS	
YIP									0.0	DN-R DENVER YL UD	
									0.6	23RD STREET YL	
ZP									1.7	DN-R 35TH ST. YL RA	
DWCOTYZP									2.2	PULLMAN YL	
									4.9	O. B. & Q. CROSSING	
IP									5.0	SAND CREEK JCT. YL	
7									6.0	ADAMS	
95 P									8.1	DUPONT	
23									9.9	ROLLA	
87 P									11.8	HAZELTINE	
83 P									14.1	HENDERSON	
23									16.0	NORTHWAY	
91 WYZP									19.1	DN BRIGHTON YL BI	
81 P									22.8	POWARS	
94 P									25.8	D LUPTON UP	
58 P									30.1	IONE	
95 P									34.8	D PLATTEVILLE PA	
24									36.2	VASQUEZ	
43 P									37.8	HOUSTON	
119 P									40.0	D GILCREST GI	
24 P									42.4	PECKHAM	
24									43.2	HAMBERT	
192 WCTYPO									45.1	DN-R LA SALLE YL DY	
90 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	
95 P									63.0	D AULT A	
23									64.9	STAGE	
94 WYP									66.8	D PIEROE BU	
52 P									71.9	NUNN	
96 P									77.0	DOVER	
51 P									81.9	DECKER	
94 WQYP									86.0	DN CARR OR	
									(86.0)		

Time-Table No. 25
September 23, 1956

STATIONS

DN-R DENVER YL UD	0.0	Double Track
23RD STREET YL	0.6	
DN-R 35TH ST. YL RA	1.7	Double Track
PULLMAN YL	2.2	
O. B. & Q. CROSSING	4.9	Double Track
SAND CREEK JCT. YL	5.0	
ADAMS	6.0	Double Track
DUPONT	8.1	
ROLLA	9.9	Double Track
HAZELTINE	11.8	
HENDERSON	14.1	Double Track
NORTHWAY	16.0	
DN BRIGHTON YL BI	19.1	Double Track
POWARS	22.8	
D LUPTON UP	25.8	Double Track
IONE	30.1	
D PLATTEVILLE PA	34.8	Double Track
VASQUEZ	36.2	
HOUSTON	37.8	Double Track
D GILCREST GI	40.0	
PECKHAM	42.4	Double Track
HAMBERT	43.2	
DN-R LA SALLE YL DY	45.1	Double Track
EVANS	48.2	
DN GREELEY YL HG	51.7	Double Track
GREELEY JCT.	54.0	
D LUERNE O	55.8	Double Track
D EATON YL UR	59.2	
G. W. CROSSING	59.8	Double Track
D AULT A	63.0	
STAGE	64.9	Double Track
D PIEROE BU	66.8	
NUNN	71.9	Double Track
DOVER	77.0	
DECKER	81.9	Double Track
DN CARR OR	86.0	

BLOCK SIGNALS

(0.20)	(0.09)	(0.58)	(1.51)	(1.54)	(0.22)	(0.30)	(3.06) Thru Time
6.1	14.7	49.4	46.5	45.3	6.0	4.4	27.7 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 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 Seating, etc. See Rule 6 (A), page 23.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 25	
	334	17	7	5	9	103	101	27	105		September 23, 1956	
	Mixed	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger		STATIONS	
DFWCO TYPZX	7.45PM					9.40AM	9.25AM	8.30AM	7.45AM	509.5	DN-B CHEYENNE N OY YL	
IF										510.8	DN TOWER A AY	
138 XWP	A 8.10PM	9.01PM			10.36AM					519.0	SPEER	
132 WP										525.8	EMKAY	
137 P										534.2	LYNOH	
143 CWP										542.7	HARRIMAN	
124										548.5	PERKINS	
131 P												
109 XP										519.1	BORIE	
22										528.6	GRANITE	
88 XWP										536.6	BUFORD	
123 WP										540.4	SHERMAN	
YP												
WXP										554.8	DALE	
132 P										544.8	HERMOSA	
136 WP										547.9	RED BUTTES	
										556.8		
104 WP										554.0	COLORES	
284 P										568.0	FORELLE	
DFWCO TYPZX	A 10.15PM	A 8.50PM	A 7.55PM	A 11.50AM	A 11.00AM	A 10.45AM	A 10.00AM	A 9.09AM	A 9.09AM	566.0	DN-E LARAMIE YLK-KI	
											(56.5)	
	(0.25) 18.5	(1.14) 45.8	(1.35) 35.7	(1.35) 35.7	(1.14) 45.8	(1.20) 42.4	(1.20) 42.4	(1.30) 37.7	(1.24) 40.4			

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

WESTWARD BORIE SUBDIVISION

Car Capacity of Seating, etc. See Rule 6 (A), page 23.	FIRST CLASS				Distance from Denver	Time-Table No. 25	
	17	9				September 23, 1956	
	Passenger	Streamliner Passenger				STATIONS	
94 WOYP					88.0	DN CARR OR	
97 P					90.4	WARREN	
88 P					94.4	GLEASON	
138 XWP	A 9.01PM	A 10.36AM			98.0	SPEER	
P					108.8	BORIE	
						(17.3)	
	(0.17) 42.4	(0.17) 42.4					

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

SECOND SUBDIVISION EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), page 23.	FIRST CLASS									Distance from Council Bluffs	Time-Table No. 25	
	18	6	8	10	28	104	102	106	September 23, 1956			
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	STATIONS			
DFWCO TYPZX						6.10PM	6.30PM	6.45PM		509.5	DN-B CHEYENNE N OY YL	
IF										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										548.5	PERKINS	
131 P												
109 XP										519.1	BORIE	
22										528.6	GRANITE	
88 XWP										536.6	BUFORD	
123 WP										540.4	SHERMAN	
YP												
WXP										554.8	DALE	
132 P										544.8	HERMOSA	
136 WP										547.9	RED BUTTES	
										556.8		
104 WP										554.0	COLORES	
284 P										568.0	FORELLE	
DFWCO TYPZX	A 5.25AM	A 5.45AM	A 6.20AM	A 2.38PM	A 4.35PM	A 4.50PM	A 5.12PM	A 5.25PM	A 5.25PM	566.0	DN-B LARAMIE YLK-KI	
											(56.5)	
	(1.15) 45.3	(1.30) 37.7	(1.40) 33.9	(1.18) 43.5	(1.25) 39.9	(1.20) 42.4	(1.18) 43.5	(1.20) 42.4				

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

BORIE SUBDIVISION EASTWARD

Car Capacity of Seating, etc. See Rule 6 (A), page 23.	FIRST CLASS				Distance from Denver	Time-Table No. 25	
	18	10				September 23, 1956	
	Passenger	Streamliner Passenger				STATIONS	
94 WOYP					88.0	DN CARR OR	
97 P					90.4	WARREN	
88 P					94.4	GLEASON	
138 XWP	A 6.40AM	A 3.56PM			98.0	SPEER	
P					108.8	BORIE	
						(17.3)	
	(0.14) 51.4	(0.15) 48.0					

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

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Time-Table No. 25									Distance from Council Bluffs	
	September 23, 1956										
	STATIONS										
	11	9	27	103	101	105	17	7	5		
	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Mail and Express		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
0	DFOPTWXY	5.00PM	4.40PM	4.05PM	3.25PM	3.10PM	1.35PM	3.45AM	3.15AM	2.00AM	817.0
WS 56	PX	5.07	4.47	4.13	3.30	3.15	1.41	3.52	3.22	2.07	821.1
CS 79	P	5.12	4.52	4.17	3.34	3.19	1.45	3.57	3.27	2.12	824.9
CS 120	P	5.17	4.57	4.23	3.39	3.24	1.50	4.02	3.32	2.17	830.2
CS 113	P	5.24	5.03	4.34	3.45	3.30	1.56	4.09	3.39	2.24	837.8
WS 94	IPWXY	A 5.35PM	5.13	4.46	3.54	3.39	A 2.05PM	A 4.20AM	3.49	2.34	847.2
ES 120	RCS										
CS 120	P		5.20	4.53	4.00	3.45			3.56	2.41	854.0
CS 99	P		5.25	4.58	4.04	3.49			4.01	2.46	858.7
CS 99	P		5.31	5.06	4.10	3.55			4.08	2.53	865.9
CS 90	P		5.35	5.11	4.14	3.59			4.13	2.58	869.7
CS 120	PW		5.40	5.18	4.19	4.04			4.19	3.04	875.4
CS 98	P		5.45	5.23	4.25	4.10			4.24	3.09	880.9
CS 126	P		5.50	5.28	4.29	4.14			4.29	3.14	885.6
WS 78	PW		5.56	5.36	4.35	4.20			4.35	3.20	890.5
CS 72	PW		6.00	5.41	4.39	4.24			4.40	3.25	894.8
WS 66	PX		6.04	5.45	4.42	4.27			4.44	3.29	897.6
CS 122	P		6.09	5.51	4.46	4.31			4.49	3.34	901.8
ES 47	X		6.14	5.56	4.50	4.35			4.55	3.40	908.6
ES 117	PX		6.19	6.01	4.55	4.40			5.01	3.46	908.7
ES 84	PX		6.23	6.06	4.59	4.44			5.06	3.51	912.7
CS 118	P		6.30	6.15	4.56	4.51			5.13	3.58	917.2
PTWXYZC			6.35	6.25	5.06	4.51			5.18	4.03	918.4
CS 120	P		6.42	6.32	5.12	4.57			5.24	4.10	921.7
CS 85	PWY		6.48	6.40	5.18	5.03			5.30	4.17	927.6
CS 120	P		6.55	6.47	5.25	5.10			5.37	4.24	932.6
WS 113-59	PW		7.03	6.55	5.32	5.17			5.45	4.32	936.7
ES 96	PW		7.12	7.05	5.40	5.25			5.53	4.41	943.8
CS 120	PX										947.9
WS 114	CS120		7.25	7.29	5.52	5.37			6.05	4.53	952.7
ES 101	PTW										956.5
CS 113	P		7.30	7.36	5.56	5.41			6.10	4.58	960.6
CS 112	P		7.36	7.43	6.01	5.46			6.15	5.03	968.0
CS 115	PW		7.46	7.53	6.10	5.55			6.23	5.12	970.6
WS 113	P		7.55	8.03	6.18	6.03			6.31	5.20	975.5
CS 113	P										977.7
	PW		8.02	8.10	6.23	6.08			6.36	5.26	980.1
ES 87	P		8.09	8.20	6.31	6.16			6.44	5.33	985.1
CS 118	X										989.9
CDFOPTWYZ		A 8.30PM	A 8.45PM	A 6.45PM	A 6.30PM			A 7.00AM	A 5.50AM		992.6

Time-Table No. 25
September 23, 1956

STATIONS

- DN-R GREEN RIVER YL GR
- RIVIEW
- PERU
- BRYAN
- WESTVAO
- DN GRANGER YL GN
- VERNE
- OHUROH BUTTES
- HAMPTON
- ELKHURST
- DN CARTER Q
- ANTELOPE
- BRIDGER
- LEROY
- RAGAN
- SPRING VALLEY
- ASPEN
- D ALTAMONT AP
- KNIGHT
- MILLIS
- DN-R EVANSTON YL NA
- ALMY JCT.
- WYUTA
- DN WAHSATCH YL WH
- CURVO
- CASTLE ROCK
- EMORY
- BASKIN
- DN ECHO YL HO
- HENEFER
- D DEVIL'S SLIDE ON
- DN MORGAN WB
- STODDARD
- PETERSON
- STRAWBERRY
- GATEWAY
- UINTAH
- DN RIVERDALE YL RD
- DN-R OGDEN YL OG

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(175.6)

Thru 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.
No. 17 will stop at Granger daily except Sundays and Holidays to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 25
September 23, 1956

STATIONS

- DN-R GREEN RIVER YL GR
- RIVIEW
- PERU
- BRYAN
- WESTVAO
- DN GRANGER YL GN
- VERNE
- OHUROH BUTTES
- HAMPTON
- ELKHURST
- DN CARTER Q
- ANTELOPE
- BRIDGER
- LEROY
- RAGAN
- SPRING VALLEY
- ASPEN
- D ALTAMONT AP
- KNIGHT
- MILLIS
- DN-R EVANSTON YL NA
- ALMY JCT.
- WYUTA
- DN WAHSATCH YL WH
- CURVO
- CASTLE ROCK
- EMORY
- BASKIN
- DN ECHO YL HO
- HENEFER
- D DEVIL'S SLIDE ON
- DN MORGAN WB
- STODDARD
- PETERSON
- STRAWBERRY
- GATEWAY
- UINTAH
- DN RIVERDALE YL RD
- DN-R OGDEN YL OG

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(175.6)

Mile Post	Time-Table No. 25									Car Capacity of Sidings, etc. See Rule 6 (A), page 23.
	September 23, 1956									
	STATIONS									
	12	10	28	104	102	106	18	6	8	
	Mail and Express	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Mail and Express	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
817.0	A10.00AM	A10.15AM	A10.45AM	A12.25PM	A12.55PM	A 1.00PM	A11.45PM	A12.20AM	A12.35AM	DFOPTW XZY
821.1	9.53	10.05	10.35	12.15	12.45	12.53	11.35	12.11	12.26	WS 56 PX
824.9	9.48	10.01	10.31	12.11	12.41	12.48	11.31	12.07	12.22	CS 79 P
830.2	9.42	9.56	10.26	12.06PM	12.36	12.43	11.26	12.01AM	12.16	CS 120 P
837.8	9.35	9.50	10.19	11.59AM	12.30	12.36	11.19	11.55PM	12.10	CS 113 P
847.2	f 9.25AM	9.41	10.10	11.52	12.22	12.27PM	11.10PM	11.46	12.01AM	WS 94 IPWXY ES 120 RCS
854.0		9.35	10.03	11.46	12.16			11.39	11.54PM	CS 120 P
858.7		9.31	9.58	11.42	12.12			11.34	11.49	CS 99 P
865.9		9.25	9.51	11.37	12.07			11.27	11.42	CS 99 P
869.7		9.21	9.47	11.34	12.04PM			11.23	11.38	CS 90 P
875.4		9.16	9.41	11.29	11.59AM		s 11.17	11.32	11.46	CS 130 PW
880.9		9.11	9.35	11.24	11.54			11.11	11.26	CS 98 P
885.6		9.07	9.30	11.19	11.49			11.06	11.21	CS 126 P
890.5		9.02	9.26	11.15	11.44			11.01	11.16	WS 78 CS 72 PW
894.8		8.58	9.22	11.10	11.40			10.57	11.12	WS 66 PX
897.6		8.55	9.19	11.08	11.38			10.54	11.09	CS 122 P
901.8		8.51	9.16	11.04	11.34			10.50	11.05	ES 47 X
908.6		8.46	9.10	10.59	11.29			10.44	10.59	ES 117 PX
908.7		8.40	9.03	10.54	11.24			10.37	10.52	ES 64 PX
912.7		8.35	8.57	10.50	11.20			10.32	10.47	CS 113 P
917.2		8.29	8.50	s 10.44	s 11.14			10.25	10.40	PTWXYZC
918.4		8.24	8.45					10.20	10.35	
921.7		8.17	8.37	10.35	11.05			10.08	10.23	CS 120 P
927.6		8.11	8.31	10.30	11.00			10.02	10.17	CS 85 PWY
932.6		8.03	8.22	10.23	10.53			9.52	10.07	P
936.7		7.57	8.16	10.17	10.47			9.46	10.01	WS 113-59 ES 96 PW
943.8		7.48	8.06	10.08	10.38			9.37	9.52	CS 120 PX
947.9										P
952.7		7.35	7.51	9.55	10.25			9.22	9.37	WS 114 CS120 ES 101 PTW
956.5		7.31	7.46	9.51	10.21			9.17	9.32	CS 113 P
960.6		7.26	7.41	9.47	10.17			9.12	9.27	CS 113 P
968.0		7.17	7.32	9.40	10.10			9.03	9.18	CS 115 PW
970.6										
975.5		7.10	7.25	9.34	10.04			8.55	9.10	WS 113 CS 113 P
977.7										P
980.1		7.04	7.19	9.29	9.59			8.48	9.03	PW
985.1		6.56	7.12	9.21	9.51			8.42	8.57	ES 87 P
989.9										X
992.6		6.45AM	7.00AM	9.10AM	9.40AM			8.30PM	8.45PM	DFOPTWYZ

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

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		DENT BRANCH		EASTWARD	
SECOND CLASS		Time-Table No. 25		SECOND CLASS	
212		September 23, 1956		211	
Local Freight		Mile Post		Local Freight	
Daily Except Sunday		STATIONS		Daily Except Sunday	
IP			5.0		
15			8.2		
31			9.8		
36	P		18.8		
31	P		18.1		
65	IPWY		22.2		
			22.2		
42			24.3		
53	YP		26.1		
			27.8		
19	P		30.2		
31	P		34.6		
			38.3		
21	WYP		42.8	A	9.43AM
			50.6	A	9.30AM
					Daily Except Sunday

(0.30) Thru Time (0.13)
 18.6 Average speed per hour 36.0

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. At Dent No. 211 and No. 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD		Time-Table No. 25		SECOND CLASS	
211		September 23, 1956		212	
Local Freight		Mile Post		Local Freight	
Daily Except Sunday		STATIONS		Daily Except Sunday	
21	WYP	9.43AM	0.0		A 4.35PM
			1.7		f 4.30
			2.0		f 4.11
			7.3		f 4.07
			9.0		f 3.58
			9.1		f 3.53
			18.5		f 3.47
			16.4		f 3.35PM
			18.5		
			25.0		
			25.2		
			25.8		
			27.9		
			30.0		
			38.5		
			41.7		

(0.57) Thru Time (1.00)
 26.3 Average speed per hour 25.0

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. At Dent No. 211 and No. 212 need not go to depot. Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Boulder Branch—EASTWARD		Time-Table No. 25		SECOND CLASS	
221		September 23, 1956		222	
Mixed		Mile Post		Mixed	
Monday Wednesday Friday		STATIONS		Monday Wednesday Friday	
55	WYZP	0.0	DN-R	BRIGHTON	YL BI
				YOKALL	
				DICK	
				ST VRAINS	YL VS
				U. P. CROSSING	
				NATIONAL	
				STATE COAL MINE JCT. YL	
				PARKDALE JCT	YL
				ERIE	
				O. B. & G. CROSSING	
				TABOR	
				LEYNER	
				LIGGETT	
				VALMONT	YL
				O. & S. CROSSING	
				ARA	YL
				BOULDER	YL BR

..... Thru Time
 Average speed per hour

WESTWARD—Greeley Branch—EASTWARD		Time-Table No. 25		SECOND CLASS	
211		September 23, 1956		212	
Local Freight		Mile Post		Local Freight	
Daily Except Sunday		STATIONS		Daily Except Sunday	
247	WYZP	0.0	DN	GREELEY	YL HG
				GREELEY JCT.	YL
				CLOVERLY	
				ALDEN	
				GILL	GI
				MATTHEWS	
				BARNESVILLE	
				BRIGGSDALE	

WESTWARD—Pleasant Valley Branch—EASTWARD

Time-Table No. 25		September 23, 1956		SECOND CLASS	
211		Mile Post		222	
Mixed		STATIONS		Mixed	
34	YP	0.0		CLOVERLY	0.0
				LOWE	3.1
				GALETON	5.1

WESTWARD—Coalmont Branch—EASTWARD

SECOND CLASS		Time-Table No. 25		SECOND CLASS	
221		September 23, 1956		222	
Mixed		Mile Post		Mixed	
Monday Wednesday Friday		STATIONS		Monday Wednesday Friday	
DFPYZ	9.30AM	0.0		LARAMIE	N 0.0
				MILLER	V 14.5
				MILBROOK	S 17.8
				HATTON	F 21.3
				CENTENNIAL	G 29.7
				DEERWOOD	34.5
				SPRING CREEK	35.6
				ALBANY	MI 40.4
				LAKE	B 47.8
				FOX PARK	MS 54.6
				WYOOLO	H 63.9
				CAMP	HL 70.8
				KINGS CANON	LH 73.8
				NORTGATE	X 79.8
				COWDREY	83.5
				BROWNLEE	88.2
				WALDEN	U 92.2
				LABAND	100.7
				HEBRON	107.6
				COALMONT	111.1

(6.55) Thru Time (6.35)
 13.5 Average speed per hour 14.0

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

WESTWARD—Encampment Branch—EASTWARD		Time-Table No. 25		SECOND CLASS	
211		September 23, 1956		212	
Local Freight		Mile Post		Local Freight	
Daily Except Sunday		STATIONS		Daily Except Sunday	
			0.0	B	WALCOTT
			6.8		MEADS
			12.3		OVERLAND
			20.6		FISH HATCHERY
			24.1		SARATOGA
			27.8		DAHLSTROM
			29.7		DAVIS
			32.7		COW CREEK
			39.3		CANYON
			44.4	R	ENCAMPMENT

WESTWARD—Superior Branch—EASTWARD

Time-Table No. 25		September 23, 1956		SECOND CLASS	
211		Mile Post		222	
Mixed		STATIONS		Mixed	
IPY	0.0			THAYER JUNCTION	YL 0.0
WP	7.6	D		SUPERIOR	8U 7.6
	9.1			END OF TRACK	9.1

WESTWARD—South Pass Branch—EASTWARD

Time-Table No. 25		September 23, 1956		SECOND CLASS	
211		Mile Post		222	
Mixed		STATIONS		Mixed	
WN74 WCY	0.0	DN-R		ROCK SPRINGS	YL SG 0.0
ES86 XZP	8.4			LIONKOL JUNCTION	8.4
	5.5			RELIANCE JUNCTION	5.5
	7.9			STANSBURY JUNCTION	7.9
	9.5			WINTON JUNCTION	9.5

WESTWARD—Reliance Branch—EASTWARD

Time-Table No. 25		September 23, 1956		SECOND CLASS	
211		Mile Post		222	
Mixed		STATIONS		Mixed	
	0.0			RELIANCE JUNCTION	0.0
	1.7			RELIANCE MINE	1.7
	2.1			END OF TRACK	2.1

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Bldgs, etc. See Rule 6(A), Page 23.	Distance from Purdale Jct.	Time-Table No. 25 September 23, 1956		Mile Post
		STATIONS		
	0.0	PARKDALE JCT YL	0.0	
	1.9	PURITAN	1.9	
	3.1	END OF TRACK (3.1)	3.1	

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Bldgs, etc. See Rule 6(A), Page 23.	Distance from Lionkol Jct.	Time-Table No. 25 September 23, 1956		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 Bldgs, etc. See Rule 6(A), Page 23.	Distance from Stansbury Jct.	Time-Table No. 25 September 23, 1956		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—Park City Branch—EASTWARD

Car Capacity of Bldgs, etc. See Rule 6(A), Page 23.	Distance from Echo	Time-Table No. 25 September 23, 1956		Mile Post
		STATIONS		
WS120CS120 ES10IPTW	0.0	DN-R ECHO YL HO	0.0	
18 F	5.7	D COALVILLE YL VI	5.7	
16 F	13.4	WANSHIP	13.4	
12 F	20.8	ATKINSON	20.8	
16 PW	24.5	KEETLEY JCT. YL	24.5	
3	26.0	BEGGS SPUR	26.0	
47	27.2	BROADWATER SPUR	27.2	
PWY	28.4	D-R PARK CITY YL KD	28.4	
		(28.4)		

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Bldgs, etc. See Rule 6(A), Page 23.	Distance from Keetley Jct.	Time-Table No. 25 September 23, 1956		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.

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		

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
Gas turbine locomotives in road service.		50	50	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty. Trains with one Diesel unit handling ore between Echo and Ogden.			45 35
1500 class diesel locomotives in road service.	50	50	50	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
3800 and 3900 class engines.		60	50	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
5000 class engines.		50	50	When using other cross-overs or turn-outs: Steam engines; Forward movement. Back-up movement.	15 10	15 10	15 10
MacArthur type engines with 63-in. drivers.		55	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 57-in. drivers.		35	35	All wye tracks.	6	6	6
Consolidation and Ten-Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 class engines on any coal mine lead or track.			10				
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				
When more than 50% of the tonnage is gravel.			40				

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
Between Mile Posts— Denver Yard				Cheyenne Side 97.73 and 97.76	30	30	20
0.4 and 0.7 westward track.	30	30	25	Borie Side 97.73 and 97.76	30	30	20
1.7 and 1.8 westward track.	20	20	25				
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	5
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Buford, No. 1 and 2 tracks	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Buford to Granite, No. 1 and 2 tracks	70	60	30	Westward solid express trains, between M. P. 549.7 and 557.0		30	

ON NO. 3 TRACK				ON NO. 1 TRACK			
Between Mile Posts— Perkins 553.5 and 554.0	60	50	40	Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS				Laramie			
Between Mile Posts— Cheyenne 515.6 and 515.7	60	50	40	ON NO. 2 TRACK			
518.8 and 519.1	60	50	40	Hermosa 563.6 and 550.0	70	60	40
Borie				550.0 and 549.3	50	40	30
522.1 and 522.3	60	50	40	Laramie			
523.3 and 523.6	60	50	40				
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.	Frnt.		Str.	Psgr.	Frnt.
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	85	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
Wileox 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 741.6	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
Barter 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	50	40	25	Laramie			
Green River							

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. 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.	20	20	20
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 906.6 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 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	79	70	50	Bryan 828.4 and 827.9	70	60	50
Mills 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0 Green River	50	40	25

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	Strawberry 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	25	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	25
Stoddard 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
Strawberry 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 Ogden	65	55	45	926.2 and 925.9	65	55	40
				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9 Evanston	60	50	25

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
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. Vrains and Parkdale Jet. with 5000 class engines.	15	Pleasant Valley Branch	15	
Between Parkdale Jet. and Erie	15	Puritan Branch	15	
Valmont Spur, M. P. 1, over C. & S. crossing	10	Lionkol Branch	10	
Dent Branch: Maximum speed.	60	45	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	40	Branches not otherwise shown.	15
3900 and 5000 class and Mallet type engines.	40	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 and Stansbury Branches.	4
Westward Signal M-51, Sand Creek Jet. to paved road.	20	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; 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	40	Park City Branch Maximum Speed	25
11.6 and 12.0	50	40	Trains handling outfit cars.	20
East Lake 14.3 and 14.6	50	40	Between Mile Posts— 0.0 and 4.3	15
St. Vrains 21.5 and 21.9	40	25	5.1 and 5.2	15
Frederick 25.6 and 25.8	40	25	13.2 and 13.5	15
Gowanda 37.9 and 38.0	50	40	14.8 and 21.0	15
Wild Cat 40.4 and 40.5	50	40	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	R. N. Humphrey	Surgeon	Fort Collins, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	P. 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.
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.
R. I. Williams	Oculist and Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
G. L. Smith	Oculist and Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. J. Parker	Surgeon	Coalville, Utah	D. C. Barker	Physician	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	Leo W. Benson	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	Richard Nilsson	Physician	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	Dan Oniki	Surgeon	Park City, Utah
R. M. Maul	Surgeon	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. R. Anthony	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	R. D. Paul	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
Blair Liddell	Surgeon	Evanston, Wyo.	J. G. Wanner	Oculist and Aurist	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, 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
36th Street	Telegraph Office	Rawlins	Engine Dispatcher's Office
36th Street	Register Room	Rock Springs	Telegraph Office
Pullman	Yard Office	Rock Springs	Switchmen's Locker Room
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Train Dispatcher's Office
Brighton	Telegraph Office	Green River	Telegraph Office
La Salle	Telegraph Office	Green River	Engine Crew Dispatcher's Office
Greeley	Telegraph Office	Green River	Switchmen's Locker Room
Fort Collins	Telegraph Office	Evanston	Telegraph Office
Cheyenne	Dispatcher's Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Telegraph Office	Riverdale	"R. D." Telegraph Office
Cheyenne	Yard Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Engine Dispatcher's Office	Ogden	YD—21st St. Telegraph Office
Laramie	Yard Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Depot Telegraph Office	Ogden	Enginemen's Wash Room
Laramie	Engine Dispatcher's Office		