



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 24

Effective Sunday,
April 29, 1956

at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD		FIRST SUBDIVISION							Time-Table No. 24	
SECOND CLASS		FIRST CLASS							April 29, 1956	
Car Capacity of Engines, etc. See Rule 9 (A), page 23.	370	250	17	10	112	8	18	9	Distance from Denver	STATIONS
	Mixed	Time Freight	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger		
YIP	8.15PM		7:00PM	6.40PM	3.30PM	12.50PM	9.15AM	8.35AM	0.0	DN-R DENVER YL UD
									0.6	23RD STREET YL
ZP	8.55	6.10PM	7.04	6.44	3.34	12.54	9.19	8.39	1.7	DN-R 36TH ST. YL RA
DWCOTYZP	A 9.01PM	6.13	7 05	A 6.45PM	3.35	A12.55PM	A 9.20AM	8.40	2.2	PULLMAN YL
									4.9	O. B. & Q. CROSSING
IP		6.20	7.09		3.39			8.44	5.0	SAND CREEK JCT. YL
7									6.0	ADAMS
95 P		6.26	7.13		3.42			8.48	8.1	DUPONT
28									9.9	BOLLA
57 P		6.31	7.16		3.44			8.51	11.8	HAZELTINE
52 P		6.36	7.19		3.46			8.54	14.1	HENDERSON
22									16.0	NORTHWAY
91 WYZP		6.43	7.24		3.51			8.59	19.1	DN BRIGHTON YL BI
81 P									22.8	POWARS
94 P		6.52	7.31		3.57			9.06	25.8	D LUPTON UP
88 P		6.58	7.35		4.01			9.10	30.1	IONE
95 P		7.04	7.40		4.05			9.15	34.8	D PLATTEVILLE PA
24									36.2	VASQUEZ
43 P									37.8	HOUSTON
119 P		7.11	7.46		4.09			9.21	40.0	D GILCREST GI
24 P									42.4	PECKHAM
24									48.2	HAMBERT
102 WOTYPO		A 7.20PM	7.52		A 4.15PM			9.27	46.1	DN-R LA SALLE YL SA
60 P			7.55					9.30	48.2	EVANS
247 WYZP			s 8.03					s 9.38	51.7	DN GREELEY YL HG
YP									54.0	GREELEY JCT.
81 P			8.08					9.43	55.8	D LUCERNE C
80 P			8.12					9.47	59.2	D EATON YL UR
I									59.8	G. W. CROSSING
06 P			8.16					9.51	63.0	D ADLT A
22									64.9	STAGE
94 WYP			8.20					9.55	66.8	D PIEROE BU
52 P			8.26					10.01	71.9	D NUNN NU
96 P			8.32					10.07	77.0	DOVER
51 P			8.37					10.12	81.9	DEOKER
94 WOTYP			A 8.44PM					A10.19AM	86.0	DN CARR OR

Thru Time
Average speed per hour
(0.46) 2.9 (1.10) 38.1 (1.44) 49.6 (0.05) 26.4 (0.45) 61.4 (0.05) 26.4 (0.05) 26.4 (1.44) 49.6

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 72.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.
Denver Union Terminal Speed restrictions apply within interlocking limits at Denver.
For conditional stops to discharge or pick up revenue passengers.—See Page 3.

Time-Table No. 24		FIRST SUBDIVISION						EASTWARD		
April 29, 1956		FIRST CLASS						SECOND CLASS		
Mile Post	STATIONS	9	7	111	18	10	17	369	334	Car Capacity of Streamliner, etc. See Rule 4 (A), page 23.
		Streamliner Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Mixed	Mixed	
0.0	DN-R DENVER YL UD	A 8.05AM	A 8.25AM	A 8.30AM	A 8.45AM	A 6.05PM	A 6.30PM	A 6.15PM	A11.50PM	YIP
0.6	23RD STREET YL	7.49		8.22	8.30			5.55		ZP
1.7	DN-R 36TH ST. YL RA	7.46	8.17	8.20	8.28	5.41	6.11	5.50	11.32	DWCOTYZP
2.2	PULLMAN YL	7.45AM	8.16AM	8.19	8.26	5.40	6.10PM	5.45PM	11.30	
4.9	O. B. & Q. CROSSING									IP
5.0	SAND CREEK JCT. YL			8.15	8.22	5.35			11.23	
6.0	ADAMS									7
8.1	DUPONT			8.10	8.17	5.32			11.17	95 P
9.9	BOLLA									28
11.8	HAZELTINE			8.07	8.14	5.29			11.12	57 P
14.1	HENDERSON			8.05	8.11	5.26			11.08	52 P
16.0	NORTHWAY									22
19.1	DN BRIGHTON YL BI			7.59	8.06	5.21		f11.01		91 WYZP
22.8	POWARS									81 P
25.8	D LUPTON UP			7.52	7.59	5.12		f10.52		94 P
30.1	IONE			7.48	7.55	5.08		10.45		83 P
34.8	D PLATTEVILLE PA			7.45	7.51	5.04		10.39		85 P
36.2	VASQUEZ									24
37.8	HOUSTON									43 P
40.0	D GILCREST GI			7.41	7.46	4.59		10.30		119 P
42.4	PECKHAM									24 P
48.2	HAMBERT									24
46.1	DN-R LA SALLE YL SA			7.34AM	7.40	4.54		s10.20		102 WOTYPO
48.2	EVANS				7.37	4.50		9.55		60 P
51.7	DN GREELEY YL HG			s 7.32	s 4.46			s 9.50		247 WYZP
54.0	GREELEY JCT.									YP
55.8	D LUCERNE C				7.25	4.40		9.37		81 P
59.2	D EATON YL UR				7.21	4.37		s 9.32		80 P
59.8	G. W. CROSSING									I
63.0	D ADLT A				7.17	4.33		s 9.25		06 P
64.9	STAGE									22
66.8	D PIEROE BU				7.13	4.30		9.18		94 WYP
71.9	D NUNN NU				7.08	4.25		9.10		52 P
77.0	DOVER				7.03	4.20		9.00		96 P
81.9	DEOKER				6.58	4.15		8.52		51 P
86.0	DN CARR OR				6.54AM	4.11PM		s8.44PM ¹⁷		94 WOTYP

Thru Time
Average speed per hour
(0.20) 6.1 (0.09) 14.7 (0.56) 49.4 (1.51) 46.5 (1.54) 45.3 (0.20) 6.1 (0.30) 4.4 (3.06) 27.7

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 72.
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For conditional stops to discharge or pick up revenue passengers.—See Page 3.

WESTWARD FOURTH SUBDIVISION Time-Table No. 24 April 29, 1956. Table with columns for Second Class, First Class (263, 11, 9, 27, 103, 101, 105, 17, 5), and Stations (DN-BGREEN RIVERTLGR, RIVIEW, PERU, BRYAN, WESTVAO, GRANGER YL GN, VERNE, CHURCH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGE, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YL NA, ALMY JCT., WYUTA, WAHSAHOY YL WH, CURVO, CASTLE ROCK, EMORY, BASKIN, ECHO YL HO, HENEFER, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OG). Includes Thru Time and Average speed per hour.

FOURTH SUBDIVISION EASTWARD Time-Table No. 24 April 29, 1956. Table with columns for First Class (12, 10, 28, 104, 102, 106, 18, 6) and Second Class (262), and Stations (DN-BGREEN RIVERTLGR, RIVIEW, PERU, BRYAN, WESTVAO, GRANGER YL GN, VERNE, CHURCH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGE, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YL NA, ALMY JCT., WYUTA, WAHSAHOY YL WH, CURVO, CASTLE ROCK, EMORY, BASKIN, ECHO YL HO, HENEFER, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OG). Includes Thru Time and Average speed per hour.

WESTWARD—Paritan Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	Distance from Paritan Jct.	Time-Table No. 24 April 29, 1956	Mile Post
	0.0	PARKDALE JCT YL	0.0
	1.9	PURITAN	1.9
	3.1	END OF TRACK (3.1)	3.1

WESTWARD—Lionkol Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	Distance from Lionkol Jct.	Time-Table No. 24 April 29, 1956	Mile Post
	0.0	LIONKOL JUNCTION	0.0
	2.0	LIONKOL	2.0
	2.5	END OF TRACK (2.5)	2.5

WESTWARD—Stansbury Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	Distance from Stansbury Jct.	Time-Table No. 24 April 29, 1956	Mile Post
	0.0	STANSBURY JUNCTION	0.0
	1.9	STANSBURY MINE	1.9
	2.1	END OF TRACK (2.1)	2.1

WESTWARD—Park City Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	SECOND CLASS 226 Local Freight Daily Except Sunday	Distance from Echo	Time-Table No. 24 April 29, 1956	Mile Post	SECOND CLASS 225 Local Freight
WS120 CS120 ES101PTW	9.15AM	0.0	DN-R ECHO YL HO	0.0	A 2.10PM
18 P	9.45	5.7	D COALVILLE YL VR	5.7	1.45
16 P	10.20	13.4	WANSHIP	13.4	1.10
12 P	10.50	20.8	ATKINSON	20.8	12.40
16 PW	11.07	24.5	KEETLEY JCT. YL	24.5	12.20
3		28.0	BEGGS SPUR	28.0	
47		27.2	BROADWATER SPUR	27.2	
PWY	11.30AM	28.4	D-R PARK CITY YL KD	28.4	12.01PM
			(28.4)		Daily Except Sunday
	(2.15)	 Thru Time	(2.09)	
	12.6	 Average speed per hour	13.0	

WESTWARD—Ontario Branch—EASTWARD

Car Capacity of Sidings, etc. See Rule 9(A), Page 23.	Distance from Keetley Jct.	Time-Table No. 24 April 29, 1956	Mile Post
	0.0	KEETLEY JCT. YL	0.0
	5.2	KEETLEY YL	5.2
	7.0	CRANMER YL	7.0

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

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

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

- Designation "Str." —Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr." —Train with steam locomotive and all passenger train equipment; train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars.

When diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.
When a freight engine is used in passenger service on a branch line, the speed under "Frt." must not be exceeded.

GENERAL

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frt.		Str.	Psgr.	Frt.
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	30	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.)			40 35 20
Inspection bus cars.		40	40				
When caboose is handled in train consisting of passenger train equipment.		60					
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Gas turbine locomotives in road service.		50	50	Trains handling air-dump cars.			35
1500 class diesel locomotives in road service.	50	50	50	Trains handling scale test cars: On main line and Dent Branch. On other branch lines.			30 20
Diesel locomotives running light, dynamic brake not in operation.			35	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty.			45
3800 and 3900 class engines.		60	50	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
5000 and 9000 class engines.		50	50	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
MacArthur type engines with 63-in. drivers.		55	50				
MacArthur type engines with 57-in. drivers.		35	35				
Consolidation and Ten-Wheeler type engines.		35	35	When using No. 20 turn-outs.	40	40	40
5000 class engines on any coal mine lead or track.			10	When using No. 14 turn-outs.	25	20	20
0-6-0 type yard engines.		20	20	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 15 10 10
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20				
When more than 50% of the tonnage is gravel.			40	Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch	20	20	20
				All wye tracks.	6	6	6
				Jordan spreaders and other machines of spreader type, when in operation.			15

FIRST SUBDIVISION				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Warren 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40 40
Between Mile Posts— Denver Yard				Cheyenne Side 97.73 and 97.76	30	30	20
0.4 and 0.7 westward track.	30	30	25	Borie Side 97.73 and 97.76	30	30	20
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				
SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Cheyenne to Dale, No. 3 track	60	60	50	Light Engines.			40
Dale to Cheyenne, No. 3 track	60	60	50	4000 class engines.		45	40
West Speer to Cheyenne, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	10
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Buford, No. 1 and 2 tracks	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Buford to Granite, No. 1 and 2 tracks	70	60	30	Westward solid express trains, between M. P. 549.7 and 557.0		30	
ON NO. 3 TRACK Between Mile Posts— Perkins 553.5 and 554.0	60	50	40	ON NO. 1 TRACK Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS Between Mile Posts— Cheyenne 515.6 and 515.7	60	50	40	Laramie			
518.8 and 519.1	60	50	40	ON NO. 2 TRACK Hermosa 563.6 and 550.0	70	60	40
Borie 522.1 and 522.3	60	50	40	550.0 and 549.3	50	40	30
523.3 and 523.6	60	50	40	Laramie			
524.5 and 525.6	60	50	40				
Granite 528.7 and 529.5	55	45	35				
530.0 and 530.2	50	40	30				
530.2 and 535.1	60	50	40				
535.6 and 537.5	50	40	30				
537.9 and 545.1	55	45	35				
Hermosa Tunnel	50	40	30				
547.0 and 548.1	55	45	35				
Hermosa							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by diesel locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK Between Mile Posts— Laramie 566.8 and 567.2				ON EASTWARD TRACK Between Mile Posts— Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.8 and 807.5	55	50	40
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
Ridge 617.2 and 617.6	70	60	50	Baxter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	40	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	Latham 715.3 and 715.0	60	50	40
Riner 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
Cherokee 708.6 and 709.0	70	60	50	Creston 709.0 and 708.6	70	60	50
Creston 713.7 and 714.3	80	70	50	Cherokee 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	25
Latham 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	Sinclair 668.5 and 667.7	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Fort Steele 666.5 and 662.8	70	60	50
Red Desert 733.9 and 737.3	65	55	45	Walcott 661.5 and 661.0	70	60	50
Tipton 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	70	60	50
762.0 and 762.3	70	60	50				
765.2 and 765.6	60	50	40				

THIRD SUBDIVISION (Continued)							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	Ridge 616.4 and 615.9	55	45	40
Baxter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	55	50	40	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	Laramie			
Green River							
FOURTH SUBDIVISION							
Maximum speed between: Green River and Evanston Evanston and Ogden			90 79	80 75	50 50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	
4000 class engines				45	45	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.	
Freight engines not otherwise shown.				50	50	20	20
Light engines.					45		
Between Green River and Evanston							
ON WESTWARD TRACK			ON EASTWARD TRACK				
Between Mile Posts—			Between Mile Posts—				
Green River 817.0 and 818.5	50	40	25	Evanston 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
Riview 822.4 and 823.6	60	50	40	Millis 910.4 and 909.3	80	70	50
Peru 825.4 and 826.6	70	60	50	Knight 908.6 and 906.3	50	40	30
827.9 and 828.4	70	60	50	905.3 and 904.9	60	50	40

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
Altamont 904.9 and 905.3	60	50	40	Westvaco 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
Knight 909.3 and 910.4	79	70	50	Bryan 828.4 and 827.9	70	60	50
Millis 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	Peru 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	Riview 820.7 and 819.3	60	50	40
Evanston				818.5 and 817.0 Green River	50	40	25

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Evanston 920.6 and 921.2	70	60	50	Ogden 989.0 and 987.9	65	55	45
Wyuta 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	Uintah 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	Gateway 983.5 and 981.0	40	35	30
Castle Rock 937.0 and 939.4	50	40	35	981.0 and 980.7	35	35	30
941.1 and 941.9	55	45	40	980.7 and 978.7	40	35	30
Emory 942.9 and 945.5	50	40	35	Strawberry 977.3 and 977.0	60	50	45
946.9 and 951.1	50	40	35	976.1 and 974.1	55	45	35
952.1 and 952.5	35	30	25	Peterson 972.6 and 972.4	75	65	50
Echo 953.3 and 954.1	60	50	25	Morgan 967.3 and 967.2	60	50	40
954.2 and 954.5	55	50	45	965.1 and 963.1	45	35	30
Henefer 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	Devils Slide 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	Henefer 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	25
Stoddard 972.4 and 972.6	75	65	50	Echo 952.5 and 952.1	35	30	25
974.1 and 976.1	50	45	35	951.1 and 946.9	50	40	35
977.0 and 977.3	60	50	45	945.5 and 942.9	50	40	35
Strawberry 978.7 and 980.7	40	35	30	Emory 941.6 and 940.9	55	45	40
980.7 and 981.0	35	35	30	939.1 and 929.2	55	45	35
981.0 and 983.7	40	35	30	Curvo 928.8 and 927.6	50	40	25
Uintah 985.5 and 985.8	70	60	50	Wasatch 927.6 and 927.4	30	25	25
986.7 and 987.0	65	60	50	927.4 and 926.5	60	50	25
987.9 and 989.0	65	55	45	926.2 and 925.9	65	55	40
Ogden				Wyuta 921.2 and 920.6	70	60	50
				919.1 and 915.9 Evanston	60	50	25

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
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
			U. P. and S. P. roundhouse and shop limits.	8	8
When using cross-overs or turn-outs.	15	15	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8
Over railroad crossings.	10	10			

BRANCHES

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

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

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

- The following letters placed in columns provided in time-table indicate:
 C—coaling station
 D—diesel oil station
 F—turbine fuel station
 I—interlocking
 O—fuel oil station
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding

UNION PACIFIC EMPLOYEES HOSPITAL ASSOCIATION PHYSICIANS AND SURGEONS ARE LOCATED AS SHOWN BELOW:

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Buntten	District Surgeon	Cheyenne, Wyo.	J. B. Bennett	Surgeon	Evanston, Wyo.
J. S. Benwell	District Surgeon	Denver, Colo.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	R. N. Humphrey	Surgeon	Fort Collins, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
J. W. Wells	Surgeon	Brighton, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
J. D. Shingle	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
L. J. Stadnick	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
R. B. Stamp	Oculist and Aurist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
R. I. Williams	Oculist and Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. J. Parker	Surgeon	Coalville, Utah	B. J. Sullivan	Surgeon	Laramie, Wyo.
J. H. Bechtold	Surgeon	Denver, Colo.	D. G. Barker	Physician	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	Leo W. Benson	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	Richard Nilsson	Physician	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	Dan Oniki	Surgeon	Park City, Utah
W. R. Anthony	Surgeon	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	E. W. McNamara	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
Blair Liddell	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	J. G. Wanner	Oculist and Aurist	Rock Springs, Wyo.
			R. A. Corbett	Surgeon	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Rawlins	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Yard Office
29th Street	Yard Office	Rawlins	Engine Dispatcher's Office
36th Street	Telegraph Office	Rock Springs	Telegraph Office
36th Street	Register Room	Rock Springs	Switchmen's Locker Room
Pullman	Yard Office	Green River	Train Dispatcher's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Telegraph Office
Brighton	Telegraph Office	Green River	Engine Crew Dispatcher's Office
La Salle	Telegraph Office	Green River	Switchmen's Locker Room
Greeley	Telegraph Office	Evanston	Telegraph Office
Fort Collins	Telegraph Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Dispatcher's Office	Riverdale	"R. D." Telegraph Office
Cheyenne	Telegraph Office	Ogden	Telegraph Office, Union Depot
Cheyenne	Yard Office	Ogden	YD—21st St. Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Yard Office	Ogden	Enginemen's Wash Room
Laramie	Depot Telegraph Office		
Laramie	Engine Dispatcher's Office		