

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**



**WYOMING DIVISION**

**TIME-TABLE**

**No. 29**

**Effective Sunday,**

**September 21, 1958**

**at 12:01 A. M. Mountain Time**

**Safety Always**

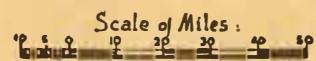
**Makes a Suggestion**

**FOR EMPLOYEES ONLY**

**EASTERN DISTRICT**

**WYOMING DIVISION**

**CORRECTED TO MAY 1, 1953**





WESTWARD

# CONDENSED TIME-TABLE

FIRST CLASS

	27	9	17	7	5	103	101	105	111		Time-Table No. 29 September 21, 1958
	Mail and Express	Stream-liner Passenger	Passenger	Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Distance from Council Bluffs	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
					9.20					0.0	OO. BLUFFS
	10.30			10.06	9.55	3.15	2.56	1.15	12.45	2.9	OMAHA
	1.30			1.05	12.40	5.15	4.55	3.20	2.55	146.9	GRAND ISLAND
	4.15 3.30			3.35 2.45	2.55 2.05	7.00 6.05	6.40 5.45	5.10 4.10	4.50 3.55	284.1	C.T. M.T. NORTH PLATTE
									5.10	365.8	JULESBURG
	5.45			4.57	4.12	7.49	7.29	6.58		407.5	SIDNEY
		8.40	8.30							.....	KANSAS CITY
		8.05 8.45	6.30 7.05							8.30	DENVER
	8.00 8.30			7.00 7.15	6.05 6.20	9.35 9.45	9.15 9.25	7.40 7.50		509.5	CHEYENNE
	10.10	11.55	10.16	9.00	8.05	11.01	10.46	9.10		560.0	LARAMIE
	12.30	1.54	12.28	11.45	10.45	12.66	12.41	11.05		582.8	RAWLINS
	3.35 4.01	4.20 4.40	2.50 3.45	2.30 3.15	1.15 1.45	3.11 3.21	3.00 3.10	1.25 1.35		617.0	GREEN RIVER
			4.20					2.05		647.2	GRANGER
	8.00	8.30		7.00	6.50	6.45	6.30			992.0	OGDEN
	(22.30) 44.0	(23.50) 51.2	(20.50) 56.2	(21.55) 45.3	(20.55) 47.8	(15.30) 59.0	(16.35) 59.9	(13.50) 61.2	(8.45) 63.8		..... Three Time From Omaha ..... Average speed per hour

C. H. BURNETT  
General Manager

H. E. SHUMWAY  
Genl. Supt. Transportation

O. A. DURRANT  
General Superintendent

- C. J. COLOMBO**, Superintendent ..... Cheyenne, Wyo.  
**K. I. JONES**, Asst. Superintendent ..... Cheyenne, Wyo.  
**J. E. HOGG**, Terminal Superintendent ..... Cheyenne, Wyo.  
**C. J. EXLINE**, Asst. Superintendent Safety and Courtesy ..... Cheyenne, Wyo.  
**C. T. ALFORD**, Asst. Superintendent ..... Denver, Colo.  
**R. W. HOPKINS**, Terminal Superintendent ..... Denver, Colo.  
**J. C. JOCHIM**, Trainmaster ..... Denver, Colo.  
**S. D. GATCHELL**, Safety and Courtesy Representative ..... Denver, Colo.  
**M. L. MASON**, Terminal Superintendent ..... Laramie, Wyo.  
**D. F. HUENEKE**, Trainmaster ..... Laramie, Wyo.  
**J. R. JOHNSON**, Trainmaster ..... Rawlins, Wyo.  
**W. E. HENKE**, Asst. Superintendent ..... Green River, Wyo.  
**B. C. MURPHY**, Terminal Superintendent ..... Green River, Wyo.  
**W. C. SATTERFIELD**, Trainmaster ..... Ogden, Utah  
**C. T. ARMSTRONG**, Master Mechanic ..... Cheyenne, Wyo.  
**R. F. WEISS**, Master Mechanic ..... Kansas City, Mo.  
**D. P. CLIFFORD**, Road Foreman of Engines ..... Cheyenne, Wyo.  
**R. S. AMES**, Road Foreman of Engines ..... Laramie, Wyo.  
**G. L. LIEBAU**, Road Foreman of Engines ..... Laramie, Wyo.  
**C. G. ROTE**, Road Foreman of Engines ..... Laramie, Wyo.  
**C. H. JOHNSON**, Road Foreman of Engines ..... Rawlins, Wyo.  
**E. J. LENHART**, Road Foreman of Engines ..... Rawlins, Wyo.  
**J. I. McPHIE**, Road Foreman of Engines ..... Evanston, Wyo.  
**W. H. ALBERTS**, Road Foreman of Engines ..... Ogden, Utah  
**E. SCHWEITZER**, Division Engineer ..... Cheyenne, Wyo.  
**C. MARRS**, General Roadmaster ..... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY**, Chief Train Dispatcher ..... Denver, Colo.  
**J. J. BOWLIN**, Asst. Chief Train Dispatcher ..... Denver, Colo.  
**B. L. SIVERS**, 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.  
**R. W. HAYES**, Asst. Chief Train Dispatcher ..... Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION,  
RAWLINS TO OGDEN, AND BRANCHES

- B. FOSTER**, Chief Train Dispatcher ..... Green River, Wyo.  
**B. C. KEITH**, Asst. Chief Train Dispatcher ..... Green River, Wyo.  
**N. PRITZA**, Asst. Chief Train Dispatcher ..... Green River, Wyo.

MILEAGE

Main Line.....	628.23
Branches.....	372.40
Total.....	1000.63

# CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

	112	10	28	104	102	106	18	6	8		Time Table No. 29 September 21, 1958
	Stream-liner Passenger	Stream-liner Passenger	Mail and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mail and Express	Passenger	Distance from Council Bluffs	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
											CO. BLUFFS
											OMAHA
	140.8	12.30		6.30	2.30	2.50	3.00				GRAND ISLAND
	284.1	6.39		12.30	10.28	10.48	11.03				C.T. M.T. NORTH PLATTE
	365.2	6.27		11.00	9.23	9.43	9.58				JULESBURG
	407.5			8.55	7.37	7.57	8.12				SIDNEY
	.....										KANSAS CITY
	582.5	3.30	6.40					10.30			DENVER
	509.1		6.05					9.15	8.45		CHEYENNE
	500.0		7.00	6.10	6.30	6.45		7.35	8.15		LARAMIE
	682.8	2.43	4.25	4.50	5.12	5.25	5.25	5.45	6.20		RAWLINS
	617.0	12.50	1.55	2.55	3.25	3.35	3.10	3.25	3.40		GREEN RIVER
	647.2	10.30	11.05	12.35	1.05	1.15	12.35	12.45	1.00		GRANGER
	992.0	10.10	10.45	12.25	12.55	1.00	12.05	12.20	12.35		OGDEN
		8.50	7.10	9.10	9.40			8.30	8.45		(992.6)
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	.....	(8.00)	(23.15)	(22.20)	(16.20)	(16.10)	(13.33)	(22.00)	(19.55)	(21.15)	..... Three Time From Omaha ..... Average speed per hour

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
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rock Springs.....	Revenue passengers from West of Ogden.....	Denver or beyond.
10	Rock Springs.....	Denver or beyond..	Revenue passengers for West of Ogden.	18	Any station on First and Third Subdivision and Borie Subdivision.....	Granger or beyond.	
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.				
17	Rock Springs..... Rock River..... Medicine Bow..... Sinslar..... Wamsutter.....	Denver or east.					



WESTWARD		FIRST SUBDIVISION							Time-Table No. 29 September 21, 1958	STATIONS
SECOND CLASS		FIRST CLASS								
370	17	10	112	8	18	9	Distances from Denver			
Mixed	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger				
Daily	Daily	Daily	Daily	Daily	Daily	Daily				
YIP	8.15PM	7 05PM	6.40PM	3.30PM	12.50PM	9.15AM	8.45AM	0.0	DN-R DENVER YL UD	
								0.6	23RD STREET YL	
EP	8.55	7.09	6.44	3.34	12.54	9.19	8.49	1.7	DN-R 16TH ST. YL RA	
DWCOTYZP	A 9.01PM	7 10	A 6.45PM	3.35	A 12.55PM	A 9.20AM	8.50	2.2	PULLMAN YL	
								4.9	C. B. & Q. CROSSING	
IP		7.14		3.39			8.54	5.0	SAND CREEK JCT. YL	
4								6.0	ADAMS	
88 P		7.18		3.42			8.58	8.1	DUPONT	
13								9.9	BOLLA	
60 P		7.21		3.44			9.01	11.8	HAZELTINE	
45 P		7.23		3.46			9.03	14.1	HENDERSON	
13								18.0	NORTHWAY	
87 WYZP		7.28		3.51			9.08	19.1	DN BRIGHTON YL BI	
21 P								33.9	POWARS	
88 P		7 34		3.57			9.14	25.8	D LUPTON UP	
45 P		7.37		4.01			9.17	30.1	IONE	
88 P		7.41		4.05			9.21	34.8	D PLATTEVILLE PA	
13								36.2	VASQUEZ	
113 P		7.46		4.09			9.26	40.0	D GLOREST GI	
16 P								42.4	PEOKHAM	
17								43.2	HAMBERT	
185 WOTYPO		7.52		A 4.15PM			9.32	46.1	DN-R LA SALLE YL DY	
52 P		7.54					9.34	48.2	EVANS	
241 WYYP		B 8.03					9.42	51.7	DN GREELEY YL HG	
								54.0	GREELEY JCT.	
76 P		8.08					9.47	56.8	D LUOERNE O	
73 P		8.12					9.51	59.2	D EATON YL UR	
I								59.8	G. W. CROSSING	
65 P		8.16					9.54	68.0	D AULT A	
22								64.9	STAGE	
59 WYP		8.20					9.58	66.8	D PIERCE BU	
46 P		8.25					10.03	71.9	NUNN	
89 P		8.30					10.08	77.0	DOVER	
45 P		8.36					10.13	81.9	DECKER	
100 WOTYP		A 8.44PM					A 10.19AM	86.0	DN CARR OR	
									(86.0)	

(0.46)	(1.39)	(0.05)	(0.45)	(0.05)	(0.06)	(1.34)	..... Thru Time
2.9	52.1	20.4	61.4	28.4	26.4	54.9	..... Average speed per hour

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.

FIRST SUBDIVISION		FIRST CLASS							WESTWARD		Time-Table No. 29 September 21, 1958	STATIONS
SECOND CLASS		FIRST CLASS										
9	7	111	18	10	17	369	Distances from Denver	Car Capacity of Slings, etc. See Rule 9 (A), page 23.				
Streamliner Passenger	C.R.I.&P. Rocket Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Passenger	Mixed						
Daily	Daily	Daily	Daily	Daily	Daily	Daily						
									0.0	DN-R DENVER YL UD		
									0.6	23RD STREET YL		
									1.7	DN-R 16TH ST. YL RA		
									2.2	PULLMAN YL		
									4.9	C. B. & Q. CROSSING		
									5.0	SAND CREEK JCT. YL		
									6.0	ADAMS		
									8.1	DUPONT		
									9.9	BOLLA		
									11.8	HAZELTINE		
									14.1	HENDERSON		
									18.0	NORTHWAY		
									19.1	DN BRIGHTON YL BI		
									23.8	POWARS		
									25.8	D LUPTON UP		
									30.1	IONE		
									34.8	D PLATTEVILLE PA		
									36.2	VASQUEZ		
									40.0	D GLOREST GI		
									42.4	PEOKHAM		
									43.2	HAMBERT		
									46.1	DN-R LA SALLE YL DY		
									48.2	EVANS		
									51.7	DN GREELEY YL HG		
									54.0	GREELEY JCT.		
									56.8	D LUOERNE O		
									59.2	D EATON YL UR		
									59.8	G. W. CROSSING		
									68.0	D AULT A		
									64.9	STAGE		
									66.8	D PIERCE BU		
									71.9	NUNN		
									77.0	DOVER		
									81.9	DECKER		
									86.0	DN CARR OR		
										(86.0)		

(0.20)	(0.09)	(0.50)	(1.51)	(1.64)	(0.22)	(0.80)	..... Thru Time
6.1	14.7	49.4	46.5	45.8	6.0	4.4	..... Average speed per hour

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.



**WESTWARD SECOND SUBDIVISION**

**FIRST CLASS**

Car Capacity of Seating (A), See Rule 6 (A), page 21.	FIRST CLASS								Distance from Denver	Time-Table No. 29			
	17	7	5	9	103	101	27	105		September 21, 1958			
	Passenger	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger		<b>STATIONS</b>			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
DFWCO TYPX					9.45AM	9.25AM	8.30AM	7.50AM	308.0	DN-B	CHEYENNE	NYL	
IP		7.15PM	6.20PM						318.8	DN	TOWER A	AY	
132 XWP	9.01PM			10.36AM					319.0		SPEER		
134 WP									323.8		EMKAY		
138 P									334.9		LYNOH		
145 OWP									349.7		HARRIMAN		
135									349.7		HARRIMAN		
132 P									349.7		PERKINS		
									349.7		PERKINS		
109 XP									319.1		BORIE		
22									328.0		GRANITE		
90 XWP									328.0		GRANITE		
121 WP									338.6		BUFORD		
YI									340.4		SHERMAN		
WXP									344.8		DALE		
131 P									347.9		HERMOSA		
125 WP									356.8		RED BUTTES		
									356.8		RED BUTTES		
104 WP									354.0		COLORES		
285 P									358.0		FORELLE		
DFWCO TYPX	A 10.11PM	A 8.50PM	A 7.55PM	A 11.50AM	A 11.00AM	A 10.45AM	A 10.00AM	A 9.09AM	368.0	DN-B	LARAMIE	YLK-KI	

Thru Time ..... (1.10) 48.5 (1.35) 85.7 (1.85) 86.7 (1.14) 45.8 (1.15) 45.3 (1.20) 42.4 (1.30) 37.7 (1.19) 43.0 ..... Thru Time  
Average speed per hour

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

**WESTWARD BORIE SUBDIVISION**

**FIRST CLASS**

Car Capacity of Seating (A), See Rule 6 (A), page 21.	FIRST CLASS		Distance from Denver	Time-Table No. 29		
	17	9		September 21, 1958		
	Passenger	Streamliner Passenger		<b>STATIONS</b>		
	Daily	Daily				
106 WCYP			88.0	DN	CARR	OR
89 P			80.4		WARREN	
45 P			94.4		GLEASON	
132 XWP	A 9.01PM	A 10.36AM	88.0		SPEER	
P			108.8		BORIE	

Thru Time ..... (0.17) 42.4 (0.17) 42.4 ..... 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. 29	FIRST CLASS								Distance from Denver	Time-Table No. 29			
	18	6	8	10	28	104	102	106		September 21, 1958			
	Passenger	Mail and Express	Passenger	Streamliner Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		<b>STATIONS</b>			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
DFWCO TYPX									308.0	DN-B	CHEYENNE	NYL	
IP									318.8	DN	TOWER A	AY	
132 XWP		7.15AM	8.00AM						319.0		SPEER		
134 WP									323.8		EMKAY		
138 P									334.9		LYNOH		
145 OWP									349.7		HARRIMAN		
135									349.7		HARRIMAN		
132 P									349.7		PERKINS		
									349.7		PERKINS		
109 XP									319.1		BORIE		
22									328.0		GRANITE		
90 XWP									328.0		GRANITE		
121 WP									338.6		BUFORD		
YP									340.4		SHERMAN		
WXP									344.8		DALE		
131 P									347.9		HERMOSA		
125 WP									356.8		RED BUTTES		
									356.8		RED BUTTES		
104 WP									354.0		COLORES		
285 P									358.0		FORELLE		
DFWCO TYPX									368.0	DN-B	LARAMIE	YLK-KI	

Thru Time ..... (1.15) 46.3 (1.30) 37.7 (1.40) 33.9 (1.13) 46.4 (1.25) 30.9 (1.10) 48.4 (1.08) 49.7 (1.10) 48.4 ..... Thru Time  
Average speed per hour

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

**BORIE SUBDIVISION EASTWARD**

**FIRST CLASS**

Time-Table No. 29	FIRST CLASS		Distance from Denver	Time-Table No. 29		
	18	10		September 21, 1958		
	Passenger	Streamliner Passenger		<b>STATIONS</b>		
	Daily	Daily				
106 WOYP			88.0	DN	CARR	OR
89 P			90.4		WARREN	
45 P			94.4		GLEASON	
132 XWP	A 6.54AM	A 4.11PM	88.0		SPEER	
P			108.8		BORIE	

Thru Time ..... (0.14) 51.4 (0.15) 48.0 ..... 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, Class (17, 7, 5, 9, 103, 101, 27, 105), Time (Daily), and Distance from Council Bluffs. Rows include train numbers and arrival/departure times.

Time-Table No. 29

September 21, 1958

STATIONS

- DN-R LARAMIE YL KI-K
HOWELL
WYOMING
D BOSLER FY
COOPER LAKE
LOOKOUT
HARPER
DN ROCK RIVER OK
WILOOX
RIDGE
D MEDICINE BOW MB
OOMO
RAMSEY
DN HANNA HN
PERCY
DANA
EDSON
WALCOTT
FORT STEELE
D SINOLAIR GV
DN-R RAWLINS YL RS
HADBELL
DALEY'S RANCH
RINER
OHEROKEE
ORESTON
LATHAM
DN WAMSWATER WM
FREWEN
RED DESERT
TIPTON
ROBINSON
TABLE ROCK
MONELL
DN BITTER CREEK BK
BLACK BUTTES
HALLVILLE
POINT OF ROCKS
THAYER JUNCTION
SALT WELLS
BAKTER
DN ROCK SPRINGS YL SG
KANDA
DN-R GREEN RIVER YLOR

Double Track

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

.....Thru Time
Average speed per hour

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 29

September 21, 1958

STATIONS

- DN-R LARAMIE YL KI-K
HOWELL
WYOMING
D BOSLER FY
COOPER LAKE
LOOKOUT
HARPER
DN ROCK RIVER OK
WILOOX
RIDGE
D MEDICINE BOW MB
OOMO
RAMSEY
DN HANNA HN
PERCY
DANA
EDSON
WALCOTT
FORT STEELE
D SINOLAIR GV
DN-R RAWLINS YL RS
HADBELL
DALEY'S RANCH
RINER
OHEROKEE
ORESTON
LATHAM
DN WAMSWATER WM
FREWEN
RED DESERT
TIPTON
ROBINSON
TABLE ROCK
MONELL
DN BITTER CREEK BK
BLACK BUTTES
HALLVILLE
POINT OF ROCKS
THAYER JUNCTION
SALT WELLS
BAKTER
DN ROCK SPRINGS YL SG
KANDA
DN-R GREEN RIVER YLOR

Double Track

BLOCK SIGNALS AND AUTOMATIC CAR SIGNALS

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. 101, No. 9 and No. 17 reduce speed to 5 MPH at Rock Springs to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

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. 102 reduce speed to 5 MPH at Rock Springs and No. 10 reduce speed to 5 MPH at Rock Springs and Hanna to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.



WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Class (9, 27, 103, 101, 105, 17, 7, 5), and Distance from Council Bluffs. Rows include train numbers like DFOPTWXY, W856 PX, etc.

Time-Table No. 29

September 21, 1958

STATIONS

Station list for Westward: DN-ROSE RIVER YL OR, RIVERVIEW, PERU, BRYAN, WESTVAO, GRANGER, VERNE, OHUROH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGER, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YL NA, ALMY JCT., WYUTA, WAHSATCH YL WH, OURVO, CASTLE ROCK, EMORY, BASKIN, ECHO YL HO, HENEFER, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OO.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time and Average speed per hour for Westward trains.

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

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Table with columns for Car Capacity, Class (10, 28, 104, 102, 106, 18, 6, 8), and Distance from Council Bluffs. Rows include train numbers like DN-ROSE RIVER YL OR, RIVERVIEW, PERU, BRYAN, WESTVAO, GRANGER, VERNE, OHUROH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGER, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YL NA, ALMY JCT., WYUTA, WAHSATCH YL WH, OURVO, CASTLE ROCK, EMORY, BASKIN, ECHO YL HO, HENEFER, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OO.

Time-Table No. 29

September 21, 1958

STATIONS

Station list for Eastward: DN-ROSE RIVER YL OR, RIVERVIEW, PERU, BRYAN, WESTVAO, GRANGER, VERNE, OHUROH BUTTES, HAMPTON, ELKHURST, CARTER, ANTELOPE, BRIDGER, LEROY, RAGAN, SPRING VALLEY, ASPEN, ALTAMONT, KNIGHT, MILLIS, EVANSTON YL NA, ALMY JCT., WYUTA, WAHSATCH YL WH, OURVO, CASTLE ROCK, EMORY, BASKIN, ECHO YL HO, HENEFER, DEVIL'S SLIDE ON, MORGAN WB, STODDARD, PETERSON, STRAWBERRY, GATEWAY, UINTAH, RIVERDALE YL RD, OGDEN YL OO.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time and Average speed per hour for Eastward trains.

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. 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.



WESTWARD		DENT BRANCH		EASTWARD	
Time-Table No. 29		September 21, 1958		Time-Table No. 29	
September 21, 1958		September 21, 1958		September 21, 1958	
STATIONS		STATIONS		STATIONS	
IP	5.0	SAND CREEK JCT YL	5.0		
15	8.2	WELBY	8.2		
31	9.8	QUIMBY	9.8		
36	18.8	EAST LAKE	18.8		
31	18.1	DARLOW	18.1		
34	22.2	DN ST. VRAINS YL VS	22.2		
	22.2	U. P. CROSSING	22.2		
	24.3	GRADEN	24.3		
	26.1	D FREDERICK YL FR	26.1		
	27.8	FIRESTONE	27.8		
10	30.2	HARNEY	30.2		
34	34.6	GOWANDA	34.6		
	38.3	WILD OAT	38.3		
31	42.8	DENT YL	42.8		
WCTTPO	50.6	DN-R LA SALLE YL DY	50.6		

..... Thru Time.....  
 ..... Average speed per hour.....  
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 Between Denver and LaSalle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD—Fort Collins Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
21	0.0	DENT YL	0.0
P	1.7	MILLIKEN YL M	1.7
	2.0	G. W. CROSSING	2.0
P	7.8	KOENIG	7.8
	9.0	G. W. CROSSING	9.0
P	9.1	KELIM	9.1
	16.4	REDMOND	16.4
48	19.5	HARMONY	19.5
184	35.0	D-R FORT COLLINS YL FO	35.0
	36.2	O. & S. CROSSING	36.2
	35.8	O. & S. CROSSING	35.8
P		BOGTORRE YL	
P	38.5	RIPPLE	38.5
Y	41.7	BUCKEYE YL	41.7

..... Thru Time.....  
 ..... Average speed per hour.....  
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.  
 Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Boulder Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
55	0.0	DN-R BRIGHTON YL BI	0.0
P	4.2	YOKALL	4.2
	7.1	DIOK	7.1
21	8.1	DN ST VRAINS YL VS	8.1
	8.1	U. P. CROSSING	8.1
	10.1	NATIONAL	10.1
P	10.9	STATE COAL MINE JCT YL	10.9
	11.4	PARKDALE JCT YL	11.4
P	15.1	ERIE	15.1
	16.1	O. B. & Q. CROSSING	16.1
	16.4	TABOR	16.4
	17.8	LEYNER	17.8
	19.8	LIGGETT	19.8
P	24.0	VALMONT YL	24.0
	26.0	O. & S. CROSSING	26.0
WYP	28.1	ARA YL	28.1
P	27.6	DN-R BOULDER YL BR	27.6

..... Thru Time.....  
 ..... Average speed per hour.....  
 Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—Greeley Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
247	0.0	DN GREELEY YL HG	0.0
YP	2.8	GREELEY JCT. YL	2.8
14	6.0	CLOVERLY	6.0
	8.4	ALDEN	8.4
37	10.4	D GILL GI	10.4
	18.8	MATTHEWS	18.8
	14.6	BARNESVILLE	14.6
39	28.1	BRIGGS DALE	28.1

(28.1)  
 WESTWARD—Pleasant Valley Branch—EASTWARD

WESTWARD—Pleasant Valley Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
34	0.0	CLOVERLY	0.0
	8.1	LOWE	8.1
P	5.1	GALETON	5.1

(5.1)  
 WESTWARD—Coalmont Branch—EASTWARD

WESTWARD—Coalmont Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
DPFYZ	9.30AM	0.0	LARAMIE N 0.0
22	10.01	14.5	MILLER V 14.5
21	10.08	17.8	MILBROOK S 17.8
17	10.16	31.9	HATTON F 31.9
20	10.38	29.7	OKENYENAL G 29.7
42	10.54	34.6	DREBWOOD 34.6
PW	10.57	35.6	SPRING CREEK 35.6
19	11.28AM	40.4	ALBANY MI 40.4
24	12.10PM	47.8	LAKE B 47.8
70	1.05	54.6	FOX PARK MS 54.6
25	1.59	68.9	WYOOLO H 68.9
38	2.24	70.8	CAMP HL 70.8
18	2.42	78.8	KINGS CANON LH 78.8
70	3.10	79.8	NORTHGATE X 79.8
6	3.18	88.5	OODREY 88.5
27	3.28	88.2	BROWNLEE 88.2
82	3.35PM	92.2	WALDEN U 92.2
33		100.7	LARAND 100.7
17		107.6	HEBRON 107.6
80		111.1	COALMONT 111.1

(111.1)  
 Tuesday  
 Thursday  
 Saturday  
 (6.05) Thru Time..... (6.20)  
 15.1 ..... Average speed per hour..... 14.6  
 Westward trains are superior to trains of same class in the opposite direction.—See Rule 72.

WESTWARD—Encampment Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
	0.0	R WALCOTT WA	0.0
6	6.8	MEADS	6.8
7	12.8	OVERLAND	12.8
1	20.6	FISH HATCHERY	20.6
36	24.1	SARATOGA	24.1
1	27.8	DAHLSTROM	27.8
1	29.7	DAVIS	29.7
11	32.7	COO OREEK	32.7
15	39.8	CANYON	39.8
45	44.4	R ENCAMPMENT	44.4

(44.4)  
 WESTWARD—Superior Branch—EASTWARD

WESTWARD—Superior Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
XPY	0.0	THAYER JUNCTION YL	0.0
WT	7.6	D SUPERIOR SU	7.6
	9.1	END OF TRACK	9.1

(9.1)  
 WESTWARD—South Pass Branch—EASTWARD

WESTWARD—South Pass Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
W74 WY 1	0.0	DN-R ROCK SPRINGS YL	0.0
8296 XZP	8.4	LIONKOL JUNCTION	8.4
	5.5	RELIANCE JUNCTION	5.5
	7.9	STANBURY JUNCTION	7.9
	9.6	WINTON JUNCTION	9.6

(9.6)  
 WESTWARD—Reliance Branch—EASTWARD

WESTWARD—Reliance Branch—EASTWARD		Time-Table No. 29	
September 21, 1958		September 21, 1958	
STATIONS		STATIONS	
	0.0	RELIANCE JUNCTION	0.0
	1.7	RELIANCE MINE	1.7
	2.1	END OF TRACK	2.1

(2.1)  
 Westward trains are superior to trains of same class in the opposite direction.—See Rule 72.



**WESTWARD—Parida Branch—EASTWARD**

Car Capacity of Bldgs, etc. See Rule 23, Page 23.	Distance from Parida Jct.	Time-Table No. 29 September 21, 1958	Mile Post
	0.0	<b>PARKDALE JCT. YL</b>	0.0
	1.9	<b>PURITAN</b>	1.9
	3.1	<b>END OF TRACK</b> (2.1)	3.1

**WESTWARD—Lionkol Branch—EASTWARD**

Car Capacity of Bldgs, etc. See Rule 23, Page 23.	Distance from Lionkol Jct.	Time-Table No. 29 September 21, 1958	Mile Post
	0.0	<b>LIONKOL JUNCTION</b>	0.0
	2.0	<b>LIONKOL</b>	2.0
	2.5	<b>END OF TRACK</b> (2.5)	2.5

**WESTWARD—Stansbury Branch—EASTWARD**

Car Capacity of Bldgs, etc. See Rule 23, Page 23.	Distance from Stansbury Jct.	Time-Table No. 29 September 21, 1958	Mile Post
	0.0	<b>STANSBURY JUNCTION</b>	0.0
	1.0	<b>STANSBURY MINE</b>	1.0
	2.1	<b>END OF TRACK</b> (2.1)	2.1

**WESTWARD—Park City Branch—EASTWARD**

Car Capacity of Bldgs, etc. See Rule 23, Page 23.	Distance from Echo	Time-Table No. 29 September 21, 1958	Mile Post
W8114C8115 E896 P1W	0.0	<b>DN-R ECHO YL HO</b>	0.0
18 P	5.7	<b>COALVILLE YL VB</b>	5.7
16 P	13.4	<b>WANSHIP</b>	13.4
12 P	30.3	<b>ATKINSON</b>	30.3
16 P	34.5	<b>KEETLEY JCT. YL</b>	34.5
3	36.0	<b>BEGGS SPUR YL</b>	36.0
47	37.2	<b>BROADWATER SPUR YL</b>	37.2
PWY	38.4	<b>D-R PARK CITY YL KD</b>	38.4

**WESTWARD—Ontario Branch—EASTWARD**

Car Capacity of Bldgs, etc. See Rule 23, Page 23.	Distance from Keetley Jct.	Time-Table No. 29 September 21, 1958	Mile Post
	0.0	<b>KEETLEY JCT. YL</b>	0.0
	5.2	<b>KEETLEY YL</b>	5.2
	7.0	<b>CRANMER YL</b>	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"	64.3	1' 9"	52.1	2'	30.
31"	116.1	44"	81.8	57"	63.1	1' 10"	51.4	2' 15"	26.6
32"	112.6	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' 13"	48.	3'	20.
35"	102.9	48"	75.	1' 1"	59.	1' 14"	45.	3' 30"	17.1
36"	100.	49"	73.5	1' 2"	58.	1' 15"	42.3	4'	15.
37"	97.3	50"	72.	1' 3"	57.1	1' 16"	40.	5'	12.
38"	94.7	51"	70.6	1' 4"	56.2	1' 17"	37.9	6'	10.
39"	92.3	52"	69.2	1' 5"	55.3	1' 18"	35.	7'	8.6
40"	90.	53"	67.9	1' 6"	54.5	1' 19"	34.3	8'	7.5
41"	87.8	54"	66.6	1' 7"	53.7	1' 20"	32.7	10'	6.
42"	85.7	55"	65.4	1' 8"	52.9	1' 21"	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
Inspection bus cars.		40	40	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
When caboose is handled in train consisting of passenger train equipment.		50		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations not otherwise specified, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling air-dump cars.			35
Passing under coal chutes at Rock River, Hanna and Bitter Creek.	50	40	40	Trains handling scale test cars: On main line and Dent Branch. On other branch lines.			30 20
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 U. P. ore cars series 8000 to 8499: Loaded or empty. Trains with one Diesel unit handling ore between Echo and Ogden.			45 35
Gas turbine locomotives in road service.		50	50	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
1500 class diesel locomotives in road service.	50	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
Diesel locomotives running light, dynamic brake not in operation.			35	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
3800 and 3900 class engines.		60	60	When using other cross-overs or turn-outs: Steam engines; Forward movement. Back-up movement. All other class engines.	15 10 15	15 10 15	15 10 15
5000 class engines.		50	50	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
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Consolidation and Ten-Wheeler type engines.		35	35				
5000 class engines on any coal mine lead or track.			10				
0-6-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35 20	20 20				
When more than 50% of the tonnage is gravel.			40				



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 07.73 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 Spear, 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 Spear 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	5
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 515.0 and 515.7	60	50	40	Laramie ON NO. 2 TRACK Hermosa 563.6 and 550.0	70	60	40
518.8 and 519.1	60	50	40	550.0 and 549.3	60	40	30
Borie 522.1 and 523.3	60	50	40	Laramie			
523.3 and 523.6	60	50	40				
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	Rock River, passing coal chute.	50	40	40
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	Hanna, passing coal chute.	50	40	40
Freight engines not otherwise shown.		50		Sinclair, refining company tracks.			6
Light engines.			45	Rawlins, east standpipe.	15	15	15
Laramie, long leads 1, 2 and 3			10	Bitter Creek, passing coal chute.	50	40	40
Laramie, ice house tracks 1, 2, 3 and 4.			6				
ON WESTWARD TRACK Between Mile Posts— Laramie 506.8 and 507.2				ON EASTWARD TRACK Between Mile Posts— Green River 817.0 and 816.3	50	40	25
Hosler 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
603.9 and 604.6	60	50	40	807.1 and 806.6	70	60	50
Wilcox 608.5 and 611.6	70	60	50	Rock Springs 803.5 and 801.0	50	40	25
615.9 and 616.4	55	45	40	800.5 and 799.5	60	60	40
RIAge 617.2 and 617.6	70	60	50	798.4 and 707.3	55	45	35
621.8 and 622.4	75	65	50	Baxter 781.7 and 781.3	70	60	50
Calvin 627.1 and 628.7	50	45	35	780.2 and 780.0	60	50	40
629.4 and 629.9	60	50	40	778.9 and 777.8	60	50	40
630.9 and 637.8	70	60	50	Point of Rocks 776.5 and 775.8	65	55	45
Ramsey 639.3 and 640.2	60	50	40	775.0 and 774.3	70	65	50
642.5 and 643.5 643.5 and 643.7	50 60	40 50	25 40	773.2 and 773.0	60	50	40
Hanna 645.1 and 646.3	70	60	50	772.8 and 771.8	70	65	50
647.5 and 648.0	70	60	50	Hallville 769.3 and 768.8	60	50	40
Percy 650.2 and 650.7	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Dana 652.2 and 652.5	60	50	40	762.3 and 762.0	70	60	50
653.1 and 656.4	70	60	50	761.0 and 760.5	70	60	50
				757.8 and 757.1 755.7 and 755.4	50 60	40 50	40 40



THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	<b>Frewen</b> 726.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	35	<b>Latham</b> 715.3 and 715.0	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	60	<b>Rawlins</b> 682.5 and 680.4	50	40	35
<b>Latham</b> 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	60
719.5 and 719.8	70	65	50	<b>Sinclair</b> 668.5 and 667.7	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Tipton</b> 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	<b>Edson</b> 656.4 and 653.1	70	60	50
<b>Monell</b> 752.9 and 753.3 755.4 and 755.7	70 60	60 50	50 40	<b>Dana</b> 652.5 and 652.2 650.7 and 650.2	60 70	60 60	40 50
<b>Bitter Creek</b> 757.1 and 757.3	50	40	40	<b>Perey</b> 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.8 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.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Black Buttes</b> 708.8 and 709.3	60	50	40	<b>Hanna</b> 643.7 and 643.5	60	50	40
<b>Hallville</b> 771.6 and 772.3	70	65	50	640.2 and 639.8	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 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	60	45	35
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 623.4 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	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Baxter</b> 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	<b>Rock River</b> 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	35	602.2 and 601.1	60	50	40
806.0 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	55	50	40	<b>Harper</b> 596.8 and 596.5	70	60	50
<b>Kanda</b> 809.6 and 813.9	55	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	50
814.1 and 810.1	40	40	35	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	<b>Howell</b> 587.2 and 586.8	50	40	35
816.3 and 817.0 <b>Green River</b>	50	40	35	<b>Laramie</b>			

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.	20	20	20
4000 class engines		45	45	Outside of yard limits 1300 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				
Light engines.			45				

Between Green River and Evanston

<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Green River</b> 817.0 and 818.5	60	40	25	<b>Evanston</b> 915.6 and 915.4	70	60	50
819.3 and 820.7	60	50	40	913.4 and 913.1	70	60	50
<b>Riview</b> 822.4 and 823.6	60	50	40	<b>Midis</b> 910.4 and 909.3	80	70	50
<b>Peru</b> 825.4 and 826.6	70	60	50	<b>Knight</b> 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.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Bryan</b> 831.2 and 831.5	65	55	45	<b>Altamont</b> Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	50
<b>Granger</b> 847.2 and 847.3 849.9 and 850.2	60 70	50 60	40 50	893.4 and 890.9	70	60	50
<b>Church Buttes</b> 860.1 and 860.3	70	60	50	<b>Leroy</b> 890.2 and 889.3	50	40	35
862.2 and 862.5	70	60	50	888.7 and 888.3	70	60	50
<b>Hampton</b> 866.7 and 866.9	75	65	50	887.5 and 887.3	65	55	45
868.0 and 869.2	65	55	45	886.7 and 886.4	70	60	50
<b>Elkhurst</b> 870.9 and 873.6	70	60	50	<b>Bridger</b> 885.0 and 884.6	60	50	40
874.0 and 874.5	70	60	50	883.9 and 882.5	60	50	40
<b>Carter</b> 878.2 and 878.5	70	60	50	881.7 and 881.4	70	60	50
880.1 and 880.3	60	50	40	<b>Antelope</b> 880.3 and 880.1	60	50	40
<b>Antelope</b> 881.4 and 881.7	70	60	50	878.5 and 878.2	70	60	50
882.5 and 883.9	60	50	40	874.5 and 874.0	70	60	50
884.6 and 885.0	60	50	40	<b>Carter</b> 873.6 and 870.9	70	60	50
<b>Bridger</b> 886.4 and 886.7	70	60	50	<b>Elkhurst</b> 869.2 and 868.0	55	45	35
887.3 and 887.5	65	55	45	866.9 and 866.7	75	65	50
888.3 and 888.7	70	60	50	<b>Hampton</b> 862.5 and 862.2	70	60	50
889.3 and 890.2	50	40	35	860.3 and 860.1	70	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	50	<b>Verne</b> 850.2 and 849.9	70	60	50
<b>Ragan</b> 896.1 and 900.6 901.7 and 908.5	60 50	50 40	40 30	<b>Granger</b> 847.3 and 847.2 845.3 and 844.9	60 60	50 50	40 40
<b>Altamont</b> 904.9 and 905.3	60	50	40	<b>Westvaco</b> 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
<b>Knight</b> 909.3 and 910.4	79	70	50	<b>Bryan</b> 828.4 and 827.9	70	60	50
<b>Mills</b> 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	<b>Peru</b> 823.6 and 822.4	60	50	40
915.9 and 919.1 <b>Evanston</b>	60	50	25	<b>Riview</b> 820.7 and 819.3	60	50	40
				818.5 and 817.0 <b>Green River</b>	50	40	25

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

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Evanston</b> 920.6 and 921.2	70	60	50	<b>Ogden</b> 989.0 and 987.9	65	55	45
<b>Wyuta</b> 925.9 and 926.2	65	55	40	985.7 and 985.4	60	50	40
926.5 and 928.8	60	50	25	<b>Uintah</b> 984.8 and 984.4	60	50	40
928.8 and 935.8	35	35	30	<b>Gateway</b> 983.5 and 981.0	40	35	30
<b>Castle Rock</b> 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
<b>Emory</b> 942.9 and 945.5	50	40	35	<b>Strawberry</b> 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	<b>Peterson</b> 972.6 and 972.4	75	65	50
<b>Echo</b> 953.3 and 954.1	60	50	40	<b>Morgan</b> 967.8 and 967.2	60	50	40
954.2 and 954.5	65	50	45	965.1 and 963.1	45	35	30
<b>Henefer</b> 958.1 and 959.5	70	60	45	962.8 and 959.8	60	50	40
959.8 and 962.8	60	50	45	<b>Devils Slide</b> 959.5 and 958.1	70	60	45
963.1 and 965.1	45	35	30	<b>Henefer</b> 954.5 and 954.2	55	50	45
967.2 and 967.8	60	50	40	954.1 and 953.3	60	50	40
<b>Stoddard</b> 972.4 and 972.6	75	65	50	<b>Echo</b> 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
<b>Strawberry</b> 978.7 and 980.7	40	35	30	<b>Emory</b> 941.8 and 940.9	65	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	<b>Curvo</b> 928.8 and 927.6	50	40	25
<b>Uintah</b> 985.5 and 985.8	70	60	50	<b>Wahsatch</b> 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 <b>Ogden</b>	65	55	45	926.2 and 925.9	65	55	40
				<b>Wyuta</b> 921.2 and 920.6	70	60	50
				919.1 and 915.9 <b>Evanston</b>	60	50	25



Within Ogden Terminal Limits, O.U.R. & 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
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 28th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Branch	Miles Per Hour	Location	Miles Per Hour
<b>Boulder Branch</b> Maximum Speed	25	<b>Encampment Branch</b> 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. Vrain and Parkdale Jct. with 6000 class engines.	15	<b>Pleasant Valley Branch</b>	15
Between Parkdale Jct. and Erle	15	<b>Puritan Branch</b>	15
Valmont Spur, M. P. 1, over C. & S. crosslag	10	<b>Lionkol Branch</b>	10
<b>Dent Branch:</b> Maximum speed.	60	Superior Branch, on yard tracks at Thayer Jct.	15
800 class engines.	45	Branches not otherwise shown.	15
3900 and 5000 class and Mallet type engines.	40	<b>Stansbury Spur</b>	5
Freight engines not otherwise shown.	50	Spurs not otherwise shown.	10
Trains handling outfit cars.	30	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; Lionkol Branch, between M.P. 0.0 and 0.2 and at M.P. 2.5.	6
Between Mile Posts— Quimby 10.0 and 10.6	50	<b>Park City Branch</b> Maximum Speed	25
11.6 and 12.0	50	Trains handling outfit cars.	20
<b>East Lake</b> 14.3 and 14.6	50	Between Mile Posts— 0.0 and 4.3	15
<b>St. Vrain</b> 21.5 and 21.9	40	5.1 and 5.2	15
<b>Frederick</b> 25.6 and 25.8	40	13.2 and 13.5	15
<b>Gowanda</b> 37.9 and 38.0	50	14.8 and 21.0	15
<b>Wild Cat</b> 40.4 and 40.5	50	24.0 and 24.1	15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.	30	25.1 and 25.2	15
Between Fort Collins and Buckeye.	25	26.3 and 28.4	15
Trains handling outfit cars.	20	Park City, allyard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Dent, over west wye switch.	10	<b>Ontario Branch</b>	15
Fort Collins, within city limits.	15	Cranmer spur, between Keetley and end of track.	10
Fort Collins, over east cross-over switch.	5		
<b>Greeley Branch</b> Between Barnesville and Briggsdale	15		
<b>Coalmont Branch</b> Maximum speed.	30		
Between Mile Posts— 1.9 and 2.5 15.2 and 16 20.5 and 21 29.50 and 30 37 and 78 94 and 111	25 20 25 20 10 20		

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

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

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Buntin	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. Stadnik	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	E. D. Flanders	Physician	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	Leo W. Benson	Surgeon	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
F. J. Rust	Physician	Denver, Colo.	L. S. Sycamore	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
W. L. Bennett	Physician	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Halsey	Surgeon	Rawlins, Wyo.
F. D. Kuykendall	Surgeon	Eaton, Colo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	J. P. Muir	Senior Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	J. G. Wanner	Oculist and Aurist	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.

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	Conductors' Room, Freight Station	Rock Springs	Switchmen's Locker Room
36th Street	Telegraph Office	Green River	Train Dispatcher's Office
36th Street	Register Room	Green River	Telegraph Office
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Engine Crew Dispatcher's Office
La Salle	Telegraph Office	Green River	Switchmen's Locker Room
Cheyenne	Dispatcher's Office	Evanston	Telegraph Office
Cheyenne	Telegraph Office	Evanston	Engine Crew Dispatcher's Office
Cheyenne	Yard Office	Riverdale	"R. D." Telegraph Office
Cheyenne	Engine Dispatcher's Office	Ogden	Telegraph Office, Union Depot
Laramie	Depot Telegraph Office	Ogden	YD—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		