

UNION PACIFIC RAILROAD COMPANY
Eastern District



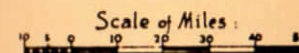
WYOMING DIVISION
TIME-TABLE
No. 44

Effective Sunday,
October 27, 1968
 at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Time-Table No. 44

October 27, 1968

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS | | | | | Distance from Denver |
|--------------------------------------------------------|-------------|-----------|-----------|-----------|-----------|----------------------|
| | 10 | 17 | 112 | 18 | 9 | |
| | Passenger | Passenger | Passenger | Passenger | Passenger | |
| | Daily | Daily | Daily | Daily | Daily | |
| YIP | | | | | | 0.0 |
| D | | | | | | 0.6 |
| ZP | | | | | | 1.7 |
| DTYZP | A 9.50 PM | 6.44 | 2.50 | A 7.50 AM | 7.20 | 2.2 |
| P | | | | | | 4.9 |
| P | | 6.50 | 2.55 | | 7.30 | 5.0 |
| P | | | | | | 6.0 |
| 78 P | | | | | | 8.1 |
| 14 P | | | | | | 9.9 |
| 144 P | | | | | | 11.3 |
| 41 P | | | | | | 14.1 |
| 144 YZP | | | | | | 19.1 |
| 21 P | | | | | | 22.8 |
| 31 P | | | | | | 25.8 |
| P | | | | | | 30.1 |
| 145 P | | | | | | 34.8 |
| 14 P | | | | | | 36.2 |
| 99 P | | | | | | 40.0 |
| 16 P | | | | | | 42.4 |
| 17 P | | | | | | 43.2 |
| 165 DYP | | 7.30 | A 3.30 PM | | 8.15 | 46.1 |
| P | | | | | | 48.2 |
| 145 ZPY | | s 7.42 | | | s 8.27 | 51.7 |
| P | | | | | | 54.0 |
| 68 P | | | | | | 55.8 |
| 65 P | | | | | | 59.2 |
| IP | | | | | | 59.3 |
| 143 P | | | | | | 63.0 |
| 18 P | | | | | | 64.9 |
| 53 P | | | | | | 66.8 |
| 144 P | | | | | | 71.9 |
| P | | | | | | 77.0 |
| 133 P | | A 8.15 PM | | | A 8.59 AM | 86.0 |

(0.05) (1.35) (0.45) (0.05) (1.44)
26.4 54.3 61.4 26.4 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.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 44

October 27, 1968

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS | | | | | Distance from Denver |
|--------------------------------------------------------|-------------|-----------|-----------|-----------|-----------|----------------------|
| | 9 | 18 | 111 | 17 | 10 | |
| | Passenger | Passenger | Passenger | Passenger | Passenger | |
| | Daily | Daily | Daily | Daily | Daily | |
| YIP | | | | | | 0.0 |
| D | | | | | | 0.6 |
| ZP | | | | | | 1.7 |
| DTYZP | | 6.20 AM | 6.30 | 9.00 | 6.05 PM | 2.2 |
| P | | | | | | 4.9 |
| P | | | 6.25 | 8.55 | | 5.0 |
| P | | | | | 8.46 | 6.0 |
| 78 P | | | | | | 8.1 |
| 14 P | | | | | | 9.9 |
| 144 P | | | | | | 11.3 |
| 41 P | | | | | | 14.1 |
| 144 YZP | | | | | | 19.1 |
| 21 P | | | | | | 22.8 |
| 31 P | | | | | | 25.8 |
| P | | | | | | 30.1 |
| 145 P | | | | | | 34.8 |
| 14 P | | | | | | 36.2 |
| 99 P | | | | | | 40.0 |
| 16 P | | | | | | 42.4 |
| 17 P | | | | | | 43.2 |
| 165 DYP | | | 5.45 | 8.20 AM | | 46.1 |
| P | | | | | 8.11 | 48.2 |
| 145 ZPY | | | s 5.35 | | s 8.01 | 51.7 |
| P | | | | | | 54.0 |
| 68 P | | | | | | 55.8 |
| 65 P | | | | | | 59.2 |
| IP | | | | | | 59.3 |
| 143 P | | | | | | 63.0 |
| 18 P | | | | | | 64.9 |
| 53 P | | | | | | 66.8 |
| 144 P | | | | | | 71.9 |
| P | | | | | | 77.0 |
| 133 P | | | 5.01 AM | | 7.30 PM | 86.0 |

Thru Time..... (0.25) (1.59) (0.55) (0.05) (1.45)
Average speed per hour..... 5.3 43.3 50.3 26.5 49.1

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 28. | | WESTWARD | | | | | | | | SECOND SUBDIVISION | | | | | | | | Distance from Council Bluffs | | Time-Table No. 44 October 27, 1968 | |
|--------------------------------------------------------|----|-------------|------------|-----------|------------|------------|------------|-----------|------------------------|----------------------------------|--|--|--|--|--|--|--|------------------------------|--|---------------------------------------|--|
| | | FIRST CLASS | | | | | | | | | | | | | | | | | | | |
| | | 17 | 5 | 10 | 103 | 9 | 105 | 18 | | | | | | | | | | | | | |
| | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | | | | | | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | | | |
| DFTYPZX | | | | | | | | | 509.5 | Block Signals | | | | | | | | | | | |
| IP | | | | | | | | | 510.8 | DN-R CHEYENNE ^{N-OY} YL | | | | | | | | | | | |
| | | | | | | | | | | DN TOWER A AY | | | | | | | | | | | |
| 118 | XP | | | A 7.13 PM | | | | A 4.43 AM | 519.0 | SPEER | | | | | | | | | | | |
| 113 | P | | | | | | | | 525.8 | EMKAY | | | | | | | | | | | |
| 116 | P | | | | | | | | 534.2 | LYNOH | | | | | | | | | | | |
| 117 | P | | | | | | | | 542.7 | HARRIMAN | | | | | | | | | | | |
| 105 | P | | | | | | | | 549.5 | PERKINS | | | | | | | | | | | |
| 111 | P | | | | | | | | 514.5 | WYCON | | | | | | | | | | | |
| | P | | | | | | | | 519.1 | BORIE | | | | | | | | | | | |
| 93 | XP | | | | | | | | 528.6 | GRANITE | | | | | | | | | | | |
| 75 | XP | | | | | | | | 536.6 | BUFORD | | | | | | | | | | | |
| CS 106 | P | | | | | | | | 540.4 | SHERMAN | | | | | | | | | | | |
| | YP | | | | | | | | 554.3 | DALE | | | | | | | | | | | |
| | XP | | | | | | | | 544.8 | HERMOSA | | | | | | | | | | | |
| CS 115 | P | | | | | | | | 547.9 | RED BUTTES | | | | | | | | | | | |
| 106 | P | | | | | | | | 556.8 | COLORES | | | | | | | | | | | |
| 87 | P | | | | | | | | 554.0 | FORELLE | | | | | | | | | | | |
| 242 | P | | | | | | | | 563.0 | DN-R LARAMIE YL KI-K | | | | | | | | | | | |
| DFYPZX | | A 10.15 PM | A 10.15 PM | | A 12.07 PM | A 12.07 PM | A 11.52 AM | | 566.0 | (56.5) | | | | | | | | | | | |
| | | (1.15) | (1.15) | (0.13) | (1.22) | (1.22) | (1.22) | (0.13) | Thru Time | | | | | | | | | | | | |
| | | 45.2 | 45.2 | 43.8 | 41.3 | 41.3 | 41.3 | 43.8 | Average speed per hour | | | | | | | | | | | | |

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 28. | | WESTWARD | | | | BORIE SUBDIVISION | | | | Distance from Denver | | Time-Table No. 44 October 27, 1968 | | | |
|--------------------------------------------------------|----|-------------|-----------|-----------|-----------|-------------------|--|-------|--------|------------------------|--|---------------------------------------|--|--|--|
| | | FIRST CLASS | | | | | | | | | | | | | |
| | | 17 | 9 | | | | | | | | | | | | |
| | | Passenger | Passenger | | | | | | | | | | | | |
| | | Daily | Daily | | | | | | | | | | | | |
| 133 | P | | | | | | | 86.0 | C.T.C. | | | | | | |
| 73 | P | | | | | | | 90.4 | CARR | | | | | | |
| 118 | XP | | | A 8.30 PM | A 9.14 AM | | | 98.0 | WARREN | | | | | | |
| | P | | | | | | | 103.3 | SPEER | | | | | | |
| | | | | | | | | | BORIE | | | | | | |
| | | | | | | | | | (17.3) | | | | | | |
| | | (0.15) | (0.15) | Thru Time | | | | | | Average speed per hour | | | | | |
| | | 48.0 | 48.0 | | | | | | | | | | | | |

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

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 28. | | WESTWARD | | | | | | | | SECOND SUBDIVISION | | | | | | | | Distance from Council Bluffs | | Time-Table No. 44 October 27, 1968 | |
|--------------------------------------------------------|----|-------------|-----------|-----------|-----------|-----------|-----------|-----------|------------------------|----------------------------------|--|--|--|--|--|--|--|------------------------------|--|---------------------------------------|--|
| | | FIRST CLASS | | | | | | | | | | | | | | | | | | | |
| | | 18 | 6 | 9 | 106 | 104 | 10 | 17 | | | | | | | | | | | | | |
| | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | | | | | | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | | | | | | |
| DFTYPZX | | | | | | | | | 509.5 | Block Signals | | | | | | | | | | | |
| IP | | | | | | | | | 510.8 | DN-R CHEYENNE ^{N-OY} YL | | | | | | | | | | | |
| | | | | | | | | | | DN TOWER A AY | | | | | | | | | | | |
| 118 | XP | | | | | | | | 519.0 | SPEER | | | | | | | | | | | |
| 113 | P | | | | | | | | 525.8 | EMKAY | | | | | | | | | | | |
| 116 | P | | | | | | | | 534.2 | LYNOH | | | | | | | | | | | |
| 117 | P | | | | | | | | 542.7 | HARRIMAN | | | | | | | | | | | |
| 105 | P | | | | | | | | 549.5 | PERKINS | | | | | | | | | | | |
| 111 | P | | | | | | | | 514.5 | WYCON | | | | | | | | | | | |
| | P | | | | | | | | 519.1 | BORIE | | | | | | | | | | | |
| 93 | XP | | | | | | | | 528.6 | GRANITE | | | | | | | | | | | |
| 75 | XP | | | | | | | | 536.6 | BUFORD | | | | | | | | | | | |
| CS 106 | P | | | | | | | | 540.4 | SHERMAN | | | | | | | | | | | |
| | YP | | | | | | | | 554.3 | DALE | | | | | | | | | | | |
| | XP | | | | | | | | 544.8 | HERMOSA | | | | | | | | | | | |
| CS 115 | P | | | | | | | | 547.9 | RED BUTTES | | | | | | | | | | | |
| 106 | P | | | | | | | | 556.8 | COLORES | | | | | | | | | | | |
| 87 | P | | | | | | | | 554.0 | FORELLE | | | | | | | | | | | |
| 242 | P | | | | | | | | 563.0 | DN-R LARAMIE YL KI-K | | | | | | | | | | | |
| DFYPZX | | A 2.45 AM | A 2.45 AM | | A 1.30 PM | A 4.41 PM | A 4.41 PM | | 566.0 | (56.5) | | | | | | | | | | | |
| | | (1.15) | (1.15) | (0.16) | (1.80) | (1.19) | (1.19) | (0.15) | Thru Time | | | | | | | | | | | | |
| | | 45.2 | 45.2 | 35.6 | 37.7 | 42.9 | 42.9 | 42.0 | Average speed per hour | | | | | | | | | | | | |

| Car Capacity of Sidings, etc. See Rule 6 (A), Page 28. | | WESTWARD | | | | BORIE SUBDIVISION | | | | Distance from Denver | | Time-Table No. 44 October 27, 1968 | | | |
|--------------------------------------------------------|----|-------------|-----------|-----------|-----------|-------------------|--|-------|--------|------------------------|--|---------------------------------------|--|--|--|
| | | FIRST CLASS | | | | | | | | | | | | | |
| | | 18 | 10 | | | | | | | | | | | | |
| | | Passenger | Passenger | | | | | | | | | | | | |
| | | Daily | Daily | | | | | | | | | | | | |
| 133 | P | | | | | | | 86.0 | C.T.C. | | | | | | |
| 73 | P | | | | | | | 90.4 | CARR | | | | | | |
| 118 | XP | | | A 4.43 AM | A 7.13 PM | | | 98.0 | WARREN | | | | | | |
| | P | | | | | | | 103.3 | SPEER | | | | | | |
| | | | | | | | | | BORIE | | | | | | |
| | | | | | | | | | (17.3) | | | | | | |
| | | (0.18) | (0.17) | Thru Time | | | | | | Average speed per hour | | | | | |
| | | 40.0 | 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, Class (Passenger), and Time. Rows include stations like CS 77, WS 13, CS 78, etc., with times for 17, 5, 103, 9, 105.

Time-Table No. 44
October 27, 1968

STATIONS

Vertical list of stations including LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, 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.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.35) (4.35) (4.07) (4.07) (4.07)
54.7 54.7 60.9 60.9 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. 44
October 27, 1968

STATIONS

Vertical list of stations including LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, 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.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(4.04) (3.50) (3.50) (4.25) (4.25)
62.1 65.4 65.4 56.7 56.7

..... 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.

| WESTWARD | | FOURTH SUBDIVISION | | | | | | |
|--------------------------------------------------------|-------------|--------------------|-----------|-----------|-----------|------------------------------|-------------------|------------------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | FIRST CLASS | | | | | Distance from Council Bluffs | Time-Table No. 44 | |
| | 103 | 9 | 105 | 17 | 5 | | October 27, 1968 | |
| | Passenger | Passenger | Passenger | Passenger | Passenger | | STATIONS | |
| | Daily | Daily | Daily | Daily | Daily | DN-R GREEN RIVER YL GR | | |
| | | | | | | | 4.1 | |
| DFPTXZY | | 4.25 PM | 4.25 PM | 4.10 PM | 3.30 AM | 3.15 AM | 4.1 | |
| WS 50 PX | | 4.30 | 4.30 | 4.15 | 3.37 | 3.20 | 4.1 | RIVIEW |
| CS 69 P | | 4.34 | 4.34 | 4.19 | 3.42 | 3.24 | 3.8 | PERU |
| CS 104 P | | 4.39 | 4.39 | 4.24 | 3.47 | 3.29 | 5.3 | BRYAN |
| PX | | | | | | | 3.9 | BRYAN |
| P | | | | | | | 1.0 | STAUFFER |
| P | | | | | | | 2.7 | ALCHEM |
| WS 83 ES 106 IPXY | | 4.45 | 4.45 | 4.30 | 3.54 | 3.35 | 2.7 | WESTVACO |
| CS 105 P | | 5.01 | 5.01 | 4.40 PM | 4.05 AM | 3.45 | 9.4 | GRANGER GN |
| CS 87 P | | 5.05 | 5.05 | | | | 6.8 | VERNE |
| CS 87 P | | 5.11 | 5.11 | | | | 4.7 | CHURCH BUTTES |
| | | | | | | | 7.2 | HAMPTON |
| | | | | | | | 3.9 | ELKHURST |
| CS 114 P | | 5.20 | 5.20 | | | 4.10 | 5.6 | CARTER Q |
| CS 87 P | | 5.26 | 5.26 | | | 4.16 | 5.5 | ANTELOPE |
| CS 110 P | | 5.30 | 5.30 | | | 4.20 | 4.7 | BRIDGER |
| CS 69 P | | 5.36 | 5.36 | | | 4.26 | 4.9 | LEROY |
| CS 105 P | | 5.43 | 5.43 | | | 4.33 | 7.1 | SPRING VALLEY |
| ES 43 IPX | | 5.47 | 5.47 | | | 4.37 | 4.2 | ASPEN |
| ES 98 IPX | | 5.51 | 5.51 | | | 4.41 | 1.8 | ALTAMONT |
| CS 99 P | | 6.00 | 6.00 | | | 4.50 | 9.1 | MILLIS |
| ES 147 WS 161 PTXYZ | | 6.09 | 6.09 | | | 4.59 | 4.5 | EVANSTON YL NA |
| P | | 6.10 | 6.10 | | | 5.05 | 1.2 | ALMY JCT. |
| CS 79 PY | | 6.22 | 6.22 | | | 5.17 | 9.2 | WAHSATCH |
| P | | | | | | | 5.0 | CURVO |
| WS 100 ES 85 P | | 6.36 | 6.36 | | | 5.31 | 4.1 | CASTLE ROCK |
| CS 105 PX | | 6.44 | 6.44 | | | 5.39 | 6.6 | EMORY |
| P | | | | | | | 4.6 | BASKIN |
| WS 101 ES 122 XP | | 6.56 | 6.56 | | | 5.51 | 4.8 | ECHO YL HO |
| CS 99 P | | 7.00 | 7.00 | | | 5.55 | 3.8 | HENEFER |
| CS 99 P | | 7.04 | 7.04 | | | 5.59 | 4.1 | DEVIL'S SLIDE CN |
| CS 100 P | | 7.13 | 7.13 | | | 6.08 | 7.4 | MORGAN WB |
| WS 100 CS 99 P | | 7.20 | 7.20 | | | 6.15 | 7.5 | PETERSON |
| P | | | | | | | 4.6 | GATEWAY |
| ES 52 P | | 7.33 | 7.33 | | | 6.28 | 5.0 | UINTAH |
| PIX | | | | | | | 4.8 | RIVERDALE YL RD |
| DFPTYZX | | A 8.00 PM | A 8.00 PM | | | A 6.45 AM | 2.7 | OGDEN YL OG |
| | | | | | | | | (175.6) |

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

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

| | | FOURTH SUBDIVISION | | | | | EASTWARD | |
|------------------------|-----------|--------------------|------------|------------|-----------|-----------|-------------------|--------------------------------------------------------|
| | Mile Post | FIRST CLASS | | | | | | Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. |
| | | 106 | 104 | 10 | 18 | 6 | | |
| | | Passenger | Passenger | Passenger | Passenger | Passenger | | |
| STATIONS | | | | | | | Time-Table No. 44 | |
| DN-R GREEN RIVER YL GR | | October 27, 1968 | | | | | DFPTXZY | |
| | 817.0 | A 9.15 AM | A 12.45 PM | A 12.45 PM | A 9.30 PM | A 9.45 PM | | |
| | 821.1 | 9.06 | 12.36 | 12.36 | 9.20 | 9.25 | | WS 50 PX |
| | 824.9 | 9.02 | 12.32 | 12.32 | 9.16 | 9.21 | | CS 69 P |
| | 830.2 | 8.57 | 12.27 | 12.27 | 9.11 | 9.16 | | CS 104 P |
| | 834.1 | | | | | | | PX |
| | 835.1 | | | | | | | P |
| | 837.8 | 8.52 | 12.20 | 12.20 | 9.04 | 9.09 | | P |
| | 847.2 | 8.45 AM | 12.13 | 12.13 | 8.55 PM | 9.00 | | WS 83 ES 106 IPXY |
| | 854.0 | | 12.07 | 12.07 | | 8.50 | | CS 105 P |
| | 858.7 | | 12.03 PM | 12.03 PM | | 8.45 | | CS 87 P |
| | 865.9 | | 11.58 AM | 11.58 AM | | 8.39 | | CS 87 P |
| | 869.8 | | | | | | | |
| | 875.4 | | 11.50 | 11.50 | | 8.29 | | CS 114 P |
| | 880.9 | | 11.45 | 11.45 | | 8.23 | | CS 87 P |
| | 885.6 | | 11.40 | 11.40 | | 8.18 | | CS 110 P |
| | 890.5 | | 11.35 | 11.35 | | 8.13 | | CS 69 P |
| | 897.6 | | 11.29 | 11.29 | | 8.05 | | CS 105 P |
| | 901.8 | | 11.25 | 11.25 | | 8.01 | | ES 43 IPX |
| | 903.6 | | 11.20 | 11.20 | | 7.56 | | ES 98 IPX |
| | 912.7 | | 11.11 | 11.11 | | 7.45 | | CS 99 P |
| | 917.2 | | 11.05 | 11.05 | | 7.38 | | WS 161 ES 147 PTXYZ |
| | 918.4 | | 11.04 | 11.04 | | 7.33 | | P |
| | 927.6 | | 10.53 | 10.53 | | 7.19 | | CS 79 PY |
| | 932.6 | | | | | | | P |
| | 936.7 | | 10.42 | 10.42 | | 7.06 | | WS 100 ES 85 P |
| | 943.3 | | 10.33 | 10.33 | | 6.58 | | CS 105 PX |
| | 947.9 | | | | | | | P |
| | 952.7 | | 10.20 | 10.20 | | 6.45 | | WS 101 ES 122 XP |
| | 956.5 | | 10.15 | 10.15 | | 6.40 | | CS 99 P |
| | 960.6 | | 10.10 | 10.10 | | 6.35 | | CS 99 P |
| | 968.0 | | 10.02 | 10.02 | | 6.27 | | CS 100 P |
| | 975.5 | | 9.55 | 9.55 | | 6.20 | | WS 100 CS 99 P |
| | 980.1 | | | | | | | P |
| | 985.1 | | 9.43 | 9.43 | | 6.08 | | ES 52 P |
| | 989.9 | | | | | | | PIX |
| | 992.6 | | 9.35 AM | 9.35 AM | | 6.00 PM | | DFPTYZX |
| | | Daily | Daily | Daily | Daily | Daily | | |

Thru Time Thru Time
Average speed per hour 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 | | |
|--------------------------------------------------------|----------------------|-------------------|-------|----------|--|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Denver | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| P | 5.0 | COMMERCE CITY | YL | 5.0 | | |
| 13 | 8.2 | WELBY | | 8.2 | | |
| 26 | 9.8 | QUIMBY | | 9.8 | | |
| 31 | 13.8 | EAST LAKE | | 13.8 | | |
| 46 | 22.2 | ST. VRAINS | YL | 22.2 | | |
| | 22.2 | U. P. CROSSING | | 22.2 | | |
| 80 | 26.1 | FREDERICK | YL | 26.1 | | |
| | 27.8 | FIRESTONE | | 27.8 | | |
| 17 | 30.2 | HARNEY | | 30.2 | | |
| 26 | 34.6 | GOWANDA | | 34.6 | | |
| | 36.9 | RIVERS | | 36.9 | | |
| 10 | 38.3 | WILD CAT | | 38.3 | | |
| 17 | 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 | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| 17 | 0.0 | DENT | YL | 0.0 | | |
| | 1.7 | MILLIKEN | YL M | 1.7 | | |
| | 2.0 | G. W. CROSSING | | 2.0 | | |
| | 9.0 | G. W. CROSSING | | 9.0 | | |
| | 9.1 | KELIM | | 9.1 | | |
| | 16.4 | REDMOND | | 16.4 | | |
| 37 | 19.5 | HARMONY | | 19.5 | | |
| 48 | 25.0 | FORT COLLINS | YL FC | 25.0 | | |
| | 25.2 | C. & S. CROSSING | | 25.2 | | |
| | 25.3 | C. & S. CROSSING | | 25.3 | | |
| | 27.9 | POUDRE | YL | 27.9 | | |
| | 30.0 | BOETTCHER | YL | 30.0 | | |
| | 30.8 | END OF TRACK | YL | 30.8 | | |
| (30.8) | | | | | | |

| WESTWARD | | BOULDER BRANCH | | EASTWARD | | |
|--------------------------------------------------------|----------------------|----------------------|----|----------|--|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Denver | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| | 5.2 | END OF TRACK | | 5.2 | | |
| 15 | 7.1 | DICK | | 7.1 | | |
| | 8.1 | ST. VRAINS | YL | 8.1 | | |
| | 8.1 | U. P. CROSSING | | 8.1 | | |
| | 10.1 | NATIONAL | | 10.1 | | |
| 44 | 10.9 | STATE COAL MINE JCT. | YL | 10.9 | | |
| | 11.4 | PARKDALE JCT. | | 11.4 | | |
| 8 | 15.1 | ERIE | | 15.1 | | |
| | 15.1 | C. B. & Q. CROSSING | | 15.1 | | |
| | 19.6 | LIGGETT | | 19.6 | | |
| 16 | 24.0 | VALMONT | | 24.0 | | |
| | 26.0 | C. & S. CROSSING | | 26.0 | | |
| | 26.9 | BOULDER | YL | 26.9 | | |
| (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 | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| YZP | 0.0 | DN | GREELEY | YL HG | 0.0 | |
| YP | 2.3 | | GREELEY JCT. | YL | 2.3 | |
| 30 | 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 | |
| (14.2) | | | | | | |

| WESTWARD | | ENCAMPMENT BRANCH | | EASTWARD | | |
|--------------------------------------------------------|-----------------------|-------------------|------------|----------|------|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Walcott | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| P | 0.0 | | WALCOTT | | 0.0 | |
| 4 | 6.8 | | MEADS | | 6.8 | |
| 6 | 12.3 | | OVERLAND | | 12.3 | |
| 19 | 24.1 | D | SARATOGA | | 24.1 | |
| 8 | 32.7 | | COW CREEK | | 32.7 | |
| 10 | 39.3 | | CANYON | | 39.3 | |
| 15 | 44.4 | Y | ENCAMPMENT | YL | 44.4 | |
| (44.4) | | | | | | |

| WESTWARD | | COALMONT BRANCH | | EASTWARD | | |
|--------------------------------------------------------|-----------------------|-------------------|--------------|----------|-------|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Laramie | Time-Table No. 44 | | | | Mile Post |
| | | October 27, 1968 | | | | |
| | | STATIONS | | | | |
| DFYPZX | 0.0 | DN-R | LARAMIE | YL K | 0.0 | |
| 22 | 14.7 | | MILLER | | 14.7 | |
| | 21.3 | | HATTON | | 21.3 | |
| | 29.7 | | CENTENNIAL | | 29.7 | |
| 8 | 40.4 | | ALBANY | | 40.4 | |
| 17 | 54.6 | | FOX PARK | | 54.6 | |
| 8 | 63.8 | | WYOCOLO | | 63.8 | |
| 29 | 70.8 | | CAMP | | 70.8 | |
| 10 | 73.6 | | KINGS CANON | | 73.6 | |
| 17 | 79.8 | | NORTHGATE | | 79.8 | |
| 6 | 82.6 | | COWDREY | | 82.6 | |
| | 88.3 | | BROWNLEE | | 88.3 | |
| 12 | 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. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | PARKDALE JCT. | | |
| | 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. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | CLOVERLY | | |
| | 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. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | ROCK SPRINGS YL SG | | |
| | 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. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | OGDEN JUNCTION YL | | |
| | 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 trains are superior to trains of the same class in the opposite direction. — See Rule 72.

| WESTWARD | | PARK CITY BRANCH | | EASTWARD | |
|--------------------------------------------------------|--------------------|-------------------|------------|-----------|--|
| Car Capacity of Sidings, etc. See Rule 6 (A), Page 23. | Distance from Echo | Time-Table No. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | ECHO YL HO | | |
| | 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 | 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. 44 | | Mile Post | |
| | | October 27, 1968 | | | |
| | | STATIONS | | | |
| | | 0.0 | KEETLEY JCT. | | |
| | 2.2 | PHOSTON | 2.2 | | |
| | 5.2 | KEETLEY | 5.2 | | |
| | 7.0 | CRANMER YL | 7.0 | | |
| (7.0) | | | | | |

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

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

| Location | Miles Per Hour | | Location | Miles Per Hour | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----|
| | Psg. | Fr. | | Psg. | Fr. |
| 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 |
| Passenger trains handling 6 cars or less. | 70 | | Trains handling U. P. ore cars series 26000 to 26499 loaded or empty. | | 50 |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order. | 30 | 30 | 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 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 turn-outs, 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 locomotives, except GP 7 Units Nos. 100 to 129 inclusive. | 75 | | Jordan spreaders and other machines of spreader type, when in operation. | | 15 |
| GP 7 Units Nos. 100 to 129 inclusive. | 65 | 65 | Trains handling diesel units dead in train: Yard-switch units of any type; | | 35 |
| Gas turbine locomotives. | 75 | | Foreign line, government, export or commercial diesel units other than yard-switch type; | | 45 |
| Diesel yard-switch locomotives in road service: 1000-1100 class; | 35 | 35 | Union Pacific road-switch units of Alco or Baldwin type. | | 45 |
| 1800 class | 50 | 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. | 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 |
| Commerce City 56th Avenue, MP 4.26. 64th Avenue, MP 5.43. 69th Avenue, MP 6.16. | 20 40 20 | 20 40 20 | 93.3 and 97.4 93.3 and 97.4 mixed trains. | 60 | 40 40 |
| Brighton within city limits. | 40 | 25 | Cheyenne Side 97.73 and 97.76 | 30 | 20 |
| LaSalle 45.8 and 47.1 47.8 and 48.0 | 20 70 | 20 50 | Borie Side 97.73 and 97.76 | 30 | 20 |
| Evans 49.4 and 49.7 | 70 | 50 | | | |
| 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 | | | ON NO. 2 TRACK | | |
| Between Mile Posts — Borie 522.1 and 525.6 | 60 | 40 | Between Mile Posts — Hermosa 549.3 and 550.0 | 50 | 30 |
| Granite 530.0 and 543.5 | 55 | 35 | ON NO. 1 TRACK | | |
| 544.1 and 545.1 | 40 | 40 | Between Mile Posts — Forelle 549.8 and 559.2 | 60 | 40 |
| Hermosa Tunnel | 50 | 30 | Laramie | | |
| 547.0 and 548.1 | 55 | 35 | | | |

| THIRD SUBDIVISION | | | | | |
|------------------------------------------|----------------|-----|-------------------------------------------------------|----------------|-----|
| Location | Miles Per Hour | | Location | Miles Per Hour | |
| | Psg. | Fr. | | Psg. | Fr. |
| Maximum speed. | 90 | 70 | Hanna, spur to Monolith Coal Co., U. P. Coal Co. 4-A. | | 10 |
| Between Rock Springs and Green River | 90 | 60 | Sinclair, refining company tracks. | | 6 |
| Laramie, ice house tracks 1, 2, 3 and 4. | | 6 | | | |
| ON WESTWARD TRACK | | | ON EASTWARD TRACK | | |
| Between Mile Posts — | | | 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 |
| Medicine Bow | | | 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 | Point of Rocks 776.5 and 775.8 | 70 | 55 |
| Hanna 643.5 and 643.7 | 60 | 40 | 775.0 and 774.3 | 70 | 55 |
| 645.1 and 646.3 | 70 | 55 | 773.2 and 773.0 | 60 | 45 |
| 647.5 and 648.0 | 70 | 55 | 772.3 and 771.8 | 70 | 55 |
| Percy 650.2 and 650.7 | 70 | 55 | Hallville 769.3 and 768.8 | 60 | 45 |
| Dana 652.2 and 652.5 | 60 | 45 | Black Buttes 765.6 and 765.2 | 60 | 45 |
| 653.1 and 656.4 | 70 | 55 | 762.3 and 762.0 | 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 | |
|-------------------------------------------|----------------|-----|-------------------------------------------|----------------|-----|
| | Psg. | Fr. | | Psg. | Fr. |
| ON WESTWARD TRACK Between Mile Posts — | | | ON EASTWARD TRACK 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 |
| Sinclair 678.2 and 678.5 | 70 | 55 | 718.1 and 717.8 | 70 | 55 |
| Riner 703.0 and 704.2 | 70 | 55 | Latham 715.3 and 715.0 | 70 | 55 |
| Cherokee 708.6 and 709.0 | 70 | 55 | 714.3 and 713.7 | 80 | 55 |
| Creston 713.7 and 714.3 | 80 | 55 | Creston 709.0 and 708.6 | 70 | 55 |
| 715.0 and 715.3 | 70 | 55 | Cherokee 704.2 and 703.0 | 70 | 55 |
| Latham 717.8 and 718.1 | 70 | 55 | Rawlins 678.5 and 678.2 | 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 |

| 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 | |
|-------------------------------------------|----------------|-----|-------------------------------------------|----------------|-----|
| | Psg. | Fr. | | Psg. | Fr. |
| ON WESTWARD TRACK Between Mile Posts — | | | ON EASTWARD TRACK 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 637.5 | 70 | 55 |
| 773.0 and 773.2 | 60 | 45 | Medicine Bow 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 | Ridge 616.4 and 615.9 | 55 | 40 |
| Point of Rocks 777.8 and 778.9 | 60 | 45 | 611.6 and 611.2 | 70 | 55 |
| 780.0 and 780.2 | 60 | 45 | Rock River 604.6 and 603.9 | 60 | 45 |
| 781.3 and 781.7 | 70 | 55 | 602.2 and 601.1 | 60 | 45 |
| Baxter 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 | Lookout 593.7 and 593.3 | 70 | 55 |
| 806.6 and 807.0 | 70 | 55 | Cooper Lake 588.4 and 587.7 | 70 | 55 |
| 807.5 and 807.8 | 55 | 40 | Howell 567.2 and 566.8 | 60 | 35 |
| Kanda 809.6 and 813.9 | 55 | 35 | Laramie | | |
| 814.1 and 816.1 | 40 | 25 | | | |
| 816.1 and 816.3 | 35 | 25 | | | |
| 816.3 and 817.0 | 50 | 25 | | | |
| Green River | | | | | |

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 Between Mile Posts — | | | ON EASTWARD TRACK 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 | Millis 910.4 and 909.3 | 80 | 55 |
| Peru 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. |
| 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 | 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 |
| Elkhurst 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 | Elkhurst 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 |
| 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 |
| 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 |
| 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 | 40 | 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 | | | 921.2 and 920.6 | 70 | 50 |
| | | | 919.1 and 915.9 | 60 | 35 |
| | | | Evanston | | |

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

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

BRANCHES

| | | | |
|--------------------------------------------------------------|----|----------------------------------------------------------------------------------------------------------------|----|
| Boulder Branch Maximum Speed. | 25 | Encampment Branch Maximum speed. | 15 |
| Trains handling outfit cars. | 20 | Between Mile Posts — 25.2 and 24.5 | 10 |
| Between Parkdale Jet. and Boulder. | 15 | 37.5 and 37.8 | 10 |
| Valmont Spur, M. P. 1, over C. & S. crossing. | 10 | Pleasant Valley Branch | 15 |
| Dent Branch Maximum Speed | 40 | Puritan Branch | 15 |
| Trains handling outfit cars. | 30 | Branches not otherwise shown. | 15 |
| Commerce City to paved road. | 20 | Stauffer Spur | 15 |
| Between Mile Posts — 21.5 and 21.9 | 30 | Spurs not otherwise shown. | 10 |
| 25.6 and 25.8 | 30 | Park City Branch Maximum Speed. | 25 |
| Fort Collins Branch 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 |
| Greeley Branch Maximum Speed. | 15 | 25.1 and 25.2 | 15 |
| Coalmont Branch 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 | Ontario Branch | 15 |
| 20.5 and 21.0 | 25 | Cranmer Spur , between Keetley and end of track. | 10 |
| 29.5 and 30.0 | 20 | Hill Field Branch 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
 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
 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. Taufer | District Surgeon | Salt Lake City, Utah | P. E. Woodward | Surgeon | Fort Morgan, Colo. |
| W. Gillette | Surgeon | Boulder, Colo. | J. W. Allely | Surgeon | Greeley, Colo. |
| C. J. Fujisaki | Surgeon | Brighton, Colo. | D. G. Allely | Surgeon | Greeley, Colo. |
| J. G. Haller | 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. |
| D. G. Iverson | Oculist | Cheyenne, Wyo. | W. P. Ordelheide | Surgeon | La Salle, Colo. |
| L. J. Stadnik | Oculist | Cheyenne, Wyo. | E. R. Pearson | Surgeon | Lupton, Colo. |
| 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. | J. R. Nye | Surgeon | Laramie, Wyo. |
| G. L. Smith | Aurist | Cheyenne, Wyo. | R. H. Jesson | Oculist | Laramie, Wyo. |
| R. J. Parker | Surgeon | Coalville, Utah | G. F. Kearns | Surgeon | Ogden, Utah |
| J. H. Bechtold | Surgeon | Denver, Colo. | K. A. Stratford | Surgeon | Ogden, Utah |
| R. A. O'Dell | Surgeon | Denver, Colo. | C. S. Feeny | Physician | Ogden, Utah |
| J. R. Blair | Aurist | Denver, Colo. | I. H. Moncrief | Surgeon | Ogden, Utah |
| A. T. Haley | Surgeon | Denver, Colo. | F. W. Seager | Surgeon | Ogden, Utah |
| K. R. Hovland | Oculist | Denver, Colo. | H. V. De Mars | Aurist | Ogden, Utah |
| W. L. Bennett | Physician | Denver, Colo. | R. W. Pugmire | Oculist | Ogden, Utah |
| R. M. Maul | Surgeon | Denver, Colo. | J. W. Baltzell | Surgeon | Rawlins, Wyo. |
| A. C. Sudan | Surgeon | Denver, Colo. | E. W. McNamara | Surgeon | Rawlins, Wyo. |
| R. C. Spangler | Surgeon | Denver, Colo. | R. D. Paul | Surgeon | Rawlins, Wyo. |
| H. T. High | Surgeon | Devils Slide, Utah | G. M. Halsey | Surgeon | Rawlins, Wyo. |
| D. A. Holt | 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. |
| A. P. Dean | 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 |