

UNION PACIFIC RAILROAD COMPANY
Eastern District

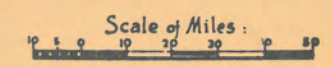


WYOMING DIVISION
TIME-TABLE
No. 46

Effective Sunday,
September 7, 1969

at 12:01 A. M. Mountain Time

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						9	17	105	111	5	103	Distance from Council Bluffs	Time-Table No. 46 September 7, 1969						
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
						Daily	Daily	Daily	Daily	Daily	Daily								
													STATIONS						
													0.0	CO. BLUFFS					
													2.55	2.8	12.01	2.55	2.8	OMAHA	
													5.05	146.9	2.40	5.05	146.9	GRAND ISLAND	
													7.10		5.00	7.10		C.T. M.T.	NORTH PLATTE
													6.15	6.25	4.20	6.15	284.1		
																7.40			JULESBURG
																			SIDNEY
																			KANSAS CITY
													8.00	8.00					DENVER
													6.45	6.10		11.00			CHEYENNE
													7.15	6.40					LARAMIE
													9.30	8.45	9.45		8.30	9.45	RAWLINS
													10.45	9.00	10.45		9.00	10.45	GREEN RIVER
													12.08	10.25	12.08		10.25	12.08	GRANGER
													1.55	12.30	1.55		12.30	1.55	OGDEN
													4.15	3.00	4.15		3.00	4.15	
													4.25	3.30	4.35		3.15	4.25	
														4.05	5.05				
													8.00				6.45	8.00	
																			(992.6)
													(25.00)	(21.05)	(15.10)	(4.35)	(19.44)	(18.05)	Thru Time
													49.2	51.4	55.7	60.8	50.2	54.7	Average speed per hour

Heavy Figures Indicate PM
Light Figures Indicate AM

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

- J. R. JOHNSON, Superintendent.....Cheyenne, Wyo.
- B. C. MURPHY, Asst. Superintendent.....Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent.....Cheyenne, Wyo.
- B. H. DOXEY, Asst. Trainmaster.....Cheyenne, Wyo.
- M. D. DECKER, Asst. Supt. Safety and Courtesy..Cheyenne, Wyo.
- N. D. PARTINGTON, Trainmaster.....Denver, Colo.
- G. WATTS, Terminal Superintendent.....Denver, Colo.
- G. R. TROUTMAN, Asst. Terminal Superintendent..Denver, Colo.
- E. G. RYDELL, Terminal Trainmaster.....Denver, Colo.
- W. C. STAMEY, Trainmaster.....Laramie, Wyo.
- R. SHUMATE, Trainmaster.....Rawlins, Wyo.
- M. D. SWEET, Trainmaster.....Green River, Wyo.
- G. R. ORME, Asst. Trainmaster.....Green River, Wyo.
- E. A. RIGDON, Trainmaster.....Ogden, Utah
- C. T. ARMSTRONG, General Master Mechanic...Cheyenne, Wyo.
- C. G. ROTE, Road Foreman of Engines.....Laramie, Wyo.
- R. L. BERGER, Road Foreman of Engines.....Laramie, Wyo.
- J. W. STONEBRAKER, Road Foreman of Engines..Rawlins, Wyo.
- R. B. STULL, Road Foreman of Engines.....Green River, Wyo.
- D. W. KRAFCZIK, Road Foreman of Engines.....Ogden, Utah
- F. J. EMMONS, Road Foreman of Engines.....Denver, Colo.
- D. MacDONALD, Division Engineer.....Cheyenne, Wyo.
- E. F. DIEHL, General Roadmaster.....Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
- J. E. MASON, Asst. Chief Train Dispatcher.....Denver, Colo.
- J. H. STORRS, Asst. Chief Train Dispatcher.....Denver, Colo.

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

- A. E. HACKMAN, Chief Train Dispatcher.....Cheyenne, Wyo.
- E. F. DEARDEN, Asst. Chief Train Dispatcher...Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

- W. E. HARDY, Chief Train Dispatcher.....Cheyenne, Wyo.
- R. J. WALKER, Asst. Chief Train Dispatcher....Cheyenne, Wyo.
- D. CARROLL, JR., Asst. Chief Train Dispatcher..Cheyenne, Wyo.

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		106	112	104	10	18	6							
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							
		Daily	Daily	Daily	Daily	Daily	Daily							
STATIONS														
CO. BLUFFS	0.0													
OMAHA	2.8	3.00		3.00			2.45							
GRAND ISLAND	146.9	12.35		12.35			12.11							
NORTH PLATTE	284.1	10.25		10.25			9.45							
JULESBURG	365.3	9.10	8.45	9.10			8.25							
SIDNEY	407.5		7.22											
KANSAS CITY	.....					9.15	8.30							
DENVER	562.5		4.00			8.45	7.45							
CHEYENNE	509.5	5.40		5.40	6.00	4.30	4.40							
LARAMIE	566.0	5.10		5.10	5.10	4.00	4.00							
RAWLINS	682.8	3.50		3.50	3.50	2.45	2.45							
GREEN RIVER	817.0	2.06		2.06	2.06	12.55	12.55							
GRANGER	847.2	11.50		11.50	11.50	10.15	10.15							
OGDEN	992.6	11.30		11.45	11.45	9.30	9.45							
(992.6)						8.55								
		Daily	Daily	Daily	Daily	Daily	Daily							
Thru Time	(15.00)	(4.45)	(17.25)	(23.40)	(22.35)	(19.45)								
Average speed per hour.....	56.3	58.6	56.8	52.0	48.0	50.1								

Heavy Figures Indicate PM
Light Figures Indicate AM

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.		
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	18	Any station on First and Third Subdivision and Borie Subdivision....	Granger or beyond	Denver or beyond.
17	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter.....	Denver or east.					

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger					Distance from Denver
	10	17	112	18	9	
	Daily	Daily	Daily	Daily	Daily	
YIP	8.45 PM	6.40 PM	4.00 PM	7.45 AM	7.15 AM	0.0
D						0.6
ZP						1.7
DTYZP	A 8.50 PM	6.44	4.05	A 7.50 AM	7.20	2.2
P						4.9
P		6.50	4.11		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 4.55 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) 26.4 (1.35) 54.3 (0.55) 50.2 (0.05) 26.4 (1.44) 49.6

Time-Table No. 46

September 7, 1969

STATIONS

DN-R	DENVER	YL UD	0.6
	23rd STREET	YL	1.1
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	BI	3.7
	POWARS		3.0
	LUPTON		4.3
	IONE		4.7
	PLATTEVILLE		1.4
	VASQUEZ		3.8
	GILCREST		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	A	1.9
	STAGE		1.9
	PIERCE		5.1
	NUNN		5.1
	DOVER		9.0
	CARR		(86.0)

Block Signals

Double Track

CENTRALIZED TRAFFIC CONTROL

..... 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. 46 September 7, 1969	Mile Post	Passenger					Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		9	18	111	17	10	
		Daily	Daily	Daily	Daily	Daily	
	0.0	A 6.45 AM	A 7.00 AM	A 11.00 AM	A 6.10 PM	A 8.15 PM	YIP
	0.6						D
	1.7						ZP
	2.2	6.20 AM	6.30	10.43	6.05 PM	7.51	DTYZP
	4.9						P
	5.0		6.25	10.38		7.46	P
	6.0						P
	8.1						78 P
	9.9						14 P
	11.3						144 P
	14.1						41 P
	19.1						144 YZP
	22.8						21 P
	25.8						31 P
	30.1						P
	34.8						145 P
	36.2						14 P
	40.0						99 P
	42.4						16 P
	43.2						17 P
	46.1		5.45	10.01 AM		7.11	165 DYP
	48.2						P
	51.7		s 5.35			s 7.01	145 ZPY
	54.0						P
	55.8						68 P
	59.2						65 P
	59.3						IP
	63.0						143 P
	64.9						18 P
	66.8						53 P
	71.9						144 P
	77.0						P
	86.0		5.01 AM			6.30 PM	133 P
		Daily	Daily	Daily	Daily	Daily	

Block Signals

Double Track

CENTRALIZED TRAFFIC CONTROL

Thru Time (0.25) 5.3 (1.59) 43.3 (0.59) 46.7 (0.05) 26.4 (1.45) 49.1
Average speed per hour

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

WESTWARD		SECOND SUBDIVISION										
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	FIRST CLASS								Distance from Council Bluffs	Time-Table No. 46	
		17	5	10	103	9	105	18	September 7, 1969			
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				
		9.00PM	9.00PM	6.00PM	10.45AM	10.45AM	10.45AM	4.30AM	509.5	Block Signals	DN-R CHEYENNE OY	YL
	IP							510.8	DN TOWER A AY			
118	XP			A 6.13PM				A 4.43AM	519.0	C. T. C. AND AUTOMATIC CAB SIGNALS	SPEER	
113	P								525.8		EMKAY	
116	P								534.2		LYNOH	
117	P								542.7		HARRIMAN	
106	P								549.5		PERKINS	
	P								514.5		WYCON	
93	XP								519.1		BORIE	
75	XP								528.6		GRANITE	
CS 106	P								536.6		BUFORD	
	YP								540.4		SHERMAN	
	XP								554.3		DALE	
CS 115	P								547.9		HERMOSA	
106	P								556.8		RED BUTTES	
87	P								554.0		COLORES	
242	P								563.0	FORELLE		
	DYPZX	A 10.15PM	A 10.15PM		A 12.07PM	A 12.07PM	A 12.07PM		566.0	DN-R LARAMIE KI-K		
		(1.15)	(1.15)	(0.13)	(1.22)	(1.22)	(1.22)	(0.13)				
		45.2	45.2	43.8	41.3	41.3	41.3	43.8			..... Thru Time	
											..... Average speed per hour	

		SECOND SUBDIVISION								EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	FIRST CLASS								Distance from Council Bluffs	Time-Table No. 46	
		18	6	9	106	104	10	17	September 7, 1969			
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				
		4.00AM	4.00AM	9.30AM	5.10PM	5.10PM	5.10PM	8.45PM	509.5	Block Signals	DN-R CHEYENNE OY	YL
	IP								510.8		DN TOWER A AY	
				9.14AM				8.30PM	519.0	C. T. C. AND AUTOMATIC CAB SIGNALS	SPEER	
	P								525.8		EMKAY	
	P								534.2		LYNOH	
	P								542.7		HARRIMAN	
	P								549.5		PERKINS	
	P								514.5		WYCON	
93	XP								519.1		BORIE	
75	XP								528.6		GRANITE	
CS 106	P								536.6		BUFORD	
	YP								540.4		SHERMAN	
	XP								554.3		DALE	
CS 115	P								547.9		HERMOSA	
106	P								556.8		RED BUTTES	
87	P								554.0		COLORES	
242	P								563.0	FORELLE		
	DYPZX	2.45AM	2.45AM		3.50PM	3.50PM	3.50PM		566.0	DN-R LARAMIE KI-K		
		(1.15)	(1.15)	(0.16)	(1.20)	(1.20)	(1.20)	(0.15)				
		45.2	45.2	35.6	42.4	42.4	42.4	42.0			..... Thru Time	
											..... Average speed per hour	

WESTWARD		BORIE SUBDIVISION						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	FIRST CLASS				Distance from Denver	Time-Table No. 46	
		17	9				September 7, 1969	
		Passenger Daily	Passenger Daily					
133	P	8.15PM	8.59AM		86.0	C.T.C.	CARR	
73	P				90.4		WARREN	
118	XP	A 8.30PM	A 9.14AM		98.0		SPEER	
	P				103.3		BORIE	
		(0.15)	(0.15)				(17.3)	
		48.0	48.0					
							..... Thru Time
							..... Average speed per hour

		BORIE SUBDIVISION				EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	FIRST CLASS				Distance from Denver	Time-Table No. 46	
		18	10				September 7, 1969	
		Passenger Daily	Passenger Daily					
		5.01AM	6.30PM		86.0	C.T.C.	CARR	
	P				90.4		WARREN	
	XP	4.43AM	6.13PM		98.0		SPEER	
	P				103.3		BORIE	
		(0.18)	(0.17)				(17.3)	
		40.0	42.3					
							..... Thru Time
							..... Average speed per hour

For conditional stops to discharge or pick up revenue passengers. — See Page 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, Stations, and Passenger counts for various train services (DYPZX, CS 77, etc.)

Time-Table No. 46 September 7, 1969

STATIONS

Station list including LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSTUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(4.35) 54.7 (4.35) 54.7 (4.07) 60.9 (4.07) 60.9 (4.07) 60.9

..... Thru Time Average speed per hour

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

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 46 September 7, 1969

STATIONS

Station list including LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSTUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

(3.59) 63.0 (3.59) 63.0 (3.59) 63.0 (4.25) 56.7 (4.25) 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

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 28.	Passenger					Distance from Council Bluffs
	103	9	105	17	5	
	Daily	Daily	Daily	Daily	Daily	
DPTXZY	4.25 PM	4.25 PM	4.35 PM	3.30 AM	3.15 AM	817.0
WS 50 PX	4.30	4.30	4.40	3.37	3.20	821.1
CS 69 P	4.34	4.34	4.44	3.42	3.24	824.9
CS 104 P	4.39	4.39	4.49	3.47	3.29	830.2
PX						834.1
P						835.1
P	4.45	4.45	4.55	3.54	3.35	837.8
WS 83 ES 106 IPXY	4.55	4.55	A 5.05 PM	A 4.05 AM	3.45	847.2
CS 105 P	5.01	5.01			3.51	854.0
CS 87 P	5.05	5.05			3.55	858.7
CS 87 P	5.11	5.11			4.01	865.9
						869.8
CS 114 P	5.20	5.20			4.10	875.4
CS 87 P	5.26	5.26			4.16	880.9
CS 110 P	5.30	5.30			4.20	885.6
CS 69 P	5.36	5.36			4.26	890.5
CS 105 P	5.43	5.43			4.33	897.6
ES 43 IPX	5.47	5.47			4.37	901.8
ES 98 IPX	5.51	5.51			4.41	903.6
CS 99 P	6.00	6.00			4.50	912.7
ES 147 WS 161 PTXYZ	6.09	6.09			4.59	917.2
P	6.10	6.10			5.05	918.4
CS 79 P	6.22	6.22			5.17	927.6
P						932.6
WS 100 ES 85 P	6.36	6.36			5.31	936.7
CS 105 PX	6.44	6.44			5.39	943.3
P						947.9
WS 101 ES 122 XP	6.56	6.56			5.51	952.7
CS 99 P	7.00	7.00			5.55	956.5
CS 99 P	7.04	7.04			5.59	960.6
CS 100 P	7.13	7.13			6.08	968.0
WS 100 CS 99 P	7.20	7.20			6.15	975.5
P						980.1
ES 52 P	7.33	7.33			6.28	985.1
PIX						989.9
DFPTYZX	A 8.00 PM	A 8.00 PM			A 6.45 AM	992.6

(3.35) (3.35) (0.30) (0.35) (3.30)
49.0 49.0 60.4 51.8 50.2

Time-Table No. 46

September 7, 1969

STATIONS

DN-R	GREEN RIVER	YL GR
	RIVIEW	
	PERU	
	BRYAN	
	STAUFFER	
	ALCHEM	
	WESTVACO	
DN	GRANGER	GN
	VERNE	
	CHURCH BUTTES	
	HAMPTON	
	ELKHURST	
DN	CARTER	Q
	ANTELOPE	
	BRIDGER	
	LEROY	
	SPRING VALLEY	
	ASPEN	
	ALTAMONT	
	MILLIS	
DN-R	EVANSTON	YL NA
	ALMY JCT.	
	WAHSATCH	
	CURVO	
	CASTLE ROCK	
	EMORY	
	BASKIN	
DN	ECHO	HO
	HENEFER	
	DEVIL'S SLIDE	
D	MORGAN	WB
	PETERSON	
	GATEWAY	
	UINTAH	
DN	RIVERDALE	YL RD
DN-R	OGDEN	YL OG

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

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

FIRST CLASS

Time-Table No. 46 September 7, 1969	Mile Post	Passenger					Car Capacity of Sidings, etc. See Rule 6 (A), Page 28.		
		106	104	10	18	6			
		Daily	Daily	Daily	Daily	Daily			
DN-R	GREEN RIVER	YL GR	817.0	A 11.30 AM	A 11.45 AM	A 11.45 AM	A 9.30 PM	A 9.45 PM	DPTXZY
	RIVIEW		821.1	11.21	11.36	11.36	9.20	9.25	WS 50 PX
	PERU		824.9	11.17	11.32	11.32	9.16	9.21	CS 69 P
	BRYAN		830.2	11.12	11.27	11.27	9.11	9.16	CS 104 P
	STAUFFER		834.1						PX
	ALCHEM		835.1						P
	WESTVACO		837.8	11.07	11.20	11.20	9.04	9.09	P
DN	GRANGER	GN	847.2	11.00 AM	11.13	11.13	8.55 PM	9.00	WS 83 ES 106 IPXY
	VERNE		854.0		11.07	11.07		8.50	CS 105 P
	CHURCH BUTTES		858.7		11.03	11.03		8.45	CS 87 P
	HAMPTON		865.9		10.58	10.58		8.39	CS 87 P
	ELKHURST		869.8						
DN	CARTER	Q	875.4		10.50	10.50		f 8.29	CS 114 P
	ANTELOPE		880.9		10.45	10.45		8.23	CS 87 P
	BRIDGER		885.6		10.40	10.40		8.18	CS 110 P
	LEROY		890.5		10.35	10.35		8.13	CS 69 P
	SPRING VALLEY		897.6		10.29	10.29		8.05	CS 105 P
	ASPEN		901.8		10.25	10.25		8.01	ES 43 IPX
	ALTAMONT		903.6		10.20	10.20		7.56	ES 98 IPX
	MILLIS		912.7		10.11	10.11		7.45	CS 99 P
DN-R	EVANSTON	YL NA	917.2		10.05	10.05		7.38	WS 161 ES 147 PTXYZ
	ALMY JCT.		918.4		10.04	10.04		7.33	P
	WAHSATCH		927.6		9.53	9.53		7.19	CS 79 P
	CURVO		932.6						P
	CASTLE ROCK		936.7		9.42	9.42		7.06	WS 100 ES 85 P
	EMORY		943.3		9.33	9.33		6.58	CS 105 PX
	BASKIN		947.9						P
DN	ECHO	HO	952.7		9.20	9.20		6.45	WS 101 ES 122 XP
	HENEFER		956.5		9.15	9.15		6.40	CS 99 P
	DEVIL'S SLIDE		960.6		9.10	9.10		6.35	CS 99 P
D	MORGAN	WB	968.0		9.02	9.02		6.27	CS 100 P
	PETERSON		975.5		8.55	8.55		6.20	WS 100 CS 99 P
	GATEWAY		980.1						P
	UINTAH		985.1		8.43	8.43		6.08	ES 52 P
DN	RIVERDALE	YL RD	989.9						PIX
DN-R	OGDEN	YL OG	992.6		8.35 AM	8.35 AM		6.00 PM	DEPTYZX

Thru Time (0.30) (3.10) (3.10) (0.35) (3.45)
Average speed per hour 60.4 56.0 56.0 51.8 46.8

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

WESTWARD				DENT BRANCH				EASTWARD			
Time-Table No. 46				September 7, 1969							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Distance from Denver				Mile Post			
STATIONS											
	P			5.0	COMMERCE CITY	YL		5.0			
				8.2	WELBY			8.2			
				9.8	QUIMBY			9.8			
				13.8	EAST LAKE			13.8			
	IY			22.2	ST. VRAINS	YL		22.2			
				22.2	U. P. CROSSING			22.2			
				26.1	FREDERICK	YL		26.1			
				27.8	FIRESTONE			27.8			
				30.2	HARNEY			30.2			
				34.6	GOWANDA			34.6			
				36.9	RIVERS			36.9			
				38.3	WILD OAT			38.3			
	Y			42.8	DENT	YL		42.8			
	DYP			50.6	LA SALLE	YLDY		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			
Time-Table No. 46				September 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Mile Post			
STATIONS							
	Y			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		
				19.5	HARMONY		
	YZ			25.0	FORT COLLINS	YL FO	
				25.2	O. & S. CROSSING		
				25.3	C. & S. CROSSING		
				27.9	POUDRE	YL	
				30.0	BOETTCHER	YL	
				30.8	END OF TRACK	YL	
(30.8)							

WESTWARD BOULDER BRANCH				EASTWARD			
Time-Table No. 46				September 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Mile Post			
STATIONS							
				5.2	END OF TRACK		
				7.1	DICK		
	IY			8.1	ST. VRAINS	YL	
				8.1	U. P. CROSSING		
				10.1	NATIONAL		
				10.9	MINE JCT.	YL	
				11.4	PARKDALE JCT.		
				15.1	ERIE		
				15.1	C. B. & Q. CROSSING		
				19.6	LIGGETT		
				24.0	VALMONT		
				26.0	C. & S. CROSSING		
				26.9	BOULDER	YL	
(21.7)							

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

WESTWARD GREELEY BRANCH				EASTWARD			
Time-Table No. 46				September 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Distance from Greeley			Mile Post
STATIONS							
	YZP			0.0	GREELEY	YL HG	0.0
	YP			2.3	GREELEY JCT.	YL	2.3
				3.7	CLOVERLY		6.0
	Y			6.0	ALDEN		8.4
				8.4	GILL		10.4
				10.4	MATTHEWS		13.8
				13.8	END OF TRACK		14.2
(44.4)							

WESTWARD ENCAMPMENT BRANCH				EASTWARD			
Time-Table No. 46				September 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Distance from Walcott			Mile Post
STATIONS							
	P			0.0	WALCOTT		0.0
				6.8	MEADS		6.8
	4			6.8	OVERLAND		12.3
				12.3	SARATOGA		24.1
	19	Y		24.1	COW CREEK		32.7
				32.7	CANYON		39.3
	8			39.3	ENCAMPMENT	YL	44.4
	10			44.4			
	15	Y		44.4			
(44.4)							

WESTWARD COALMONT BRANCH				EASTWARD			
Time-Table No. 46				September 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.				Distance from Laramie			Mile Post
STATIONS							
	DYPZX			0.0	LARAMIE	YL K	0.0
				14.7	MILLER		14.7
	22	P		21.3	HATTON		21.3
				29.7	CENTENNIAL		29.7
	8	P		40.4	ALBANY		40.4
	17	YP		54.6	FOX PARK		54.6
	8	P		63.8	WYOCOLO		63.8
	29	P		70.8	CAMP		70.8
	10	P		73.6	KINGS CANON		73.6
	17	YP		79.8	NORTHGATE		79.8
	6			82.6	COWDREY		82.6
				88.3	BROWNLEE		88.3
	12	P		92.2	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. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	PARKDALE JCT.			0.0
	1.9	PURITAN	1.9		
	3.1	END OF TRACK	3.1		
(3.1)					

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	CLOVERLY			0.0
	3.1	LOWE	3.1		
	5.1	GALETON YL	5.1		
(5.1)					

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	ROCK SPRINGS YL SG			0.0
	9.5	WINTON JUNCTION YL	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. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	OGDEN JUNCTION YL			0.0
	2.6	ORCHARD YL	2.6		
	3.4	COZYDALE YL	3.4		
	4.2	ROY YL	4.2		
	5.3	SUNSET YL	5.3		
	6.7	ARSENAL YL	6.7		
	6.8	END OF TRACK YL	6.8		
(6.8)					

WESTWARD		PARK CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Echo	Time-Table No. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	ECHO YL HO			0.0
	5.7	COALVILLE	5.7		
	13.4	WANSHIP	13.4		
	20.3	ATKINSON	20.3		
	24.5	KEETLEY JCT.	24.5		
	27.2	BROADWATER SPUR	27.2		
	28.4	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. 46		Mile Post	
		September 7, 1969			
		STATIONS			
		0.0	KEETLEY JCT.			0.0
	2.2	PHOSTON	2.2		
	5.2	KEETLEY	5.2		
	7.0	CRANMER YL	7.0		
(7.0)					

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

SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED					
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		Trains with one Diesel unit handling ore between Echo and Ogden.		35
Passenger trains handling 6 cars or less, except trains Nos. 105 and 106.	70		Coal trains originating at Rock Springs and Hanna, for the first ten miles.		15
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling wrecking derricks: American hoist derrick 903045. 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).		60 40 35 20
When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	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
When using other cross-overs or turn-outs.	15	15	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
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	Jordan spreaders and other machines of spreader type, when in operation.		15
Within yard limits protected by continuous block signal system.	60	35	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
Within yard limits not protected by continuous block signal system: Main line; Branch lines.	50 30	25 15	Trains handling specially equipped cars for company wheels and axles U. P. 99000-99014 and U. P. 99500-99962.		50
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Trains handling company scrap.		50
GP 7 Units Nos. 100 to 129 inclusive.	65	65	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
Gas turbine locomotives.	75		Wye tracks except those portions used as main track or siding.	6	6
Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class	35 50	35 50			
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			
Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50			

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. With Operative Dynamic Brakes. Without Operative Dynamic Brakes.	70 70	55 40			
Between Cheyenne and Dale, on No. 3 track and between Cheyenne and Speer on No. 4 track. With Operative Dynamic Brakes. Without Operative Dynamic Brakes.	60 60	55 50			
ON NO. 1 AND 2 TRACKS			ON NO. 1 TRACK		
Between Mile Posts — Borie 522.1 and 525.6	60	40	Between Mile Posts — Forelle 549.8 and 559.2	60	40
Granite 530.0 and 543.5	55	35	Laramie		
544.1 and 545.1	40	40			
Hermosa Tunnel	50	30			
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 — 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
Medicine Bow 637.5 and 637.8	70	55	Rock Springs 803.5 and 801.0	50	45
639.3 and 640.2	60	45	800.5 and 799.5	60	45
642.5 and 642.7	70	55	798.4 and 797.3	55	40
Hanna 643.5 and 643.7	70	55	Baxter 781.7 and 781.3	70	55
645.1 and 646.3	70	55	780.2 and 780.0	60	45
647.5 and 648.0	70	55	778.9 and 777.8	60	45
Percy 650.2 and 650.7	70	55	Point of Rocks 776.5 and 775.8	70	55
Dana 652.2 and 652.5	60	45	775.0 and 774.3	70	55
653.1 and 656.4	70	55	773.2 and 773.0	60	45
			772.3 and 771.8	70	55
			Hallville 769.3 and 768.8	60	45
			Black Buttes 765.6 and 765.2	60	45
			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 — 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
Riner 703.0 and 704.2			70	55	718.1 and 717.8			70	55
Cherokee 708.6 and 709.0			70	55	Latham 715.3 and 715.0			70	55
Creston 713.7 and 714.3			80	55	714.3 and 713.7			80	55
715.0 and 715.3			70	55	Creston 709.0 and 708.6			70	55
Latham 717.8 and 718.1			70	55	Cherokee 704.2 and 703.0			70	55
719.5 and 719.8			70	55	Sinclair 668.5 and 667.7			70	55
Wamsutter 725.1 and 725.6			70	55	Fort Steele 666.5 and 662.8			70	55
Red Desert 733.9 and 737.3			70	55	Walcott 661.5 and 661.0			70	55
Tipton 740.2 and 740.9			70	55	659.2 and 658.4			70	55
741.4 and 741.6			60	45	658.1 and 657.2			55	40
742.7 and 743.1			70	55	Edson 656.4 and 653.1			70	55
Monell 752.9 and 753.3			70	55	652.5 and 652.2			60	45
Bitter Creek 757.0 and 757.3			70	55	Dana 650.7 and 650.2			70	55
760.5 and 761.0			70	55	Percy 648.0 and 647.5			70	55
762.0 and 762.3			70	55	646.3 and 645.1			70	55
765.2 and 765.6			60	45	643.7 and 643.5			70	55

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 — Black Buttes 768.8 and 769.3			60	45	ON EASTWARD TRACK Between Mile Posts — Hanna 642.7 and 642.5			70	55
Hallville 771.8 and 772.3			70	55	640.2 and 639.3			60	45
773.0 and 773.2			60	45	637.8 and 637.5			70	55
774.3 and 775.0			70	55	Rock River 604.6 and 603.9			60	45
775.8 and 776.6			70	55	602.2 and 601.1			60	45
Point of Rocks 777.8 and 778.9			60	45	599.7 and 598.5			70	55
780.0 and 780.2			60	45	596.8 and 596.5			70	55
781.3 and 781.7			70	55	Lookout 593.7 and 593.3			70	55
Baxter 797.3 and 798.4			55	40	Cooper Lake 588.4 and 587.7			70	55
799.5 and 800.5			60	45	Howell 567.2 and 566.8			60	35
801.0 and 803.5			50	45	Laramie				
806.6 and 807.0			70	55					
807.5 and 807.8			55	40					
Kanda 809.6 and 813.9			55	35					
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 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	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	70	55	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	70	55
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 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	40
Castle Rock 937.0 and 939.4	50	35	981.0 and 980.3	45	35
941.1 and 941.9	55	40	980.3 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	40
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	50
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 980.3	40	30	Emory 941.6 and 940.9	60	45
980.5 and 983.8	45	35	939.1 and 929.2	60	45
Uintah 985.5 and 985.8	70	50	Curvo 928.8 and 927.6	60	35
987.9 and 989.0	65	45	Wasatch 927.6 and 926.5	60	35
Ogden			926.2 and 925.9	70	50
			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

Branch	Maximum Speed	Branch	Maximum speed.
Boulder Branch		Encampment Branch	
Maximum Speed.	25	Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts —	
Between Parkdale Jct. and Boulder.	15	25.2 and 24.5	10
Valmont Spur, M. P. 1, over C. & S. crossing.	10	37.5 and 37.8	10
Dent Branch		Pleasant Valley Branch	15
Maximum Speed	40	40	
Trains handling outfit cars.	30	Puritan Branch	15
Commerce City to paved road.	20	20	
Between Mile Posts —		Branches not otherwise shown.	15
21.5 and 21.9	30	15	
25.6 and 25.8	30	Stauffer Spur	15
Fort Collins Branch		15	
Between Dent and Fort Collins.	30	Spurs not otherwise shown.	10
Between Fort Collins and End of Track.	25	Park City Branch	
Trains handling outfit cars.	20	Maximum Speed.	25
Dent, over west wye switch.	10	Trains handling outfit cars.	20
Fort Collins, within city limits.	15	Between Mile Posts —	
Fort Collins, over east cross-over switch.	5	0.0 and 4.3	15
Greeley Branch		5.1 and 5.2	15
Maximum Speed.	15	13.2 and 13.5	15
Coalmont Branch		14.8 and 21.0	15
Maximum speed.	30	24.0 and 24.1	15
Between Mile Posts —		25.1 and 25.2	15
1.9 and 2.5	25	26.3 and 28.4	15
15.2 and 16.0	20	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
20.5 and 21.0	25	Ontario Branch	15
29.5 and 30.0	20	15	
37.0 and 48.3	10	Cranmer Spur , between Keetley and end of track.	10
48.3 and 56.5	20	Hill Field Branch	
56.5 and 62.0	10	Maximum speed.	15
62.0 and 64.5	20	Between Mile Posts —	
64.5 and 78.0	10	4.4 and 4.8	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.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	D. G. Allely.....	Surgeon	Greeley, Colo.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	R. C. Stratton....	Surgeon	Green River, Wyo.
D. G. Iverson....	Oculist	Cheyenne, Wyo.	A. T. Sudman....	Surgeon	Green River, Wyo.
L. J. Stadnik....	Oculist	Cheyenne, Wyo.	H. P. Linton....	Surgeon	Julesburg, Colo.
T. L. Johnston...	Oculist	Cheyenne, Wyo.	W. P. Ordelheide.	Surgeon	La Salle, Colo.
R. I. Williams...	Aurist	Cheyenne, Wyo.	E. C. Pelton....	Surgeon	Laramie, Wyo.
G. L. Smith.....	Aurist	Cheyenne, Wyo.	B. J. Sullivan....	Surgeon	Laramie, Wyo.
R. J. Parker....	Surgeon	Coalville, Utah	J. R. Nye.....	Surgeon	Laramie, Wyo.
J. H. Bechtold...	Surgeon	Denver, Colo.	J. H. White.....	Surgeon	Laramie, Wyo.
R. A. O'Dell....	Surgeon	Denver, Colo.	R. H. Jesson....	Oculist	Laramie, Wyo.
J. R. Blair.....	Aurist	Denver, Colo.	G. F. Kearns....	Surgeon	Ogden, Utah
A. T. Haley.....	Surgeon	Denver, Colo.	K. A. Stratford...	Surgeon	Ogden, Utah
R. A. Skeehan....	Oculist	Denver, Colo.	C. S. Feeny.....	Physician	Ogden, Utah
W. L. Bennett....	Physician	Denver, Colo.	I. H. Moncrief...	Surgeon	Ogden, Utah
R. M. Maul.....	Surgeon	Denver, Colo.	F. W. Seager....	Surgeon	Ogden, Utah
A. C. Sudan.....	Surgeon	Denver, Colo.	H. V. De Mars...	Aurist	Ogden, Utah
R. C. Spangler...	Surgeon	Denver, Colo.	R. W. Pugmire...	Oculist	Ogden, Utah
A. E. Prevedel...	Surgeon	Denver, Colo.	J. W. Baltzell...	Surgeon	Rawlins, Wyo.
J. D. Sanidas....	Surgeon	Denver, Colo.	E. W. McNamara..	Surgeon	Rawlins, Wyo.
H. T. High.....	Surgeon	Devils Slide, Utah	R. D. Paul.....	Surgeon	Rawlins, Wyo.
D. A. Holt.....	Surgeon	Evanston, Wyo.	G. M. Halsey....	Surgeon	Rawlins, Wyo.
D. R. Daines....	Surgeon	Evanston, Wyo.	J. E. Cashman...	Surgeon	Rawlins, Wyo.
J. H. Waters....	Surgeon	Evanston, Wyo.	G. M. Harrison...	Surgeon	Rock Springs, Wyo.
J. B. Bennett....	Surgeon	Evanston, Wyo.	P. A. Kos.....	Surgeon	Rock Springs, Wyo.
			R. A. Corbett....	Surgeon	Saratoga, Wyo.
			D. W. France....	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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