

UNION PACIFIC RAILROAD COMPANY
Eastern District



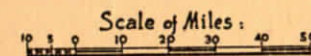
WYOMING DIVISION
TIME-TABLE
No. 38

Effective Sunday,
April 25, 1965
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY 1, 1959



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time Table No. 38 April 25, 1965										Distance from Council Bluffs	STATIONS
9	17	105	111	27	7	5	103				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
							9.55			0.0	OO. BLUFFS
										2.8	OMAHA
										146.9	GRAND ISLAND
										264.1	C.T. NORTH PLATTE M.T.
										365.3	JULESBURG
										407.5	SIDNEY
										407.5	KANSAS CITY
										562.5	DENVER
										809.5	CHEYENNE
										809.5	LARAMIE
										862.8	RAWLINS
										817.0	GREEN RIVER
										847.2	GRANGER
										992.6	OGDEN
										(992.6)	
											Thru Time From Omaha
											Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

C. B. LISHER
General Superintendent

- K. I. JONES, Superintendent.....Cheyenne, Wyo.
- S. D. GATCHELL, Asst. Superintendent.....Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent.....Cheyenne, Wyo.
- W. F. GRIFFIN, Asst. Supt. Safety and Courtesy..Cheyenne, Wyo.
- J. E. PETERSEN, Trainmaster.....Denver, Colo.
- R. W. HOPKINS, Terminal Superintendent.....Denver, Colo.
- W. C. STAMEY, Trainmaster.....Laramie, Wyo.
- H. H. BRANDT, Trainmaster.....Rawlins, Wyo.
- B. C. MURPHY, Trainmaster.....Green River, Wyo.
- E. A. RIGDON, Trainmaster.....Ogden, Utah
- C. T. ARMSTRONG, Master Mechanic.....Cheyenne, Wyo.
- R. J. DUNN, Master Mechanic.....Kansas City, Kan.
- C. G. ROTE, Road Foreman of Engines.....Laramie, Wyo.
- J. W. STONEBRAKER, Road Foreman of Engines..Rawlins, Wyo.
- D. W. KRAFCZIK, Road Foreman of Engines.....Evanston, Wyo.
- W. H. ALBERTS, Road Foreman of Engines.....Ogden, Utah
- D. MacDONALD, Division Engineer.....Cheyenne, Wyo.
- G. M. PICKERING, General Roadmaster.....Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
- J. E. ROWAN, Asst. Chief Train Dispatcher.....Denver, Colo.
- H. D. MEAD, 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.
- E. F. DEARDEN, Asst. Chief Train Dispatcher....Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

- W. E. HARDY, Chief Train Dispatcher.....Green River, Wyo.
- M. P. SPENCER, Asst. Chief Train Dispatcher..Green River, Wyo.
- N. PRITZA, Asst. Chief Train Dispatcher.....Green River, Wyo.

MILEAGE

Main Line.....	628.23
Branches.....	378.48
Total.....	1006.71

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time Table No. 38 April 25, 1965										Mile Post	STATIONS								
106	112	10	104	28	18	6	8												
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger												
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily												
										0.0	OO. BLUFFS								
										2.8	OMAHA								
										146.9	GRAND ISLAND								
										284.1	C.T. NORTH PLATTE M.T.								
										365.3	JULESBURG								
										407.5	SIDNEY								
										407.5	KANSAS CITY								
										562.5	DENVER								
										809.5	CHEYENNE								
										809.5	LARAMIE								
										862.8	RAWLINS								
										817.0	GREEN RIVER								
										847.2	GRANGER								
										992.6	OGDEN								
										(992.6)									
											Thru Time From Omaha								
											Average speed per hour								

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
7	Rock River..... Medicine Bow.... Hanna..... Sinclair..... Wamsutter..... Rock Springs....	Denver or east.	
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.
9	Rock Springs....	Denver or beyond	Revenue passengers for West of Ogden.
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.
105	Greeley.....		Pocatello or beyond.

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
8	Any station on Third Subdivision	Granger or beyond.	Denver or beyond.
10	Rock Springs....	Revenue passengers from West of Ogden.	Denver or beyond.
18	Any station on First Subdivision and Borie Sub-division.....	Granger or beyond.	Denver or beyond.

WESTWARD		FIRST SUBDIVISION							EASTWARD	
SECOND CLASS		FIRST CLASS								
Car Capacity of Seating, etc. See Rule 3 (A), page 25.	370	10	17	112	8	18	9	105	Distance from Denver	Time Table No. 38 April 25, 1965
	Mixed	Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
YIP	8.15PM	8.20PM	6.45PM	3.50PM	11.30AM	10.15AM	8.20AM	8.05AM	0.0	DN-B DENVER YL UD
D									0.6	23RD STREET YL
ZP									1.7	R 36TH ST. YL
DTYP	A 9.01PM	A 8.25PM	6.50	3.55	A 11.35AM	A 10.20AM	8.25	8.10	2.8	PULLMAN YL
									4.9	O. B. & Q. CROSSING
P			6.54	3.59			8.29	8.14	5.0	SAND CREEK JCT. YL
4 P									6.0	ADAMS
88 P									8.1	DUPONT
23 P									9.9	ROLLA
166 P									11.8	HAZELTINE
46 P									14.1	HENDERSON
22 P									16.0	NORTHWAY
166 YP									19.1	D BRIGHTON BI
22 P									22.8	POWARS
83 P									25.8	D LUPTON UP
									30.1	IONE
166 P									34.8	D PLATTEVILLE PA
24 P									36.2	VASQUEZ
113 P									40.0	D GILCREST GI
24 P									42.4	PECKHAM
20 P									48.2	HAMBERT
171 DYP			7.30	A 4.35PM			9.03	8.48	46.1	DN LA SALLE YL DY
P									48.2	EVANS
151 XYP			8 7.43				9.13	8.58	51.7	DN GREELEY YL HG
P									54.0	GREELEY JCT.
74 P									55.8	LUCERNE
71 P									59.2	D EATON YL UR
IP									59.8	G. W. CROSSING
166 P									63.0	D AULT A
18 P									64.9	STAGE
59 YP									66.8	PIERCE
166 P									71.9	NUNN
P									77.0	DOVER
153 P			A 8.23PM				A 9.55AM	A 9.35AM	86.0	CARR

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

(0.46)	(0.05)	(1.38)	(0.45)	(0.05)	(0.05)	(1.35)	(1.30)
2.9	26.4	52.6	61.4	26.4	26.4	54.3	57.3

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		FIRST CLASS							EASTWARD	
SECOND CLASS		FIRST CLASS								
Car Capacity of Seating, etc. See Rule 3 (A), page 25.	111	9	7	18	106	17	10	369	Distance from Denver	Time Table No. 38 April 25, 1965
	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Passenger	Passenger	Mixed		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
YIP	A 7.40AM	A 7.50AM	A 8.45AM	A 9.45AM	A 3.30PM	A 6.10PM	A 7.55PM	A 6.15PM	0.0	DN-B DENVER YL UD
D									0.6	23RD STREET YL
ZP									1.7	R 36TH ST. YL
DTYP	7.12	7.17AM	8.33AM	9.35	3.12	5.52PM	7.30	5.30PM	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
P	7.07			9.30	3.07		7.25		5.0	SAND CREEK JCT. YL
4 P									6.0	ADAMS
88 P									8.1	DUPONT
23 P									9.9	ROLLA
166 P									11.8	HAZELTINE
46 P									14.1	HENDERSON
22 P									16.0	NORTHWAY
166 YZP									19.1	D BRIGHTON BI
22 P									22.8	POWARS
33 P									25.8	D LUPTON UP
P									30.1	IONE
166 P									34.8	D PLATTEVILLE PA
24 P									36.2	VASQUEZ
113 P									40.0	D GILCREST GI
24 P									42.4	PECKHAM
20 P									48.2	HAMBERT
171 DYP	6.30AM			8.51	2.32		6.50		46.1	DN LA SALLE YL DY
P									48.2	EVANS
151 YZP				8.42	2.22		6.40		51.7	DN GREELEY YL HG
P									54.0	GREELEY JCT.
74 P									55.8	LUCERNE
71 P									59.2	D EATON YL UR
IP									59.8	G. W. CROSSING
166 P									63.0	D AULT A
18 P									64.9	STAGE
59 YP									66.8	PIERCE
166 P									71.9	NUNN
P									77.0	DOVER
153 P				8.05AM	1.47PM		6.08PM		86.0	CARR

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

(1.10)	(0.33)	(0.12)	(1.40)	(1.43)	(0.18)	(1.47)	(0.45)
39.5	4.0	11.0	51.6	50.1	7.3	48.2	2.9

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**FIRST CLASS****Time Table No. 38****April 25, 1965****STATIONS**

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Distance from Council Bluffs	Passenger								Block Signals
		7	5	9	105	103	27	18		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		9.20PM	7.45PM			9.30AM	8.55AM	7.35AM	509.5	DN-R CHEYENNE N OY
IP									510.8	1.8 DN TOWER A AY
132 XF			10.07AM	9.48AM				Δ7.48AM	519.0	SPEER 8.8
134 F									525.8	EMKAY 8.4
138 F									534.2	LYNOH 8.5
145 F									542.7	HARRIMAN 6.8
135									549.5	PERKINS 4.8
132 F										
109 XP									519.1	8.8 BORIE 9.5
22 XP									528.0	GRANITE 8.0
121 F									536.0	BUFORD 8.8
YP									540.4	SHERMAN 4.4
XP									554.8	DALE 8.1
131 F									547.9	HERMOSA 8.9
125 F									556.8	RED BUTTES 9.2
104 F									554.0	6.1 COLORES 9.0
285 F									563.0	FORELLE 8.0
DF TYP&X		A 10.45PM	A 9.15PM	A 11.10AM	A 10.54AM	A 10.49AM	A 10.25AM		566.0	DN-R LARAMIE YLK-KI

(1.25) (1.30) (1.03) (1.06) (1.19) (1.30) (0.13) Thru Time
38.7 37.7 53.8 51.2 43.0 37.7 43.8 Average speed per hour

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

WESTWARD BORIE SUBDIVISION**FIRST CLASS****Time Table No. 38****April 25, 1965****STATIONS**

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Distance from Denver	Passenger			Block Signals
		17	9	105	
		Daily	Daily	Daily	
		8.23PM	9.55AM	9.35AM	86.0
153 F					90.4
90 P					94.4
45 F					98.0
183 XP		A 8.39PM	A 10.07AM	A 9.48AM	103.3
F					

(0.16) (0.12) (0.13) Thru Time
45.0 60.0 55.4 Average speed per hour

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

SECOND SUBDIVISION EASTWARD**FIRST CLASS****Time Table No. 38****April 25, 1965****STATIONS**

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Distance from Council Bluffs	Passenger								Block Signals
		6	8	106	10	104	28	17		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
		A 6.30AM	A 7.00AM			A 6.15PM	A 6.45PM	A 8.50PM	509.5	DN-R CHEYENNE N OY
									510.8	1.8 DN TOWER A AY
				A 1.34PM	A 5.56PM				519.0	SPEER 8.8
									525.8	EMKAY 8.4
									534.2	LYNOH 8.5
									542.7	HARRIMAN 6.8
									549.5	PERKINS 4.8
									519.1	8.8 BORIE 9.5
									528.0	GRANITE 8.0
									536.0	BUFORD 8.8
									540.4	SHERMAN 4.4
									554.8	DALE 8.1
									547.9	HERMOSA 8.9
									556.8	RED BUTTES 9.2
									554.0	6.1 COLORES 9.0
									563.0	FORELLE 8.0
									566.0	DN-R LARAMIE YLK-KI

Thru Time..... (1.20) (1.20) (1.02) (1.06) (1.20) (1.20) (0.11)
Average speed per hour..... 42.4 42.4 54.0 60.6 42.4 42.4 51.8

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

BORIE SUBDIVISION EASTWARD**FIRST CLASS****Time Table No. 38****April 25, 1965****STATIONS**

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	Distance from Denver	Passenger			Block Signals
		18	106	10	
		Daily	Daily	Daily	
		A 8.05AM	A 1.47PM	A 6.08PM	86.0
					90.4
					94.4
					98.0
		7.48AM	1.34PM	5.56PM	103.3

(0.17) (0.13) (0.12) Thru Time
42.3 55.3 60.0 Average speed per hour

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Table with columns for Train No., Class, Date, Station, Time, and Car Capacity. Includes routes for classes 7, 5, 9, 105, and 103.

(4.40) (5.05) (4.00) (4.10) (4.00) Thru Time
53.8 49.0 62.8 60.2 62.8 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 conditional stops to discharge or pick up revenue passengers. - See Page 3.

Time Table No. 38

April 25, 1965

Distance from Council Bluffs

STATIONS

Vertical list of stations for the westward route, including Laramie, Howell, Wyoming, Bosler, etc.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(251.0)

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Table with columns for Train No., Class, Date, Station, Time, and Car Capacity. Includes routes for classes 6, 8, 106, 10, and 104.

Thru Time... (4.44) (4.40) (3.56) (4.00) (4.04)
Average speed per hour... 53.0 53.8 63.8 62.8 61.7

On single track, westward trains are superior to trains of the same class in the opposite direction. - See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 104 reduce speed to 40 miles per hour at Hanna to permit discharge of mail.
For conditional stops to discharge or pick up revenue passengers. - See Page 3.

WESTWARD		FOURTH SUBDIVISION						Distance from Council Bluffs	Time Table No. 38	
		FIRST CLASS							April 25, 1965	
		9	105	103	17	7	5		STATIONS	
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily			
DFPTXZY		3.35PM	3.15PM	3.00PM	4.30AM	4.05AM	2.50AM	817.0	DN-BARKEN RIVERTLGR	
WB 56 PX		3.40	3.20	3.07	4.37	4.12	2.57	821.1	4.1 RIVIEW	
CS 79 P		3.44	3.24	3.12	4.42	4.17	3.02	824.9	3.8 PERU	
CS 120 P		3.49	3.29	3.17	4.47	4.22	3.07	830.2	5.8 BRYAN	
X								834.1	3.9 STAUFFER	
CS 113 P		3.55	3.35	3.23	4.54	4.28	3.13	837.8	3.7 WESTVACO	
WB 94 IPXY		4.04	A 3.45PM	3.33	A 5.05AM	4.38	3.23	847.2	DN GRANGER GN	
CS 120 P		4.10		3.40		4.45	3.30	854.0	6.8 VERNE	
CS 99 P		4.14		3.45		4.50	3.35	858.7	4.7 OHURCH BUTTES	
CS 99 P		4.20		3.51		4.56	3.41	865.9	7.2 HAMPTON	
CS 130 P		4.29		4.00		5.07	3.52	875.4	DN CARTER Q	
CS 98 P		4.35		4.05		5.12	3.59	880.9	9.5 ANTELOPE	
CS 136 P		4.39		4.10		5.17	4.04	885.6	4.7 BRIDGER	
CS 78 P		4.45		4.16		5.22	4.09	890.5	4.9 LEROY	
WB 66 PX								894.8	4.3 RAGAN	
CS 120 P		4.52		4.24		5.30	4.17	897.6	2.8 SPRING VALLEY	
ES 47 X		4.56		4.29		5.35	4.22	901.8	4.2 ASPEN	
ES 117 PX		5.00		4.34		5.40	4.27	908.6	D ALTAMONT AP	
ES 64 PX								908.7	5.1 KNIGHT	
CS 113 P		5.09		4.43		5.50	4.39	912.7	4.0 MILLIS	
ES 155 PTXYZ		5.16		4.50		5.57	4.46	917.2	4.5 DN-R EVANSTON YL NA	
		5.20				6.02	4.55	918.4	1.2 ALMY JCT.	
CS 130 P		5.26		4.57		6.08	5.02	921.7	3.8 WYUTA	
CS 89 PY		5.32		5.03		6.14	5.08	927.6	5.9 WAHSATOH	
P								932.6	5.0 CURVO	
WB 118 ES 97 P		5.46		5.18		6.28	5.22	936.7	4.1 CASTLE ROCK	
CS 120 PX		5.54		5.27		6.37	5.31	943.8	6.6 EMORY	
P								947.9	4.6 BASKIN	
WB 114 CS 116 ES 90 P		6.06		5.40		6.51	5.45	952.7	DN ECHO YL HO	
CS 113 P		6.10		5.44		6.55	5.49	956.5	3.8 HENNER	
CS 118 P		6.14		5.49		6.59	5.53	960.6	4.1 D DEVIL'S SLIDE ON	
CS 118 P		6.23		5.58		7.09	6.03	968.0	7.4 D MORGAN WB	
WB 118 CS 113 P		6.30		6.06		7.18	6.12	975.5	7.5 PETERSON	
P								980.1	4.6 GATEWAY	
ES 87 P		6.43		6.20		7.32	6.26	985.1	5.0 UINTAH	
IX								989.9	4.8 DN RIVERDALE YL RD	
DFPTYZ		A 7.00PM		A 6.40PM		A 7.50AM	A 6.45AM	992.6	2.7 DN-R OGDEN YL OG	
									(175.6)	
		(3.25)	(0.30)	(3.40)	0.35	(3.45)	(3.55)	 Thru Time	
		51.4	50.4	47.9	51.8	45.9	44.8	 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. 38	
		106	10	104	18	6	8	April 25, 1965	
Car Capacity of Sidings, etc. See Rule 6 (A), page 23.		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	
		Daily	Daily	Daily	Daily	Daily	Daily		
		A 8.25AM	A 12.25PM	A 12.40PM	A 11.30PM	A 11.55PM	A 12.20AM		DFPTXZY
WB 56 PX		8.16	12.15	12.30	11.20	11.45	12.10		WB 56 PX
CS 79 P		8.12	12.11	12.26	11.16	11.41	12.06		CS 79 P
CS 120 P		8.07	12.06PM	12.21	11.11	11.36	12.01AM		CS 120 P
X									X
CS 113 P		8.02	11.59AM	12.14	11.04	11.29	11.54PM		CS 113 P
WB 94 IPXY		7.55AM	11.52	12.07	10.55PM	11.22	11.46		WB 94 IPXY
CS 120 P			11.46	12.01PM		11.16	11.40		CS 120 P
CS 99 P			11.42	11.57AM		11.12	11.35		CS 99 P
CS 99 P			11.37	11.52		11.06	11.29		CS 99 P
CS 130 P			11.29	11.44		10.57	11.19		CS 130 P
CS 98 P			11.24	11.39		10.52	11.13		CS 98 P
CS 136 P			11.19	11.34		10.47	11.08		CS 136 P
CS 78 P			11.14	11.29		10.42	11.03		CS 78 P
WB 66 PX									WB 66 PX
CS 120 P			11.08	11.23		10.35	10.55		CS 120 P
ES 47 X			11.04	11.19		10.31	10.51		ES 47 X
ES 117 PX			10.59	11.14		10.26	10.46		ES 117 PX
ES 64 PX									ES 64 PX
CS 113 P			10.50	11.05		10.16	10.35		CS 113 P
ES 155 PTXYZ			s 10.44	s 10.59		10.10	10.28		ES 155 PTXYZ
						10.06	10.23		PTXYZ
CS 130 P									CS 130 P
CS 89 PY						9.57	10.14		CS 89 PY
P						9.52	10.09		P
WB 118 ES 97 P						9.38	9.54		WB 118 ES 97 P
CS 120 PX						9.30	9.46		CS 120 PX
P									P
WB 114 CS 116 ES 90 P						9.17	9.33		WB 114 CS 116 ES 90 P
CS 113 P						9.13	9.28		CS 113 P
CS 118 P						9.09	9.24		CS 118 P
CS 118 P						9.01	9.16		CS 118 P
WB 118 CS 113 P						8.54	9.09		WB 118 CS 113 P
P									P
ES 87 P						8.41	8.56		ES 87 P
IX									IX
DFPTYZ			9.10AM	9.25AM		8.30PM	8.45PM		DFPTYZ
									(175.6)
		(0.30)	(3.15)	(3.15)	(0.35)	(3.25)	(3.35)	 Thru Time
		50.4	54.0	50.4	51.8	51.4	49.0	 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.
 At Ogden trains and engines are governed by operating rules and special instructions of Ogden Union Railroad and Depot Co. while using their tracks.
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD			DENT BRANCH		EASTWARD		
			Time Table No. 38				
			April 25, 1965				
			STATIONS				
	P		5.0	SAND CREEK JCT YL			5.0
15			8.2	WELBY			8.2
31			9.8	QUIMBY			9.8
26	P		13.8	EAST LAKE			13.8
55	IPY		22.2	ST. VRAINS YL V8			22.2
			22.2	U. P. CROSSING			22.2
25	P		26.1	FREDERICK YL			26.1
	P		27.8	FIRESTONE			27.8
19	P		30.2	HARNEY			30.2
31	P		34.6	GOWANDA			34.6
	P		38.3	WILD CAT			38.3
21	YP		42.8	DENT YL			42.8
	DYP		50.6	LA SALLE YL DY			50.6

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

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

WESTWARD—Fort Collins Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
21	YP	0.0	DENT YL
	P	1.7	MILLIKEN YL M
		2.0	G. W. CROSSING
		9.0	G. W. CROSSING
	P	9.1	KELIM
	P	16.4	REDMOND
45	P	19.8	HARMONY
65	YEP	25.0	FORT COLLINS YL FO
		25.2	O. & S. CROSSING
		25.8	O. & S. CROSSING
	P	38.5	BOETTCHER YL
	P	41.7	BUCKEYE YL

(41.7)

WESTWARD—Boulder Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
55	YZP	0.0	BRIGHTON YL BI
	P	4.2	YOKALL
21		7.1	DICK
	IYP	8.1	ST VRAINS YL V8
		8.1	U. P. CROSSING
		10.1	NATIONAL
50	P	10.9	STATE COAL MINE JOT.YL
	P	11.4	PARKDALE JCT
14	P	15.1	ERIE
		15.1	O. B. & Q. CROSSING
20		17.8	LEYNER
		19.6	LIGGETT
22	P	24.0	VALMONT
		26.0	O. & S. CROSSING
	P	26.1	BOULDER YL BR

(26.1)

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

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.
 At Boulder, trains and engines are governed by Operating Rules, time-table and special instructions of Colorado and Southern Railway while using their tracks.

WESTWARD—Greeley Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
247	YYP	0.0	GREELEY HG 0.0
	YP	2.3	GREELEY JCT. YL 2.3
34	YP	6.0	CLOVERLY 6.0
		8.4	ALDEN 8.4
37	P	10.4	GILL GI 10.4
		18.8	MATTHEWS 18.8
		14.5	BARNESVILLE 14.5
28	YP	28.1	BRIGSDALE YL 28.1

(28.1)

WESTWARD—Pleasant Valley Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
24	YP	0.0	CLOVERLY 0.0
		3.1	LOWE 3.1
	P	5.1	GALETON YL 5.1

(5.1)

WESTWARD—Encampment Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
		0.0	WALCOTT 0.0
6		6.8	MEADS 6.8
7		12.3	OVERLAND 12.3
26	Y	24.1	SARATOGA 24.1
1		29.7	DAVIS 29.7
13		32.7	COO OREEK 32.7
15		39.3	CANYON 39.3
43	Y	44.4	ENCAMPMENT YL 44.4

(44.4)

WESTWARD—Superior Branch—EASTWARD			
Time Table No. 38			
April 25, 1965			
STATIONS			
	IPY	0.0	THAYER JUNCTION YL 0.0
		7.6	SUPERIOR YL 7.6
		9.1	END OF TRACK 9.1

(9.1)

WESTWARD—Coalmont Branch—EASTWARD						
		SECOND CLASS	Time Table No. 38		SECOND CLASS	
		221	April 25, 1965		222	224
		Freight			Freight	Freight
		Monday				
		Wednesday				
		Friday				
		Distance from	STATIONS			
		Laramie				
	DFTY		9.00AM	0.0	DN-R	LARAMIE YL R 0.0
27	P		f 9.31	14.5		MILLER 14.5
22	P		f 9.38	17.8		MILBROOK 17.8
	P		f 9.46	21.8		HATTON 21.8
	YP		s 10.08	29.7		CENTENNIAL 29.7
	P		f 10.24	34.5		DEERWOOD 34.5
	P		f 10.27	35.6		SPRING CREEK 35.6
6	P		f 10.58	40.4		ALBANY 40.4
			11.40AM	47.8		LAKE 47.8
17	YP		s 12.35PM	54.6	D	FOX PARK MS 54.6
9	P		f 1.29	63.9		WYOOLO 63.9
31	PY		f 1.54	70.8		CAMP 70.8
8	P		f 2.12	78.8		KINGS CANON 78.8
17	PY		f 2.40	79.8		NORTHGATE 79.8
6			f 2.48	83.5		COWDREY 83.5
10			f 2.58	88.2		BROWNLEE 88.2
10	P		A 3.25	92.2	D-R	WALDEN YL U 92.2
12			f 3.55	100.7		LARAND 100.7
6			f 4.25	107.6		HEBRON 107.6
25	P		A 4.45PM	111.1		COALMONT YL 111.1

(111.1)

(7.45)
14.3

(6.30)
14.6

(1.04)
17.7

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

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

WESTWARD—Puritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Parkdale Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	PARKDALE JCT	0.0	
	1.9	PURITAN	1.9	
	3.1	END OF TRACK	3.1	
(2.1)				

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Lionkol Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	LIONKOL JUNCTION	0.0	
	2.0	LIONKOL	2.0	
	2.5	END OF TRACK	2.5	
(2.5)				

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Stansbury Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	STANSBURY JUNCTION	0.0	
	1.9	STANSBURY MINE	1.9	
	2.1	END OF TRACK	2.1	
(2.1)				

WESTWARD—South Pass Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Rock Springs	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
WS74 ES96 XZP	0.0	DN ROCK SPRINGS YL	SG 0.0	
	3.4	LIONKOL JUNCTION	3.4	
	5.5	RELANCE JUNCTION	5.5	
	7.9	STANSBURY JUNCTION	7.9	
	9.5	WINTON JUNCTION	9.5	
(9.5)				

WESTWARD—Hill Field Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Ogden Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	OGDEN JUNCTION YL	0.0	
	0.9	ORCHARD YL	0.9	
	3.4	COZYDALE YL	3.4	
	4.2	ROY YL	4.2	
	5.3	SUNSET YL	5.3	
	6.3	ARSENAL YL	6.3	
	6.8	END OF TRACK YL	6.8	
(6.8)				

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Echo	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
WS114 CS115 ES96 P	0.0	DN-R ECHO	YL HO 0.0	
18 P	5.7	D COALVILLE	VE 5.7	
16 P	13.4	WANSHIP	13.4	
19 P	20.8	ATKINSON	20.8	
16 P	24.5	KETLEY JCT.	24.5	
3	26.0	BEGGS SPUR	26.0	
47	27.2	BROADWATER SPUR	27.2	
PT	28.4	D-R PARK CITY	YL KD 28.4	
(28.4)				

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Ketley Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	KETLEY JCT.	0.0	
	5.2	KETLEY	5.2	
	7.0	CRANMER YL	7.0	

WESTWARD—Reliance Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	Distance from Reliance Jct.	Time Table No. 38 April 25, 1965		Mile Post
		STATIONS		
	0.0	RELANCE JUNCTION	0.0	
	1.7	RELANCE MINE	1.7	
	2.1	END OF TRACK	2.1	
(2.1)				

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 "Psgr." —Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

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

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		When more than 50% of the tonnage is gravel or ore.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50
When caboose is handled in train consisting of passenger train equipment.	60		Trains with one Diesel unit handling ore between Echo and Ogden.		35
When using No. 20 turn-outs.	40	40	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.		15
When using No. 14 turn-outs.	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
When using other cross-overs or turn-outs.	15	15	Derricks with 4-wheel trucks.		35
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	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.)		20
Within yard limits protected by continuous block signal system.	60	35	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Within yard limits not protected by continuous block signal system: Main line;	50	25	On branch lines.		20
Branch lines.	30	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel road freight and road switch locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
Gas turbine locomotives.	65		Trains handling diesel units dead in train: Yard-switch units of any type;		35
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Foreign line, government, export or commercial diesel units other than yard-switch type;		45
1800 class.	50	50	Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type.		45
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	All wye tracks.	6	6
Multiple unit engine when controlled from other than leading unit.	30	30			
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.		35			

FIRST SUBDIVISION			BORIE SUBDIVISION		
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
Brighton within city limits.	40	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	40 40
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50	Cheyenne Side 97.73 and 97.76	30	20
Evans 49.4 and 49.7	70	50	Borie Side 97.73 and 97.76	30	20
Greeley 50.8 and 52.4	20	20			

SECOND SUBDIVISION		
Between Cheyenne and Laramie, No. 1 and 2 tracks.	70	40
Between Cheyenne and Dale, No. 3 track.	60	50
Between Cheyenne and West Speer, No. 4 track	60	50
ON NO. 1 AND 2 TRACKS		
Borie 522.1 and 525.6	60	40
Granite 530.0 and 543.5	55	35
544.1 and 545.1	40	40
Hermosa Tunnel	50	30
547.0 and 548.1	55	35
ON NO. 2 TRACK		
Hermosa 549.3 and 550.0	50	30
ON NO. 1 TRACK		
Forelle 549.8 and 559.2	60	40
Laramie		

THIRD SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	90	60	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.		10
Laramie, ice house tracks 1, 2, 3 and 4.		6	Sinclair, refining company tracks.		6
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Laramie 566.8 and 567.2	60	35	Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	35	25
Cooper Lake 593.3 and 593.7	70	55	816.1 and 814.1	40	25
Lookout 598.5 and 599.7	70	55	813.9 and 809.6	55	35
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	55	40
603.9 and 604.6	60	45	807.1 and 806.6	70	55
Wilcox 611.2 and 611.6	70	55	Rock Springs 803.5 and 801.0	50	35
615.9 and 616.4	55	40	800.5 and 799.5	60	45
Ridge 617.2 and 617.6	70	55	798.4 and 797.3	55	40
621.8 and 622.4	75	55	Baxter 781.7 and 781.3	70	55
Calvin 627.1 and 628.7	50	35	780.2 and 780.0	60	45
629.4 and 629.9	60	45	778.9 and 777.8	60	45
630.9 and 637.8	70	55	Point of Rocks 776.5 and 775.8	70	55
639.3 and 640.2	60	45	775.0 and 774.3	70	55
642.5 and 643.5	50	40	773.2 and 773.0	60	45
Hanna 643.5 and 643.7	60	40	772.3 and 771.8	70	55
645.1 and 646.3	70	55	Hallville 769.3 and 768.8	60	45
647.5 and 648.0	70	55	Black Buttes 765.6 and 765.2	60	45
Percy 650.2 and 650.7	70	55	762.3 and 762.0	70	55
Dana 652.2 and 652.5	60	45	761.0 and 760.5	70	55
653.1 and 656.4	70	55	757.3 and 757.1	70	55

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Edson 657.2 and 658.1		55	40	Robinson 740.8 and 740.2		70	55
658.4 and 659.2		70	55	Tipton 737.3 and 733.9		70	55
661.0 and 661.5		70	55	Frewen 725.6 and 725.1		70	55
Walcott 662.8 and 666.5		70	55	Wamsutter 719.8 and 719.5		70	55
Riner 703.0 and 704.2		70	55	718.1 and 717.8		70	55
Cherokee 708.6 and 709.0		70	55	Latham 715.3 and 715.0		70	55
Creston 713.7 and 714.3		80	55	714.3 and 713.7		80	55
715.0 and 715.3		70	55	Creston 709.0 and 708.6		70	55
Latham 717.8 and 718.1		70	55	Cherokee 704.2 and 703.0		70	55
719.5 and 719.8		70	55	Sinclair 668.5 and 667.7		70	55
Wamsutter 725.1 and 725.6		70	55	Fort Steele 666.5 and 662.8		70	55
Red Desert 733.9 and 737.3		70	55	Walcott 661.5 and 661.0		70	55
Tipton 740.2 and 740.9		70	55	659.2 and 658.4		70	55
741.4 and 741.6		60	45	658.1 and 657.2		55	40
742.7 and 743.1		70	55	Edson 656.4 and 653.1		70	55
Monell 752.9 and 753.3		70	55	652.5 and 652.2		60	45
Bitter Creek 757.0 and 757.3		70	55	Dana 650.7 and 650.2		70	55
760.5 and 761.0		70	55	Percy 648.0 and 647.5		70	55
762.0 and 762.3		70	55	646.3 and 645.1		70	55
765.2 and 765.6		60	45	643.7 and 643.5		60	40
				643.5 and 642.5		50	40

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts —				Between Mile Posts —			
Black Buttes 768.8 and 769.3		60	45	Hanna 640.2 and 639.3		60	45
Hallville 771.8 and 772.3		70	55	637.8 and 630.9		70	55
773.0 and 773.2		60	45	629.9 and 629.4		60	45
774.3 and 775.0		70	55	628.7 and 627.1		50	35
775.8 and 776.6		70	55	Medicine Bow 622.4 and 621.8		75	55
Point of Rocks 777.8 and 778.9		60	45	617.6 and 617.2		70	55
780.0 and 780.2		60	45	Ridge 616.4 and 615.9		55	40
781.3 and 781.7		70	55	611.6 and 611.2		70	55
Barter 797.3 and 798.4		55	40	Rock River 604.6 and 603.9		60	45
799.5 and 800.5		60	45	602.2 and 601.1		60	45
801.0 and 803.5		50	35	599.7 and 598.5		70	55
806.6 and 807.0		70	55	596.8 and 596.5		70	55
807.5 and 807.8		55	40	Lookout 593.7 and 593.3		70	55
Kanda 809.6 and 813.9		55	35	Cooper Lake 588.4 and 587.7		70	55
814.1 and 816.1		40	25	Howell 567.2 and 566.8		60	35
816.1 and 816.3		35	25	Laramie			
816.3 and 817.0		50	25				
Green River							

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	60	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20
Evanston and Ogden.	79	50			

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	25	Evanston 915.6 and 915.4	70	55
819.3 and 820.7	60	45	913.4 and 913.1	70	55
Riview 822.4 and 823.6	60	45	Mills 910.4 and 909.3	80	55
Peru 825.4 and 826.6	70	55	Knight 908.6 and 906.3	50	30
827.9 and 828.4	70	55	905.3 and 904.9	60	40

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

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Bryan 831.2 and 831.5	65	50	Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	Ragan 894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	75	55	886.7 and 886.4	70	55
868.0 and 869.2	65	50	Bridger 885.0 and 884.6	60	45
870.9 and 871.4	70	55	883.9 and 882.5	60	45
872.3 and 872.5	70	55	881.7 and 881.4	70	55
873.0 and 873.6	70	55	Antelope 880.3 and 880.1	60	45
874.0 and 874.5	70	55	878.5 and 878.2	70	55
Carter 878.2 and 878.5	70	55	874.5 and 874.0	70	55
880.1 and 880.3	60	45	Carter 873.6 and 873.0	70	55
Antelope 881.4 and 881.7	70	55	872.5 and 872.3	70	55
882.5 and 883.9	60	45	871.4 and 870.9	70	55
884.6 and 885.0	60	45	869.2 and 868.0	55	40
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	75	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 895.1	70	55	Granger 847.3 and 847.2	60	45
Ragan 896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
Knight 909.3 and 910.4	80	55	826.6 and 825.4	70	55
Millis 913.1 and 913.4	70	55	Peru 823.6 and 822.4	60	45
915.4 and 915.6	70	55	Riview 820.7 and 819.3	60	45
915.9 and 919.1	60	35	818.5 and 817.0	50	25
Evanston			Green River		

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

Branch	Miles Per Hour	Branch	Miles Per Hour
Boulder Branch Maximum Speed.	25	Encampment Branch Maximum speed.	15
Over bridges 0.53, 1.57, 1.91 and 2.68.	5	Between Mile Posts — 24.25 and 24.47	10
Trains handling outfit cars.	20	37.58 and 37.75	10
Between Parkdale Jet. and Erie.	15	Pleasant Valley Branch	15
Valmont Spur, M. P. 1, over C. & S. crossing.	10	Puritan Branch	15
Dent Branch Maximum speed.	40	Lionkol Branch	10
Trains handling outfit cars.	30	Superior Branch, on yard tracks at Thayer Jet.	15
Sand Creek Jet. to paved road.	20	Branches not otherwise shown.	15
St. Vrain 21.5 and 21.9	30	Stansbury Spur	5
Frederick 25.6 and 25.8	30	Stauffer Industry Spur	15
Fort Collins Branch Between Dent and Fort Collins.	30	Spurs not otherwise shown.	10
Between Fort Collins and Buckeye.	25	Park City Branch Maximum Speed.	25
Trains handling outfit cars.	20	Trains handling outfit cars.	20
Dent, over west wye switch.	10	Between Mile Posts — 0.0 and 4.3	15
Fort Collins, within city limits.	15	5.1 and 5.2	15
Fort Collins, over east cross-over switch.	5	13.2 and 13.5	15
Greeley Branch Maximum Speed.	15	14.8 and 21.0	15
Between Barnesville and Briggsdale.	5	24.0 and 24.1	15
Coalmont Branch Maximum speed.	30	25.1 and 25.2	15
Between Mile Posts — 1.9 and 2.5	25	26.3 and 28.4	15
15.2 and 16	20	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
20.5 and 21	25	Ontario Branch	15
29.50 and 30	20	Cranmer Spur, between Keetley and end of track.	10
37 and 48.3	10	Hill Field Branch Maximum speed.	25
48.3 and 56.5	20		
56.5 and 62.0	10		
62.0 and 64.5	20		
64.5 and 78.0	10		
94 and 109.7	20		
109.7 and 110.3	5		
110.3 and 111	20		
Coalmont — Around track Balloon.	5		

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

6. The following letters placed before figures of a schedule indicate:
 s — regular stop
 f — flag stop to receive or discharge traffic
 A — arrive
- 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.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Tauber	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Crayen	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
C. J. Fujisaki	Surgeon	Brighton, Colo.	D. G. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. R. Ordelleide	Surgeon	La Salle, Colo.
D. K. Joder	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	C. D. Michaelson	Surgeon	Ogden, Utah
G. L. Smith	Aurist	Cheyenne, Wyo.	G. F. Kearns	Surgeon	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	K. A. Stratford	Surgeon	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
R. A. O'Dell	Surgeon	Denver, Colo.	I. H. Moncrief	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
A. P. Ley	Oculist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	R. D. Paul	Surgeon	Rawlins, Wyo.
C. E. Sherwood, Jr.	Surgeon	Eaton, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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