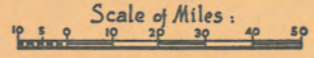


EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1, 1959



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 40

Effective Sunday,
February 6, 1966

at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 40 February 6, 1966									Distance from Council Bluffs	STATIONS
9	17	105	111	27	5	103				
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
								0.0	CO. BLUFFS	
			11.35	11.00	10.45	2.45	2.8		OMAHA	
			1.50	1.55	1.50	4.50	146.9		GRAND ISLAND	
			3.50 2.55	4.45 4.00	4.20 3.35	6.45 5.50	284.1		NORTH PLATTE C.T. M.T.	
			4.11				365.3		JULESBURG	
				6.25	5.50	7.34	407.5		SIDNEY	
									KANSAS CITY	
	9.20	7.30							DENVER	
	7.50 8.20	6.10 6.45	8.05	7.40			562.5		CHEYENNE	
		8.50 9.20		8.30 8.55	7.45 9.10	9.20 9.30	509.5		LARAMIE	
	11.25	11.01	10.55	10.25	10.40	10.50	566.0		RAWLINS	
	1.20	1.15	12.50		12.45	12.37	682.8		GREEN RIVER	
	3.25 3.35	3.40 4.15	3.05 3.15		3.15 3.30	2.50 3.00	817.0		GRANGER	
		4.50	3.45				847.2		OGDEN	
	7.00				7.15	6.40	992.6		(992.6)	
Heavy Figures Indicate PM Light Figures Indicate AM									Thru Time	
	(22.40)	(22.20)	(7.40)	(9.05)	(12.25)	(21.30)	(16.55)		Average speed per hour	
	53.7	48.6	56.2	61.0	45.3	46.0	58.5			

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

K. I. JONES
General Superintendent

- S. D. GATCHELL, Superintendent Cheyenne, Wyo.
- B. C. MURPHY, Asst. Superintendent Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent Cheyenne, Wyo.
- R. SHUMATE, 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.
- R. M. WOOD, Asst. Terminal Superintendent Denver, Colo.
- W. C. STAMEY, Trainmaster Laramie, Wyo.
- H. H. BRANDT, 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.
- G. E. FOLSOM, Road Foreman of Engines Laramie, Wyo.
- J. W. STONEBRAKER, Road Foreman of Engines Rawlins, Wyo.
- D. W. KRAFCZIK, Road Foreman of Engines Evanston, Wyo.
- W. H. ALBERTS, Road Foreman of Engines Ogden, Utah
- D. MacDONALD, Division Engineer Cheyenne, Wyo.
- G. B. BURLESON, Acting General Roadmaster Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

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

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

- J. M. KELLEY, Chief Train Dispatcher Cheyenne, Wyo.
- C. E. WHITE, Asst. Chief Train Dispatcher Cheyenne, Wyo.
- 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 Green River, Wyo.
- R. J. WALKER, Asst. Chief Train Dispatcher Green River, Wyo.
- N. PRITZA, Asst. Chief Train Dispatcher Green River, Wyo.

MILEAGE

Main Line	628.23
Branches	341.21
Total	969.44

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 40 February 6, 1966								Mile Post	STATIONS										
106	112	10	104	28	18	6													
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger													
Daily	Daily	Daily	Daily	Daily	Daily	Daily													
							0.0												
							2.8		1.40		3.10	7.00			5.45				
							146.9		11.25		12.55	3.55			2.55				
							284.1		9.25 8.20		10.55 9.50	1.00 11.30			12.10 11.00				
							365.3		7.00										
							407.5				7.56	9.10			8.55				
										9.05				11.10					
							562.5		3.30	3.50	8.20 7.55			10.15 9.30					
							509.5				6.25 6.15	7.10 6.45	7.10 6.00	7.00 6.30					
							566.0		12.32		4.50	4.55	5.25	4.40	5.15				
							682.8		10.46		2.46	3.01		2.35	3.10				
							817.0		8.35 8.25		12.35 12.25	12.50 12.40		11.55 11.30	12.30 12.15				
							847.2		7.55					10.55					
							992.6				9.10	9.25			8.45				
									Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Thru Time								(7.35)	(8.50)	(22.55)	(16.45)	(12.35)	(23.15)	(20.00)	Heavy Figures Indicate PM Light Figures Indicate AM				
Average speed per hour								56.7	63.4	53.1	56.8	44.7	46.7	49.5					

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD			
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Rock River Medicine Bow Hanna Sinclair Wamsutter	Cheyenne or east.		6	Any station on Third Subdivision	Granger or beyond.	Cheyenne or beyond.
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.	18	Any station on First and Third Subdivi- sion and Borie Subdivision	Granger or beyond	Denver or beyond.
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.					
105	Greeley		Pocatello or beyond.				

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS								Distance from Denver
	10	17	112	8	18	9	105		
	Passenger	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Passenger		
	8.20PM	6.45PM	3.50PM	11.30AM	10.15AM	8.20AM	8.05AM	0.0	
YIP								0.6	
D								1.7	
ZP								2.2	
DTYZP	A 8.25PM	6.50	3.55	A 11.35AM	A 10.20AM	8.25	8.10	4.9	
P								5.0	
P		6.54	3.59			8.29	8.14	6.0	
P								8.1	
88 P								9.9	
23 P								11.3	
166 P								14.1	
46 P								19.1	
166 YZP								22.8	
22 P								25.8	
33 P								30.1	
P								34.8	
166 P								36.2	
24 P								40.0	
113 P								42.4	
24 P								43.2	
20 P								46.1	
171 DYP		7.30	A 4.35PM			9.03	8.48	48.2	
P								51.7	
151 ZPY		s 7.43				s 9.13	8.58	54.0	
P								55.8	
74 P								59.2	
71 P								59.3	
IP								63.0	
166 P								64.9	
18 P								66.8	
59 P								71.9	
166 P								77.0	
P								86.0	
153 P		A 8.23PM				A 9.55AM	A 9.35AM		

Time-Table No. 40
February 6, 1966

STATIONS

Block Signals	DN-R	DENVER	YL	UD	Double Track
		0.6			
		23rd STREET	YL		
	R	36th STREET	YL		
		0.5			
		PULLMAN	YL		
		2.7			
		C. B. & Q. CROSSING			
		0.1			
		COMMERCE CITY	YL		
		1.0			
		ADAMS			
		2.1			
		DUPONT			
		1.8			
	ROLLA				
	1.4				
	HAZELTINE				
	2.8				
	HENDERSON				
	5.0				
D	BRIGHTON	YL	BI		
	3.7				
	POWARS				
	3.0				
D	LUPTON	YL	UP		
	4.3				
	IONE				
	4.7				
	PLATTEVILLE				
	1.4				
	VASQUEZ				
	3.8				
D	GILCREST	YL	GI		
	2.4				
	PECKHAM				
	0.8				
	HAMBERT				
	2.9				
DN	LA SALLE	YL	DY		
	2.1				
	EVANS				
	3.5				
DN	GREELEY	YL	HG		
	2.3				
	GREELEY JCT.				
	1.8				
	LUCERNE				
	3.4				
D	EATON	YL	UR		
	0.1				
	G. W. CROSSING				
	3.7				
D	AULT	YL	A		
	1.9				
	STAGE				
	1.9				
	PIERCE				
	5.1				
	NUNN				
	5.1				
	DOVER				
	9.0				
	CARR				
	(86.0)				

CENTRALIZED TRAFFIC CONTROL

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

..... 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. 40 February 6, 1966	Mile Post	FIRST CLASS							Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		111	9	7	18	106	17	10	
		Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Passenger	Passenger	
	0.0	A 7.40AM	A 7.50AM	A 8.45AM	A 9.30AM	A 3.30PM	A 6.10PM	A 7.55PM	YIP
	0.6								D
	1.7								ZP
	2.2	7.12	7.02AM	8.33AM	9.05	3.12	6.47PM	7.30	DTYZP
	4.9								P
	5.0	7.07			8.59	3.07		7.25	P
	6.0								P
	8.1								88 P
	9.9								23 P
	11.3								166 P
	14.1								46 P
	19.1								166 YZP
	22.8								22 P
	25.8								33 P
	30.1								P
	34.8								166 P
	36.2								24 P
	40.0								113 P
	42.4								24 P
	43.2								20 P
	46.1	6.30AM			8.20	2.32		6.50	171 DYP
	48.2								P
	51.7				s 8.10	s 2.22		s 6.40	151 ZPY
	54.0								P
	55.8								74 P
	59.2								71 P
	59.3								IP
	63.0								166 P
	64.9								18 P
	66.8								59 P
	71.9								166 P
	77.0								P
	86.0				7.40AM	1.47PM		6.08PM	153 P
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	

CENTRALIZED TRAFFIC CONTROL

Thru Time (1.10) (0.48) (0.12) (1.50) (1.43) (0.23) (1.47)
Average speed per hour 39.5 2.7 11.0 46.9 50.1 5.7 48.2

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.		17	5	9	105	103	27	18	Distance from Council Bluffs	Time-Table No. 40 February 6, 1966	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
DFTYPZX		9.20 PM	9.10 PM			9.30 AM	8.55 AM	7.10 AM	509.5	STATIONS	
IP									510.8	Block Signals	DN-R CHEYENNE N-CY YL 1.3 DN TOWER A AY
132	XP			10.07 AM	9.48 AM			A 7.23 AM	519.0	Three Main Tracks	SPEER 6.8
129	P								525.8	Two Main Tracks	EMKAY 8.4
133	P								534.2		LYNOH 8.5
134	P								542.7		HARRIMAN 8.5
135	P								549.5		PERKINS 6.8
127	P								549.5		PERKINS 4.8
	P								514.5		WYCON 3.7
109	XP								519.1		BORIE 4.6
22	XP								528.6		GRANITE 9.5
86	XP								536.6		BUFORD 8.0
121	P								540.4		SHERMAN 3.8
	YP								540.4		SHERMAN 4.4
	XP								554.3		DALE 3.1
131	P								547.9		HERMOSA 8.9
121	P								556.8		RED BUTTES 9.2
99	P								554.0		COLORES 6.1
280	P								563.0		FORELLE 9.0
DFTYPZX		A 10.50 PM	A 10.30 PM	A 11.10 AM	A 10.54 AM	A 10.49 AM	A 10.25 AM		566.0		DN-R LARAMIE YL KI-K 3.0
		(1.30) 37.7	(1.20) 42.4	(1.03) 53.8	(1.06) 51.4	(1.19) 43.0	(1.30) 37.7	(0.13) 43.8			Thru Time Average speed per hour

WESTWARD		BORIE SUBDIVISION					
		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		17	9	105	Distance from Denver	Time-Table No. 40 February 6, 1966	
		Passenger	Passenger	Passenger			
		Daily	Daily	Daily			
153	P				86.0	STATIONS	
82	P				90.4	C.T.C.	CARR 4.4
132	XP				98.0		WARREN 7.6
	P				103.3		SPEER 5.3
							BORIE 17.3
		(0.16) 45.0	(0.12) 60.0	(0.13) 55.4			Thru Time Average speed per hour

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

		SECOND SUBDIVISION								EASTWARD	
		FIRST CLASS									
Time-Table No. 40 February 6, 1966		18	6	106	10	104	28	17	Mile Post	Time-Table No. 40 February 6, 1966	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Block Signals	DN-R CHEYENNE N-CY YL 1.3 DN TOWER A AY	509.5	A 6.00 AM	A 6.30 AM				A 6.15 PM	A 6.45 PM	A 8.50 PM	DFTYPZX
		510.8									IP
		519.0		A 1.34 PM	A 5.56 PM					8.39 PM	132 XP
		525.8									129 P
		534.2									133 P
		542.7									134 P
		549.5									135 P
											127 P
		514.5									P
		519.1									109 XP
		528.6									86 XP
		536.6									121 P
		540.4									YP
		554.3									XP
		547.9									131 P
		556.8									121 P
		554.0									99 P
		563.0									280 P
		566.0	4.40 AM	5.15 AM	12.32 PM	4.50 PM	4.55 PM	5.25 PM			DFTYPZX
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
			(1.20) 42.4	(1.15) 45.2	(1.02) 54.0	(1.06) 51.4	(1.20) 42.4	(1.20) 42.4	(0.11) 51.8		Thru Time Average speed per hour

		BORIE SUBDIVISION				EASTWARD	
		FIRST CLASS					
Time-Table No. 40 February 6, 1966		18	106	10	Mile Post	Time-Table No. 40 February 6, 1966	
		Passenger	Passenger	Passenger			
		Daily	Daily	Daily			
C.T.C.	CARR 4.4	86.0	A 7.40 AM	A 1.47 PM	A 6.08 PM	153	P
	WARREN 7.6	90.4				82	P
	SPEER 5.3	98.0	7.23 AM	1.34 PM	5.56 PM	132	XP
	BORIE 17.3	103.3					P
			Daily	Daily	Daily		
			(0.17) 42.3	(0.13) 55.3	(0.12) 60.0		Thru Time Average speed per hour

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Station, Time (17, 5, 9, 105, 103), and Distance from Council Bluffs. Includes train numbers like IDFPZK, CS 88, WS 15, etc.

Time-Table No. 40
February 6, 1966

STATIONS

Station list for Westward 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 JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.39) (4.35) (4.00) (4.10) (4.00)
54.0 54.8 62.8 60.2 62.8

..... 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

Table with columns for Car Capacity, Station, Time (6, 106, 10, 104, 18), and Distance from Council Bluffs. Includes train numbers like IDFPZK, CS 88, WS 15, etc.

Time-Table No. 40
February 6, 1966

STATIONS

Station list for Eastward 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 JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.35) (3.56) (4.00) (4.04) (4.40)
54.8 63.8 62.8 61.7 53.8

..... 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. No. 104 reduce speed to 40 miles per hour at Hanna to permit discharge of mail. For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD		FOURTH SUBDIVISION					Distance from Council Bluffs	Time-Table No. 40 February 6, 1966	
FIRST CLASS		9	105	103	17	5		STATIONS	
Passenger		Passenger	Passenger	Passenger	Passenger	Passenger			
Daily		Daily	Daily	Daily	Daily	Daily			
DFPTXZY		3.35 PM	3.15 PM	3.00 PM	4.15 AM	3.30 AM	817.0	DN-R GREEN RIVER YL GR	
WS 56 PX		3.40	3.20	3.07	4.22	3.37	821.1	RIVIEW	
CS 79 P		3.44	3.24	3.12	4.27	3.42	824.9	PERU	
CS 120 P		3.49	3.29	3.17	4.32	3.47	830.2	BRYAN	
	PX						834.1	STAUFFER	
							835.1	ALCHEM	
CS 113 P		3.55	3.35	3.23	4.39	3.53	837.8	WESTVACO	
WS 94 ES 120 IPXY		4.04	A 3.45 PM	3.33	A 4.50 AM	4.03	847.2	DN GRANGER GN	
CS 120 P		4.10		3.40		4.10	854.0	VERNE	
CS 99 P		4.14		3.45		4.15	858.7	CHURCH BUTTES	
CS 99 P		4.20		3.51		4.21	865.9	HAMPTON	
							869.8	ELKHURST	
CS 130 P		4.29		4.00		4.32	875.4	DN CARTER Q	
CS 98 P		4.35		4.05		4.37	880.9	ANTELOPE	
CS 126 P		4.39		4.10		4.42	885.6	BRIDGER	
CS 78 P		4.45		4.16		4.47	890.5	LEROY	
	P						894.8	RAGAN	
CS 120 P		4.52		4.24		4.55	897.6	SPRING VALLEY	
ES 47 IPX		4.56		4.29		4.59	901.8	ASPEN	
ES 112 IPX		5.00		4.34		5.05	903.6	D ALTAMONT AP	
CS 113 P		5.09		4.43		5.15	912.7	MILLIS	
ES 180 WS 185 PTXYZ		5.16		4.50		5.22	917.2	DN-R EVANSTON YL NA	
	P	5.20				5.27	918.4	ALMY JCT.	
CS 89 PY		5.32		5.03		5.39	927.6	WAHSATCH	
	P						932.6	CURVO	
WS 113 ES 97		5.46		5.18		5.53	938.7	CASTLE ROCK	
CS 120 PX		5.54		5.27		6.02	943.3	EMORY	
	P						947.9	BASKIN	
WS 111 ES 140 XP		6.06		5.40		6.16	952.7	DN ECHO YL HO	
CS 113 P		6.10		5.44		6.20	956.5	HENEFER	
CS 113 P		6.14		5.49		6.24	960.6	D DEVIL'S SLIDE CN	
CS 115 P		6.23		5.58		6.34	968.0	D MORGAN WB	
WS 114 CS 114		6.30		6.06		6.43	975.5	PETERSON	
	P						980.1	GATEWAY	
ES 58 P		6.43		6.20		6.57	985.1	UINTAH	
	PIX						989.9	DN RIVERDALE YL RD	
DFPTYZX		A 7.00 PM		A 6.40 PM		A 7.15 AM	992.6	DN-R OGDEN YL OG	
								(175.6)	
		(3.25)	(0.30)	(3.40)	(0.35)	(3.45)		Thru Time	
		51.4	60.4	47.9	51.8	46.8		Average speed per hour	

Westward trains must keep to the left from Mile Post 931.5 (located 1.1 miles east of Curvo) to Ogden.
 On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
 Rules 251 to 254 inclusive apply on Fourth Subdivision.
 Trains are governed by Ogden Union Railway and Depot Company rules and instructions while using their tracks at Ogden.
 No. 17 will stop at Granger daily except Sundays and Holidays to permit exchange of mail.
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.

		FOURTH SUBDIVISION					EASTWARD		
Time-Table No. 40 February 6, 1966		FIRST CLASS					Mile Post	STATIONS	
		106	10	104	18	6			
		Passenger	Passenger	Passenger	Passenger	Passenger			
		Daily	Daily	Daily	Daily	Daily			
DN-R GREEN RIVER YL GR		8.25 AM	12.25 PM	12.40 PM	11.30 PM	12.15 AM	817.0	A	DFPTXZY
RIVIEW		8.16	12.15	12.30	11.20	12.05	821.1		WS 56 PX
PERU		8.12	12.11	12.26	11.16	12.01 AM	824.9		CS 79 P
BRYAN		8.07	12.06 PM	12.21	11.11	11.56 PM	830.2		CS 120 P
STAUFFER							834.1		PX
ALCHEM							835.1		
WESTVACO		8.02	11.59 AM	12.14	11.04	11.49	837.8		CS 113 P
DN GRANGER GN		7.55 AM	11.52	12.07	10.55 PM	11.41	847.2		WS 94 ES 120 IPXY
VERNE			11.46	12.01 PM		11.35	854.0		CS 120 P
CHURCH BUTTES			11.42	11.57 AM		11.30	858.7		CS 99 P
HAMPTON			11.37	11.52		11.24	865.9		CS 99 P
ELKHURST							869.8		
DN CARTER Q			11.29	11.44		11.14	875.4		CS 130 P
ANTELOPE			11.24	11.39		11.08	880.9		CS 98 P
BRIDGER			11.19	11.34		11.03	885.6		CS 126 P
LEROY			11.14	11.29		10.58	890.5		CS 78 P
RAGAN							894.8		P
SPRING VALLEY			11.08	11.23		10.50	897.6		CS 120 P
ASPEN			11.04	11.19		10.46	901.8		ES 47 IPX
D ALTAMONT AP			10.59	11.14		10.41	903.6		ES 112 IPX
MILLIS			10.50	11.05		10.30	912.7		CS 113 P
DN-R EVANSTON YL NA			10.44	10.59		10.23	917.2		WS 185 ES 180 PTXYZ
ALMY JCT.						10.18	918.4		P
WAHSATCH			10.30	10.45		10.04	927.6		CS 89 PY
CURVO							932.6		P
CASTLE ROCK			10.17	10.32		9.51	936.7		WS 113 ES 97 P
EMORY			10.08	10.23		9.43	943.3		CS 120 PX
BASKIN							947.9		P
DN ECHO YL HO			9.55	10.10		9.30	952.7		WS 111 ES 140 XP
HENEFER			9.50	10.05		9.25	956.5		CS 113 P
D DEVIL'S SLIDE CN			9.45	10.00		9.20	960.6		CS 113 P
D MORGAN WB			9.37	9.52		9.12	968.0		CS 115 P
PETERSON			9.30	9.45		9.05	975.5		WS 114 CS 114 P
GATEWAY							980.1		P
UINTAH			9.18	9.33		8.53	985.1		ES 58 P
DN RIVERDALE YL RD							989.9		PIX
DN-R OGDEN YL OG			9.10 AM	9.25 AM		8.45 PM	992.6		DFPTYZX
		Daily	Daily	Daily	Daily	Daily			
		(0.30)	(3.15)	(3.15)	(0.35)	(3.30)		Thru Time	
		60.4	54.0	54.0	51.8	50.2		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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
P	5.0	COMMERCE CITY	YL	5.0	
	8.2	WELBY		8.2	
15	9.8	QUIMBY		9.8	
31	13.8	EAST LAKE		13.8	
36	22.2	ST. VRAINS	YL VS	22.2	
55	22.2	U. P. CROSSING		22.2	
53	26.1	FREDERICK	YL	26.1	
	27.8	FIRESTONE		27.8	
19	30.2	HARNEY		30.2	
31	34.6	GOWANDA		34.6	
10	38.3	WILD CAT		38.3	
21	42.8	DENT	YL	42.8	
	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.	Mile Post	Time-Table No. 40			
		February 6, 1966			
		STATIONS			
21	0.0	DENT	YL		
	1.7	MILLIKEN	YL M		
	2.0	G. W. CROSSING			
	9.0	G. W. CROSSING			
	9.1	KELIM			
	16.4	REDMOND			
42	19.5	HARMONY			
65	25.0	FORT COLLINS	YL FC		
	25.2	C. & S. CROSSING			
	25.3	C. & S. CROSSING			
	27.9	POUDRE	YL		
	30.0	BOETTCHER	YL		
10	38.5	RIPPLE	YL		
24	41.7	BUCKEYE	YL		
		(41.7)			

WESTWARD		BOULDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 40			
		February 6, 1966			
		STATIONS			
	5.2	END OF TRACK			
	7.1	DICK			
21	8.1	ST. VRAINS	YL VS		
	8.1	U. P. CROSSING			
	10.1	NATIONAL			
50	10.9	STATE COAL MINE JCT.	YL		
	11.4	PARKDALE JCT.			
	15.1	ERIE			
14	15.1	C. B. & Q. CROSSING			
	17.8	LEYNER			
	19.6	LIGGETT			
	24.0	VALMONT			
22	26.0	C. & S. CROSSING			
	26.1	BOULDER	YL		
		(20.9)			

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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
247	0.0	GREELEY	YL HG	0.0	
	2.3	GREELEY JCT.	YL	2.3	
34	6.0	CLOVERLY		6.0	
	8.4	ALDEN		8.4	
37	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	Time-Table No. 40		Mile Post	
		February 6, 1966			
		STATIONS			
	0.0	WALCOTT		0.0	
	6.8	MEADS		6.8	
6	6.8	OVERLAND		12.3	
7	12.3	SARATOGA		24.1	
26	24.1	COW CREEK		32.7	
13	32.7	CANYON		39.3	
15	39.3	ENCAMPMENT	YL	44.4	
43	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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
		SECOND CLASS			
		221			
		Freight			
		Monday			
		Wednesday			
		Friday			
DFYPZX	9.00 AM	0.0	DN-R	LARAMIE	YL K
	14.7	14.7		MILLER	
27	f 9.31	21.3		HATTON	
	f 9.46	29.7		CENTENNIAL	
	s 10.08	35.6		SPRING CREEK	
	f 10.27	40.4		ALBANY	
6	f 10.58	47.3		LAKE	
	11.40 AM	54.6		FOX PARK	MS
17	Y P	54.6	D	WYOCOLO	
9	P	63.8		CAMP	
31	P	70.8		KINGS CANON	
6	P	73.6		NORTHGATE	
17	P Y	79.8		COWDREY	
6		83.4		BROWNLEE	
	f 2.58	88.3		WALDEN	YL U
10	P	92.2	D-R	LARAND	YL
12		100.7		HEBRON	YL
6		107.6		END OF TRACK	YL
		108.0			
		(108.0)			
	(6.25)			Thru Time	(6.20)
	14.4			Average speed per hour	14.6

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. 40		Mile Post	
		February 6, 1966			
		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	Table Time No. 40		Mile Post	
		February 6, 1966			
		STATIONS			
		34	Y P		
		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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
		WS 129 ES 93	Y XZP		
		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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
			0.0		
	0.9	ORCHARD YL	0.9		
	3.4	COZYDALE YL	3.4		
	4.2	ROY YL	4.2		
	5.3	SUNSET YL	5.3		
	6.3	ARSENAL YL	6.3		
	6.8	END OF TRACK YL	6.8		
(6.8)					

WESTWARD		PARK CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Echo	Time-Table No. 40		Mile Post	
		February 6, 1966			
		STATIONS			
		WS 111 ES 140	P		
		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	
	PY	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. 40		Mile Post	
		February 6, 1966			
		STATIONS			
		P	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					
Designation "Psgr." — Train with Diesel locomotive and all passenger train equipment.					
Designation "Frnt." — 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 "Frnt." must not be exceeded.					
Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.					
GENERAL					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
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	All wye tracks.	6	6
When leading unit at front of train is gas turbine or car body unit backing up.	30	30			
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	
	Psgr.	Frts.		Psgr.	Frts.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
Brighton within city limits.	40	25	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	40 40
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50	Cheyenne Side 97.73 and 97.76	30	20
Evans 49.4 and 49.7	70	50	Borie Side 97.73 and 97.76	30	20
Greeley 50.8 and 52.4	20	20			

SECOND SUBDIVISION

Between Cheyenne and Laramie, No. 1 and 2 tracks.	70	40			
Between Cheyenne and Dale, No. 3 track.	60	50			
Between Cheyenne and West Speer, No. 4 track.	60	50			
ON NO. 1 AND 2 TRACKS			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	
	Psgr.	Frts.		Psgr.	Frts.
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 — Laramie 566.8 and 567.2	60	35	Between Mile Posts — 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 627.1 and 628.7	50	35	780.2 and 780.0	60	45
629.4 and 629.9	60	45	778.9 and 777.8	60	45
630.9 and 637.8	70	55	Point of Rocks 776.5 and 775.8	70	55
639.3 and 640.2	60	45	775.0 and 774.3	70	55
642.5 and 643.5	50	40	773.2 and 773.0	60	45
Hanna 643.5 and 643.7	60	40	772.3 and 771.8	70	55
645.1 and 646.3	70	55	Hallville 769.3 and 768.8	60	45
647.5 and 648.0	70	55	Black Buttes 765.6 and 765.2	60	45
Percy 650.2 and 650.7	70	55	762.3 and 762.0	70	55
Dana 652.2 and 652.5	60	45	761.0 and 760.5	70	55
653.1 and 656.4	70	55	757.3 and 757.1	70	55

THIRD SUBDIVISION (Continued)											
Location				Miles Per Hour		Location				Miles Per Hour	
				Psg.	Fr.					Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts — Edson 657.2 and 658.1				55	40	ON EASTWARD TRACK Between Mile Posts — 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	Sinclair 668.5 and 667.7				70	55
719.5 and 719.8				70	55	678.5 and 678.2				70	55
Wamsutter 725.1 and 725.6				70	55	Fort Steele 666.5 and 662.8				70	55
Red Desert 733.9 and 737.3				70	55	Walcott 661.5 and 661.0				70	55
Tipton 740.2 and 740.9				70	55	659.2 and 658.4				70	55
741.4 and 741.6				60	45	658.1 and 657.2				55	40
742.7 and 743.1				70	55	Edson 656.4 and 653.1				70	55
Monell 752.9 and 753.3				70	55	652.5 and 652.2				60	45
Bitter Creek 757.0 and 757.3				70	55	Dana 650.7 and 650.2				70	55
760.5 and 761.0				70	55	Percy 648.0 and 647.5				70	55
762.0 and 762.3				70	55	646.3 and 645.1				70	55
765.2 and 765.6				60	45	643.7 and 643.5				60	40
						643.5 and 642.5				50	40

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 630.9				70	55
773.0 and 773.2				60	45	629.9 and 629.4				60	45
774.3 and 775.0				70	55	628.7 and 627.1				50	35
775.8 and 776.6				70	55	Medicine Bow 622.4 and 621.8				75	55
Point of Rocks 777.8 and 778.9				60	45	617.6 and 617.2				70	55
780.0 and 780.2				60	45	Ridge 616.4 and 615.9				55	40
781.3 and 781.7				70	55	611.6 and 611.2				70	55
Baxter 797.3 and 798.4				55	40	Rock River 604.6 and 603.9				60	45
799.5 and 800.5				60	45	602.2 and 601.1				60	45
801.0 and 803.5				50	35	599.7 and 598.5				70	55
806.6 and 807.0				70	55	596.8 and 596.5				70	55
807.5 and 807.8				55	40	Lookout 593.7 and 593.3				70	55
Kanda 809.6 and 813.9				55	35	Cooper Lake 588.4 and 587.7				-70	55
814.1 and 816.1				40	25	Howell 567.2 and 566.8				60	35
816.1 and 816.3				35	25	Laramie					
816.3 and 817.0				50	25						
Green River											

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

Between Green River and Evanston											
ON WESTWARD TRACK Between Mile Posts				Miles Per Hour		ON EASTWARD TRACK Between Mile Posts —				Miles Per Hour	
				Psg.	Fr.					Psg.	Fr.
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 Between Mile Posts — Bryan 831.2 and 831.5	65	50	ON EASTWARD TRACK Between Mile Posts — Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	Ragan 894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	75	55	886.7 and 886.4	70	55
868.0 and 869.2	65	50	Bridger 885.0 and 884.6	60	45
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
Ragan 896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
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 Between Mile Posts — Evanston 920.6 and 921.2	70	50	ON EASTWARD TRACK Between Mile Posts — 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	35	30	939.1 and 929.2	60	45
981.0 and 983.7	40	30	Curvo 928.8 and 927.6	60	35
Uintah 985.5 and 985.8	70	50	Wahsatch 927.6 and 926.5	60	35
987.9 and 989.0	65	45	926.2 and 925.9	70	50
Ogden			921.2 and 920.6	70	50
			919.1 and 915.9	60	25
			Evanston		

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

Location	Miles Per Hour		Location	Miles Per Hour	
	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

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 Jct. and Erie.		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	40	Puritan Branch		15
Trains handling outfit cars.		30	Branches not otherwise shown.		15
Commerce City to paved road.	20	20	Stauffer Spur		15
Between Mile Posts — 21.5 and 21.9	30	15	Spurs not otherwise shown.		10
25.6 and 25.8	30	15	Park City Branch Maximum Speed.		25
Fort Collins Branch Between Dent and Fort Collins.		30	Trains handling outfit cars.		20
Between Fort Collins and Buckeye.		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.
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.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. K. Joder	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	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.	C. Roland	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	W. L. James	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.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Rawlins	Telegraph Office
Denver	Dispatcher's Office	Rawlins	Engine Dispatcher's Office
Denver 23rd Street	Register Room	Rock Springs	Telegraph Office
Denver	Conductor's Room, Freight Station	Rock Springs	Switchmen's Locker Room
38th Street	Register Room	Green River	Train Dispatcher's Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Telegraph Office
La Salle	Telegraph Office	Green River	Engine Crew Dispatcher's Office
Greeley	Conductor's Room, Passenger Station	Green River	Switchmen's Locker Room
Cheyenne	Train Dispatcher's Office	Evanston	Telegraph Office
Cheyenne	Telegraph Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Yard Office	Riverdale	Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Telegraph Office, Union Depot
Laramie	Depot Telegraph Office	Ogden	21st St. Telegraph Office
Laramie	Engine Dispatcher's Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Switchmen's Locker Room	Ogden	Enginemen's Wash Room
Laramie	Passenger Enginemen Washroom		