



**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**



**WYOMING DIVISION**  
**TIME-TABLE**  
**No. 43**

**Effective Sunday,**  
**September 24, 1967**

at 12:01 A. M. Mountain Time

**Safety Gains**  
*Where Courtesy Reigns*

**FOR EMPLOYEES ONLY**

WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

						Time-Table No. 43 September 24, 1967		Distance from Council Bluffs	STATIONS			
9		17		105		111			5		103	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger
Daily		Daily		Daily		Daily		Daily		Daily		
								0.0		CO. BLUFFS		
				11.50			10.45	2.55	2.8	OMAHA		
				2.50			1.50	5.05	146.9	GRAND ISLAND		
				5.35			4.20	7.10		C.T. M.T. NORTH PLATTE		
				4.55		4.50	3.35	6.15	284.1			
						8.01			365.3	JULESBURG		
				7.15			5.50	7.59	407.5	SIDNEY		
				8.00			7.30			KANSAS CITY		
				6.45			8.10			DENVER		
				7.15			8.45		562.5			
				9.30			8.50	9.45		CHEYENNE		
				10.15		9.15	9.20	10.45	509.5	LARAMIE		
				11.38		11.53	11.01	10.40	566.0	RAWLINS		
				1.25		1.40	1.15	12.45	682.8	GREEN RIVER		
				3.45		4.00	3.40	3.15	817.0	GRANGER		
				3.55		4.10	4.15	3.30		OGDEN		
						4.50	4.40		847.2			
				7.30			7.15	8.00	992.6			
										(992.6)		

Heavy Figures Indicate PM  
Light Figures Indicate AM

(24.30)	(22.20)	(17.50)	(4.25)	(21.30)	(18.05)	.....	Thru Time
50.2	48.6	47.6	63.0	46.0	54.7	.....	Average speed per hour

O. A. DURRANT  
General Manager

J. BOWEN  
Genl. Supt. Transportation

S. D. GATCHELL  
General Superintendent

- J. R. JOHNSON, Superintendent..... Cheyenne, Wyo.
- B. C. MURPHY, Asst. Superintendent..... Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent..... Cheyenne, Wyo.
- E. C. MAY, Trainmaster..... Cheyenne, Wyo.
- M. S. BARKDULL, Asst. Supt. Safety and Courtesy..... Cheyenne, Wyo.
- J. E. PETERSEN, Trainmaster..... Denver, Colo.
- G. WATTS, Terminal Superintendent..... Denver, Colo.
- G. R. TROUTMAN, Asst. Terminal Superintendent..... Denver, Colo.
- W. C. STAMEY, Trainmaster..... Laramie, Wyo.
- R. SHUMATE, Trainmaster..... Rawlins, Wyo.
- W. E. MILLER, 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.
- R. S. AMES, Road Foreman of Engines..... Laramie, Wyo.
- J. W. STONEBRAKER, Road Foreman of Engines..... Rawlins, Wyo.
- R. B. STULL, Road Foreman of Engines..... Evanston, Wyo.
- D. W. KRAFCHIK, Road Foreman of Engines..... Ogden, Utah
- F. J. EMMONS, Road Foreman of Engines..... Denver, Colo.
- D. MacDONALD, Division Engineer..... Cheyenne, Wyo.
- E. F. DIEHL, General Roadmaster..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
- C. J. EXLINE, Asst. Chief Train Dispatcher..... Denver, Colo.
- H. I. MARKLE, Jr., Asst. Chief Train Dispatcher..... Denver, Colo.

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

- A. E. HACKMAN, Chief Train Dispatcher..... Cheyenne, Wyo.
- C. E. WHITE, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.
- G. H. BOONE, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION  
RAWLINS TO OGDEN, AND BRANCHES

- W. E. HARDY, Chief Train Dispatcher..... Cheyenne, Wyo.
- R. J. WALKER, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.
- N. PRITZA, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.

MILEAGE

Main Line.....	628.23
Branches.....	331.12
Total.....	959.35

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 43 September 24, 1967		Mile Post	FIRST CLASS											
			106	112	104	10	18	6						
STATIONS			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						
CO. BLUFFS	0.0													
OMAHA	2.8	1.30		3.10						5.45				
GRAND ISLAND	146.9	11.05		12.55						2.55				
NORTH PLATTE	284.1	8.55		11.00						12.10				
JULESBURG	365.3	7.30		9.55						11.00				
SIDNEY	407.5		7.15											
KANSAS CITY	.....	5.20		8.05						8.55				
DENVER	562.5					10.15	11.10							
CHEYENNE	509.5		2.45			9.45	10.15							
LARAMIE	566.0	3.30		6.35		7.00	7.10			7.00				
RAWLINS	682.8	3.00		5.50		6.00	6.00			6.30				
GREEN RIVER	817.0	1.30		4.21		4.41	4.40			5.15				
GRANGER	847.2	11.40		2.35		2.57	2.35			3.10				
OGDEN	992.6	9.25		12.20		12.50	11.55			12.30				
(992.6)	.....	9.15		12.15		12.45	11.30			12.15				
		8.45					10.55							
				9.05		9.35				8.45				
		Daily		Daily		Daily	Daily			Daily				

Thru Time..... (15.45) (4.30) (17.05) (23.40) (23.15) (20.00)  
Average speed per hour..... 62.8 61.9 57.5 52.0 46.7 49.5

Heavy Figures Indicate PM  
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Rock River..... Medicine Bow..... Hanna..... Sinclair..... Wamsutter.....	Cheyenne or east.	
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.
17	Rock River..... Medicine Bow..... Hanna..... Sinclair..... Wamsutter.....	Denver or east.	

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
6	Any station on Third Subdivision	Granger or beyond.	Cheyenne or beyond.
18	Any station on First and Third Subdi- vision and Borie Subdivision.....	Granger or beyond	Denver or beyond.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	WESTWARD					FIRST SUBDIVISION					Distance from Denver	Time-Table No. 43 September 24, 1967	STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	FIRST CLASS					10	17	112	18	9				
	Passenger	Passenger	Passenger	Passenger	Passenger									
						9.45 PM	6.45 PM	2.45 PM	10.15 AM	7.15 AM	0.0	DN-R DENVER YL UD		
											0.6	0.6 23rd STREET YL		
											1.7	1.1 36th STREET YL		
						A 9.50 PM	6.50	2.50	A 10.20 AM	7.20	2.2	0.5 PULLMAN YL		
											4.9	2.7 C. B. & Q. CROSSING		
							6.54	2.55		7.30	5.0	0.1 COMMERCE CITY YL		
											6.0	1.0 ADAMS		
78	P										8.1	2.1 DUPONT	78	
14	P										9.9	1.8 ROLLA	14	
144	P										11.3	1.4 HAZELTINE	144	
41	P										14.1	2.8 HENDERSON	41	
144	YZP										19.1	5.0 BRIGHTON BI	144	
21	P										22.8	3.7 POWARS	21	
31	P										25.8	3.0 LUPTON UP	31	
	P										30.1	4.3 IONE		
145	P										34.8	4.7 PLATTEVILLE	145	
14	P										36.2	1.4 VASQUEZ	14	
99	P										40.0	3.8 GLOREST	99	
16	P										42.4	2.4 PECKHAM	16	
17	P										43.2	0.8 HAMBERT	17	
165	DYP						7.30	A 3.30 PM		8.15	46.1	2.9 LA SALLE YL DY	165	
	P										48.2	2.1 EVANS		
145	ZPY						s 7.43			s 8.27	51.7	3.5 GREELEY YL HG	145	
	P										54.0	2.3 GREELEY JCT.		
68	P										55.8	1.8 LUCERNE	68	
65	P										59.2	3.4 EATON YL UR	65	
	IP										59.3	0.1 G. W. CROSSING		
143	P										63.0	3.7 AULT A	143	
18	P										64.9	1.9 STAGE	18	
53	P										66.8	1.9 PIERCE	53	
144	P										71.9	5.1 NUNN	144	
	P										77.0	5.1 DOVER		
133	P						A 8.20 PM			A 8.59 AM	86.0	9.0 CARR	133	
											(86.0)			

(0.05) 26.4 (1.35) 54.3 (0.45) 61.4 (0.05) 26.4 (1.44) 49.6  
 ..... Thru Time  
 ..... Average speed per hour

Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.  
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST SUBDIVISION					EASTWARD					Distance from Denver	Time-Table No. 43 September 24, 1967	STATIONS	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	FIRST CLASS					9	18	111	17	10				
	Passenger	Passenger	Passenger	Passenger	Passenger									
						9.45 PM	6.45 PM	2.45 PM	10.15 AM	7.15 AM	0.0	DN-R DENVER YL UD		
											0.6	0.6 23rd STREET YL		
											1.7	1.1 36th STREET YL		
						A 9.50 PM	6.50	2.50	A 10.20 AM	7.20	2.2	0.5 PULLMAN YL		
											4.9	2.7 C. B. & Q. CROSSING		
							6.54	2.55		7.30	5.0	0.1 COMMERCE CITY YL		
											6.0	1.0 ADAMS		
78	P										8.1	2.1 DUPONT	78	
14	P										9.9	1.8 ROLLA	14	
144	P										11.3	1.4 HAZELTINE	144	
41	P										14.1	2.8 HENDERSON	41	
144	YZP										19.1	5.0 BRIGHTON BI	144	
21	P										22.8	3.7 POWARS	21	
31	P										25.8	3.0 LUPTON UP	31	
	P										30.1	4.3 IONE		
145	P										34.8	4.7 PLATTEVILLE	145	
14	P										36.2	1.4 VASQUEZ	14	
99	P										40.0	3.8 GLOREST	99	
16	P										42.4	2.4 PECKHAM	16	
17	P										43.2	0.8 HAMBERT	17	
165	DYP						7.30	A 3.30 PM		8.15	46.1	2.9 LA SALLE YL DY	165	
	P										48.2	2.1 EVANS		
145	ZPY						s 7.43			s 8.27	51.7	3.5 GREELEY YL HG	145	
	P										54.0	2.3 GREELEY JCT.		
68	P										55.8	1.8 LUCERNE	68	
65	P										59.2	3.4 EATON YL UR	65	
	IP										59.3	0.1 G. W. CROSSING		
143	P										63.0	3.7 AULT A	143	
18	P										64.9	1.9 STAGE	18	
53	P										66.8	1.9 PIERCE	53	
144	P										71.9	5.1 NUNN	144	
	P										77.0	5.1 DOVER		
133	P						A 8.20 PM			A 8.59 AM	86.0	9.0 CARR	133	
											(86.0)			

Thru Time ..... (0.25) 5.3 (1.50) 46.9 (0.55) 50.3 (0.18) 7.3 (1.45) 49.1  
 Average speed per hour .....

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**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17 Passenger Daily	5 Passenger Daily	10 Passenger Daily	103 Passenger Daily	105 Passenger Daily	9 Passenger Daily	18 Passenger Daily	Distance from Council Bluffs									
										IP	9.20 PM	9.10 PM	7.00 PM	10.45 AM	10.30 AM	10.15 AM	7.10 AM	509.5
										118 XP			A 7.13 PM				A 7.23 AM	519.0
113 P								525.8										
116 P								534.2										
117 105 P								542.7										
111 P								549.5										
P								514.5										
93 23 XP								519.1										
75 XP								528.6										
CS 106 P								536.6										
YP								540.4										
XP								554.3 544.8										
CS 115 P								547.9										
106 P								556.8										
87 P								554.0										
242 P								563.0										
DFYFZX		A 10.50 PM	A 10.30 PM	A 12.07 PM	A 11.52 AM	A 11.37 AM		566.0										

**Time-Table No. 43**  
September 24, 1967

**STATIONS**

Block Signals	DN-R CHEYENNE N-OY	YL
	1.3	AY
	DN TOWER A	AY
	8.2	
	SPEER	
	6.8	
	EMKAY	
	8.4	
	LYNCH	
	8.5	
	HARRIMAN	
	6.8	
	PERKINS	
	4.8	
	3.7	
	WYCON	
	4.6	
	BORIE	
	9.5	
	GRANITE	
	8.0	
	BUFORD	
	3.8	
	SHERMAN	
	4.4	
	DALE	
	3.1	
	HERMOSA	
	8.9	
	RED BUTTES	
	9.2	
	6.1	
	COLORES	
	9.0	
	FORELLE	
	3.0	
DN-R	LARAMIE YL KI-K	

(56.5)

(1.30)	(1.20)	(0.13)	(1.22)	(1.22)	(1.22)	(0.13)	..... Thru Time
37.7	42.4	43.8	41.3	41.3	41.3	43.8	..... Average speed per hour

**SECOND SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18 Passenger Daily	6 Passenger Daily	9 Passenger Daily	106 Passenger Daily	104 Passenger Daily	10 Passenger Daily	17 Passenger Daily	Distance from Council Bluffs									
										IP	6.00 AM	6.30 AM	9.30 AM	3.00 PM	5.50 PM	6.00 PM	8.50 PM	509.5
										118 XP			9.14 AM				8.35 PM	519.0
113 P								525.8										
116 P								534.2										
117 105 P								542.7										
111 P								549.5										
P								514.5										
93 23 XP								519.1										
75 XP								528.6										
CS 106 P								536.6										
YP								540.4										
XP								554.3 544.8										
CS 115 P								547.9										
106 P								556.8										
87 P								554.0										
242 P								563.0										
DFYFZX		4.40 AM	5.15 AM	1.30 PM	4.21 PM	4.41 PM		566.0										

**Time-Table No. 43**  
September 24, 1967

**STATIONS**

Block Signals	DN-R CHEYENNE N-OY	YL
	1.3	AY
	DN TOWER A	AY
	8.2	
	SPEER	
	6.8	
	EMKAY	
	8.4	
	LYNCH	
	8.5	
	HARRIMAN	
	6.8	
	PERKINS	
	4.8	
	3.7	
	WYCON	
	4.6	
	BORIE	
	9.5	
	GRANITE	
	8.0	
	BUFORD	
	3.8	
	SHERMAN	
	4.4	
	DALE	
	3.1	
	HERMOSA	
	8.9	
	RED BUTTES	
	9.2	
	6.1	
	COLORES	
	9.0	
	FORELLE	
	3.0	
DN-R	LARAMIE YL KI-K	

(56.5)

Thru Time.....	(1.20)	(1.15)	(0.16)	(1.30)	(1.29)	(1.19)	(0.15)
Average speed per hour.....	42.4	45.2	35.6	37.7	38.1	42.9	42.0

**WESTWARD**

**BORIE SUBDIVISION**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17 Passenger Daily	9 Passenger Daily	Distance from Denver				
					IP	8.20 PM	8.59 AM	86.0
					118 XP	A 8.35 PM	A 9.14 AM	98.0
P				103.3				

**Time-Table No. 43**  
September 24, 1967

**STATIONS**

C.T.C.	CARR	
	4.4	
	WARREN	
	7.6	
	SPEER	
	5.3	
	BORIE	
	(17.3)	

(0.15)	(0.15)	..... Thru Time
48.0	48.0	..... Average speed per hour

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

**BORIE SUBDIVISION**

**EASTWARD**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18 Passenger Daily	10 Passenger Daily	Distance from Council Bluffs				
					IP	7.40 AM	7.30 PM	86.0
					118 XP	7.23 AM	7.13 PM	98.0
P				103.3				

**Time-Table No. 43**  
September 24, 1967

**STATIONS**

C.T.C.	CARR	
	4.4	
	WARREN	
	7.6	
	SPEER	
	5.3	
	BORIE	
	(17.3)	

Thru Time.....	(0.17)	(0.17)
Average speed per hour.....	42.3	42.3

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Station, and Time-Table No. 43. Rows include stations like CS 77, WS 13, CS 78, etc., with arrival and departure times.

Time-Table No. 43
September 24, 1967

STATIONS

Station list for Westward Third Subdivision including LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS YL RS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.39) 53.9 (4.35) 54.7 (4.07) 60.9 (4.07) 60.9 (4.07) 60.9

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

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

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 43
September 24, 1967

STATIONS

Station list for Eastward Third Subdivision including LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS YL RS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time..... (4.35) (4.04) (4.00) (3.50) (4.40)
Average speed per hour..... 54.7 62.1 62.7 65.4 53.7

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**

**FIRST CLASS**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Time-Table No. 43 September 24, 1967					Distance from Council Bluffs
	103	105	9	17	5	
	Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
DFPTXZY	4.25 PM	4.10 PM	3.55 PM	4.15 AM	3.30 AM	817.0
WS 50 PX	4.30	4.15	4.00	4.22	3.37	821.1
CS 69 P	4.34	4.19	4.04	4.27	3.42	824.9
CS 104 P	4.39	4.24	4.09	4.32	3.47	830.2
PX						834.1
						835.1
P	4.45	4.30	4.15	4.39	3.53	837.8
WS 83 ES 106 IPXY	4.55	A 4.40 PM	4.25	A 4.50 AM	4.03	847.2
CS 105 P	5.01		4.31		4.10	854.0
CS 87 P	5.05		4.35		4.15	858.7
CS 87 P	5.11		4.41		4.21	865.9
						869.8
CS 114 P	5.20		4.50		4.32	875.4
CS 87 P	5.26		4.56		4.37	880.9
CS 110 P	5.30		5.00		4.42	885.6
CS 69 P	5.36		5.06		4.47	890.5
CS 105 P	5.43		5.13		4.55	897.6
ES 43 IPX	5.47		5.17		4.59	901.8
ES 98 IPX	5.51		5.21		5.05	903.6
CS 99 P	6.00		5.30		5.15	912.7
ES 147 WS 161 PTXYZ	6.09		5.39		5.22	917.2
P	6.10		5.40		5.27	918.4
CS 79 PY	6.22		5.52		5.39	927.6
P						932.6
WS 100 ES 85 P	6.36		6.06		5.53	936.7
CS 105 PX	6.44		6.14		6.02	943.3
P						947.9
WS 101 ES 122 XP	6.56		6.26		6.16	952.7
CS 99 P	7.00		6.30		6.20	956.5
CS 99 P	7.04		6.34		6.24	960.6
CS 100 P	7.13		6.43		6.34	968.0
WS 100 CS 99 P	7.20		6.50		6.43	975.5
P						980.1
ES 52 P	7.33		7.03		6.57	985.1
PIX						989.9
DFPTYZX	A 8.00 PM		A 7.30 PM		A 7.15 AM	992.6

(3.35) (0.30) (3.35) (0.35) (3.45)  
49.0 60.4 49.0 51.8 46.8

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**

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Time-Table No. 43 September 24, 1967					Distance from Council Bluffs
	106	104	10	18	6	
	Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
DFPTXZY	A 9.15 AM	A 12.15 PM	A 12.45 PM	A 11.30 PM	A 12.15 AM	817.0
WS 50 PX	9.06	12.06	12.36	11.20	12.05	821.1
CS 69 P	9.02	12.02 PM	12.32	11.16	12.01 AM	824.9
CS 104 P	8.57	11.57 AM	12.27	11.11	11.56 PM	830.2
PX						834.1
						835.1
P	8.52	11.50	12.20	11.04	11.49	837.8
WS 83 ES 106 IPXY	8.45 AM	11.43	12.13	10.55 PM	11.41	847.2
CS 105 P		11.37	12.07		11.35	854.0
CS 87 P		11.33	12.03 PM		11.30	858.7
CS 87 P		11.28	11.58 AM		11.24	865.9
						869.8
CS 114 P		11.20	11.50		11.14	875.4
CS 87 P		11.15	11.45		11.08	880.9
CS 110 P		11.10	11.40		11.03	885.6
CS 69 P		11.05	11.35		10.58	890.5
CS 105 P		10.59	11.29		10.50	897.6
ES 43 IPX		10.55	11.25		10.46	901.8
ES 98 IPX		10.50	11.20		10.41	903.6
CS 99 P		10.41	11.11		10.30	912.7
WS 161 ES 147 PTXYZ		10.35	11.05		10.23	917.2
P		10.34	11.04		10.18	918.4
CS 79 PY		10.23	10.53		10.04	927.6
P						932.6
WS 100 ES 85 P		10.12	10.42		9.51	936.7
CS 105 PX		10.03	10.33		9.43	943.3
P						947.9
WS 101 ES 122 XP		9.50	10.20		9.30	952.7
CS 99 P		9.45	10.15		9.25	956.5
CS 99 P		9.40	10.10		9.20	960.6
CS 100 P		9.32	10.02		9.12	968.0
WS 100 CS 99 P		9.25	9.55		9.05	975.5
P						980.1
ES 52 P		9.13	9.43		8.53	985.1
PIX						989.9
DFPTYZX		9.05 AM	9.35 AM		8.45 PM	992.6

Thru Time ..... (0.30) (3.10) (3.10) (0.35) (3.30)  
Average speed per hour ..... 60.4 56.0 56.0 51.8 50.2

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		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Denver	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
P		5.0	COMMERCE CITY	YL	5.0			
13		8.2	WELBY		8.2			
26		9.8	QUIMBY		9.8			
31	P	13.8	EAST LAKE		13.8			
46	IPY	22.2	ST. VRAINS	YL	22.2			
		22.2	U. P. CROSSING		22.2			
80	P	26.1	FREDERICK	YL	26.1			
	P	27.8	FIRESTONE		27.8			
17	P	30.2	HARNEY		30.2			
26	P	34.6	GOWANDA		34.6			
10	P	38.3	WILD CAT		38.3			
17	YP	42.8	DENT	YL	42.8			
	DYP	50.6	LA SALLE	YL DY	50.6			
			(45.6)					

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

WESTWARD			FORT COLLINS BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Denver	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
17	YP	0.0	DENT	YL				
	P	1.7	MILLIKEN	YL M				
		2.0	G. W. CROSSING					
		7.0	G. W. CROSSING					
	P	9.1	KELIM					
	P	16.4	REDMOND					
37	P	19.5	HARMONY					
48	YZP	25.0	FORT COLLINS	YL FC				
		25.2	C. & S. CROSSING					
		25.3	C. & S. CROSSING					
		27.9	POUDRE	YL				
	P	30.0	BOETTOHER	YL				
		30.8	END OF TRACK	YL				
			(30.8)					

WESTWARD			BOULDER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Denver	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
		5.2	END OF TRACK					
15		7.1	DICK					
	IYP	8.1	ST. VRAINS	YL				
		8.1	U. P. CROSSING					
		10.1	NATIONAL					
44	P	10.9	STATE COAL MINE JCT.	YL				
		11.4	PARKDALE JCT.					
8	P	15.1	ERIE					
		15.1	C. B. & Q. CROSSING					
9		17.8	LEYNER					
		19.6	LIGGETT					
16	P	24.0	VALMONT					
		26.0	C. & S. CROSSING					
	P	26.9	BOULDER	YL				
			(21.7)					

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		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Greeley	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Greeley	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
	YZP	0.0	DN	GREELEY	YL HG	0.0		
	YP	2.3		GREELEY JCT.	YL	2.3		
30	Y	6.0		CLOVERLY		6.0		
		8.4		ALDEN		8.4		
35		10.4		GILL		10.4		
		13.8		MATTHEWS		13.8		
		14.2		END OF TRACK		14.2		

WESTWARD			ENCAMPMENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Walcott	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Walcott	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
	P	0.0		WALCOTT		0.0		
4		6.8		MEADS		6.8		
6		12.3		OVERLAND		12.3		
19	Y	24.1	D	SARATOGA		24.1		
8		32.7		COW CREEK		32.7		
10		39.3		CANYON		39.3		
15	Y	44.4		ENCAMPMENT	YL	44.4		
			(44.4)					

WESTWARD			COALMONT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Laramie	Mile Post	Time-Table No. 43 September 24, 1967			Mile Post	Distance from Laramie	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			STATIONS					
	DFYPZX	0.0	DN-R	LARAMIE	YL K	0.0		
22	P	14.7		MILLER		14.7		
	P	21.3		HATTON		21.3		
	P	29.7		CENTENNIAL		29.7		
8	P	40.4		ALBANY		40.4		
17	YP	54.6		FOX PARK		54.6		
8	P	63.8		WYOCOLO		63.8		
29	P	70.8		CAMP		70.8		
10	P	73.6		KINGS CANON		73.6		
17	YP	79.8		NORTHGATE		79.8		
6		83.4		COWDREY		83.4		
		88.3		BROWNLEE		88.3		
12	P	92.2	D-R	WALDEN	YL U	92.2		
13		100.7		LARAND	YL	100.7		
8		107.6		HEBRON	YL	107.6		
		108.0		END OF TRACK	YL	108.0		
			(108.0)					

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

Westward trains are superior to trains of the 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. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	PARKDALE JCT.			0.0
		1.9	PURITAN			1.9
	3.1	END OF TRACK	3.1			
(3.1)						

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	CLOVERLY			0.0
		3.1	LOWE			3.1
	5.1	GALETON YL	5.1			
(5.1)						

WESTWARD		SOUTH PASS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	ROCK SPRINGS YL SG			0.0
		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. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	OGDEN JUNCTION YL			0.0
		2.6	ORCHARD YL			2.6
	3.4	COZYDALE YL	3.4			
	4.2	ROY YL	4.2			
	5.3	SUNSET YL	5.3			
	6.7	ARSENAL YL	6.7			
	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. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	DN-R ECHO YL HO			0.0
		5.7	COALVILLE			5.7
	13.4	WANSHIP	13.4			
	20.3	ATKINSON	20.3			
	24.5	KEETLEY JCT.	24.5			
	27.2	BROADWATER SPUR	27.2			
	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 Keetley Jct.	Time-Table No. 43 September 24, 1967		Mile Post		
		STATIONS				
		0.0	KEETLEY JCT.			0.0
		2.2	PHOSTON			2.2
	5.2	KEETLEY	5.2			
	7.0	CRANMER YL	7.0			
(7.0)						

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED					
<b>Designation "Psgr."</b> —Train with Diesel locomotive and all passenger train equipment.					
<b>Designation "Frt."</b> —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.					
<b>Referring to Rule 10 (J).</b> 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, ore or grain.		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 using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	Trains with one Diesel unit handling ore between Echo and Ogden.		35
When using other cross-overs or turn-outs.	15	15	Coal trains originating at Rock Springs and Hanna, for the first ten miles.		15
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	20	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
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; On branch lines.		30 20
Within yard limits not protected by continuous block signal system: Main line; Branch lines.	50 30	25 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; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
Diesel yard-switch locomotives in road service: 1000-1100 class: 1800 class	35 50	35 50	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	Wye tracks except those portions used as main track or siding.	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.	Frt.		Psg.	Frt.
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 — <b>Carr</b> 86.30 and 86.45	70	50
Between Mile Posts — <b>Denver Yard</b> 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	<b>Warren</b> 91.8 and 92.2	70	50
Brighton within city limits.	40	25	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	40 40
<b>LaSalle</b> 45.8 and 47.1 47.8 and 48.0	20 70	20 50	<b>Cheyenne Side</b> 97.73 and 97.76	30	20
<b>Evans</b> 49.4 and 49.7	70	50	<b>Borie Side</b> 97.73 and 97.76	30	20
<b>Greeley</b> 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			ON NO. 2 TRACK		
Between Mile Posts — <b>Borie</b> 522.1 and 525.6	60	40	Between Mile Posts — <b>Hermosa</b> 549.3 and 550.0	50	30
<b>Granite</b> 530.0 and 543.5	55	35	ON NO. 1 TRACK		
544.1 and 545.1	40	40	Between Mile Posts — <b>Forelle</b> 549.8 and 559.2	60	40
Hermosa Tunnel	50	30	<b>Laramie</b>		
547.0 and 548.1	55	35			

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
<b>Edson</b> 657.2 and 658.1	55	40	<b>Robinson</b> 740.8 and 740.2	70	55
658.4 and 659.2	70	55	<b>Tipton</b> 737.3 and 733.9	70	55
661.0 and 661.5	70	55	<b>Frewen</b> 725.6 and 725.1	70	55
<b>Walcott</b> 662.8 and 666.5	70	55	<b>Wamsutter</b> 719.8 and 719.5	70	55
<b>Sinclair</b> 678.2 and 678.5	70	55	718.1 and 717.8	70	55
<b>Riner</b> 703.0 and 704.2	70	55	<b>Latham</b> 715.3 and 715.0	70	55
<b>Cherokee</b> 708.6 and 709.0	70	55	714.3 and 713.7	80	55
<b>Creston</b> 713.7 and 714.3	80	55	<b>Creston</b> 709.0 and 708.6	70	55
715.0 and 715.3	70	55	<b>Cherokee</b> 704.2 and 703.0	70	55
<b>Latham</b> 717.8 and 718.1	70	55	<b>Sinclair</b> 668.5 and 667.7	70	55
719.5 and 719.8	70	55	678.5 and 678.2	70	55
<b>Wamsutter</b> 725.1 and 725.6	70	55	<b>Fort Steele</b> 666.5 and 662.8	70	55
<b>Red Desert</b> 733.9 and 737.3	70	55	<b>Walcott</b> 661.5 and 661.0	70	55
<b>Tipton</b> 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	<b>Edson</b> 656.4 and 653.1	70	55
<b>Monell</b> 752.9 and 753.3	70	55	652.5 and 652.2	60	45
<b>Bitter Creek</b> 757.0 and 757.3	70	55	<b>Dana</b> 650.7 and 650.2	70	55
760.5 and 761.0	70	55	<b>Percy</b> 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

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

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
<b>Black Buttes</b> 768.8 and 769.3	60	45	<b>Hanna</b> 640.2 and 639.3	60	45
<b>Hallville</b> 771.8 and 772.3	70	55	637.8 and 637.5	70	55
773.0 and 773.2	60	45	<b>Medicine Bow</b> 622.4 and 621.8	75	55
774.3 and 775.0	70	55	617.6 and 617.2	70	55
775.8 and 776.6	70	55	<b>Ridge</b> 616.4 and 615.9	55	40
<b>Point of Rocks</b> 777.8 and 778.9	60	45	611.6 and 611.2	70	55
780.0 and 780.2	60	45	<b>Rock River</b> 604.6 and 603.9	60	45
781.3 and 781.7	70	55	602.2 and 601.1	60	45
<b>Baxter</b> 797.3 and 798.4	55	40	599.7 and 598.5	70	55
799.5 and 800.5	60	45	596.8 and 596.5	70	55
801.0 and 803.5	50	35	<b>Lookout</b> 593.7 and 593.3	70	55
806.6 and 807.0	70	55	<b>Cooper Lake</b> 588.4 and 587.7	70	55
807.5 and 807.8	55	40	<b>Howell</b> 567.2 and 566.8	60	35
<b>Kanda</b> 809.6 and 813.9	55	35	<b>Laramie</b>		
814.1 and 816.1	40	25			
816.1 and 816.3	35	25			
816.3 and 817.0	50	25			
<b>Green River</b>					

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	65	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 —		
<b>Green River</b> 817.0 and 818.5	50	25	<b>Evanston</b> 915.6 and 915.4	70	55
819.3 and 820.7	60	45	913.4 and 913.1	70	55
<b>Riview</b> 822.4 and 823.6	60	45	<b>Millis</b> 910.4 and 909.3	80	55
<b>Peru</b> 825.4 and 826.6	70	55	908.6 and 906.3	50	30
827.9 and 828.4	70	55	905.3 and 904.9	60	40

**FOURTH SUBDIVISION (Continued)**  
Between Green River and Evanston

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

**FOURTH SUBDIVISION (Continued)**  
Between Evanston and Ogden

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
<b>ON WESTWARD TRACK</b> Between Mile Posts —			<b>ON EASTWARD TRACK</b> Between Mile Posts —		
<b>Evanston</b> 920.6 and 921.2	70	50	<b>Ogden</b> 989.0 and 987.9	65	45
925.9 and 926.2	70	50	985.7 and 985.4	60	45
926.5 and 928.8	60	35	<b>Uintah</b> 984.8 and 984.4	60	45
928.8 and 935.8	35	30	<b>Gateway</b> 983.5 and 981.0	50	35
<b>Castle Rock</b> 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
<b>Emory</b> 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	<b>Peterson</b> 972.6 and 972.4	75	50
<b>Echo</b> 953.3 and 954.5	60	45	<b>Morgan</b> 967.8 and 967.2	60	45
<b>Henefer</b> 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	<b>Devils Slide</b> 959.5 and 958.1	70	45
967.2 and 967.8	60	45	<b>Henefer</b> 954.5 and 953.3	60	45
972.4 and 972.6	75	50	<b>Echo</b> 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	<b>Emory</b> 941.6 and 940.9	60	45
980.7 and 981.0	40	30	939.1 and 929.2	60	45
981.0 and 983.7	40	30	<b>Curvo</b> 928.8 and 927.6	60	35
<b>Uintah</b> 985.5 and 985.8	70	50	<b>Wahsatch</b> 927.6 and 926.5	60	35
987.9 and 989.0	65	45	926.2 and 925.9	70	50
<b>Ogden</b>			921.2 and 920.6	70	50
			919.1 and 915.9	60	35
			<b>Evanston</b>		

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frts.		Psgr.	Frts.
At any point.	30	15	Slip switches, Cecil Jct.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
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

<b>Boulder Branch</b> Maximum Speed.	25	<b>Encampment Branch</b> Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts — 25.2 and 24.5	10
Between Parkdale Jct. and Erie.	15	37.5 and 37.8	10
Valmont Spur, M. P. 1, over C. & S. crossing.	10	<b>Pleasant Valley Branch</b>	15
<b>Dent Branch</b> Maximum Speed	40	<b>Puritan Branch</b>	15
Trains handling outfit cars.	30	<b>Branches not otherwise shown.</b>	15
Commerce City to paved road.	20	<b>Stauffer Spur</b>	15
Between Mile Posts — 21.5 and 21.9	30	<b>Spurs not otherwise shown.</b>	10
25.6 and 25.8	30	<b>Park City Branch</b> Maximum Speed.	25
<b>Fort Collins Branch</b> Between Dent and Fort Collins.	30	Trains handling outfit cars.	20
Between Fort Collins and End of Track.	25	Between Mile Posts — 0.0 and 4.3	15
Trains handling outfit cars.	20	5.1 and 5.2	15
Dent, over west wye switch.	10	13.2 and 13.5	15
Fort Collins, within city limits.	15	14.8 and 21.0	15
Fort Collins, over east cross-over switch.	5	24.0 and 24.1	15
<b>Greeley Branch</b> Maximum Speed.	15	25.1 and 25.2	15
<b>Coalmont Branch</b> Maximum speed.	30	26.3 and 28.4	15
Between Mile Posts — 1.9 and 2.5	25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
15.2 and 16.0	20	<b>Ontario Branch</b>	15
20.5 and 21.0	25	<b>Cranmer Spur</b> , between Keetley and end of track.	10
29.5 and 30.0	20	<b>Hill Field Branch</b> Maximum speed.	15
37.0 and 48.3	10	Between Mile Posts — 4.4 and 4.8	10
48.3 and 56.5	20		
56.5 and 62.0	10		
62.0 and 64.5	20		
64.5 and 78.0	10		
94.0 and 108.0	20		

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        | Y — wye                     |
| D — diesel oil station     | Z — track scales            |
| F — turbine fuel station   | AI — automatic interlocking |
| I — interlocking           | CS — center siding          |
| O — fuel oil station       | ES — eastward siding        |
| P — dispatcher's telephone | WS — westward siding        |
| T — turntable              |                             |
| W — water                  |                             |
| X — cross-over             |                             |

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. Taufer	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Craven	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.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. G. Iverson	Oculist	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	J. R. Nye	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. H. Jesson	Oculist	Laramie, Wyo.
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.	J. W. Baltzell	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
R. C. Spangler	Surgeon	Denver, Colo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Harrison	Surgeon	Rock Springs, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.
J. B. Bennett	Surgeon	Evanston, Wyo.			

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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