



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 32

Effective Sunday,
October 4, 1959
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

| 9 | | 17 | | 105 | | 111 | | 27 | | 7 | | 5 | | 103 | | 101 | | Miles from Council Bluffs | Time-Table No. 32 October 4, 1959 | |
|-----------------------|-----------------|-----------------------|----------------|-----------------------|-----------------|-----------------------|-----------------|------------------|----------------------------|------------------|------------------------------|-----------------------|--------------|-----------------------|-----------|-----------------------|-----------|---------------------------|--------------------------------------|--|
| Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Mail and Express | Passenger | Mail and Express | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | | STATIONS | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | 0.0 | CO. BLUFFS | |
| | | | | | | | | | | | | | | | | | | 2.8 | OMAHA | |
| | | | | | | | | | | | | | | | | | | 146.9 | GRAND ISLAND | |
| | | | | | | | | | | | | | | | | | | 284.1 | NORTH PLATTE C.T. M.T. | |
| | | | | | | | | | | | | | | | | | | 365.8 | JULESBURG | |
| | | | | | | | | | | | | | | | | | | 407.8 | SIDNEY | |
| | | | | | | | | | | | | | | | | | | 407.8 | KANSAS CITY | |
| 9.25 | 7.45 | | | | | | | | | | | | | | | | | 562.6 | DENVER | |
| 7.50 8.30 | 5.55 6.30 | | 8.00 | | 7.35 | | | | | | | | | | | | | 509.6 | CHEYENNE | |
| | 8.30 | | | | | | | | | | | | | | | | | 569.0 | LARAMIE | |
| 11.40 | | | 10.45 | | 10.35 | | 10.35 | | 8.55 | | 10.15 | | 10.00 | | 882.9 | | | RAWLINS | | |
| 1.55 | | | 12.30 | | 1.00 | | 12.45 | | 11.20 | | 11.59 | | 11.45 | | 817.0 | | | GREEN RIVER | | |
| 4.25 4.35 | 4.10 | | 2.40 2.50 | | 3.55 4.15 | | 3.15 3.45 | | 2.00 2.20 | | 2.10 2.20 | | 1.55 2.05 | | 847.2 | | | GRANGER | | |
| 8.25 | | | | | 3.20 | | | | | | 7.30 | | 6.15 | | 892.6 | | | OGDEN (992.6) | | |
| (24.00) 50.7 | (22.00) 49.2 | (7.20) 58.7 | (8.40) 64.6 | (22.55) 43.1 | (22.15) 44.5 | (21.15) 46.5 | (16.25) 60.2 | (16.25) 60.2 | Thru Time From Omaha | | Average speed per hour | | | | | | | | | |

C. H. BURNETT
General Manager

H. E. SHUMWAY
Genl. Supt. Transportation

O. A. DUREANT
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.
 Asst. Superintendent Denver, Colo.
R. W. HOPKINS, Terminal Superintendent Denver, Colo.
S. D. GATCHELL, Safety and Courtesy Representative Denver, Colo.
D. F. HUENEKE, Trainmaster Laramie, Wyo.
W. R. TUEL, 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

J. F. BARRETT, Chief Train Dispatcher Denver, Colo.
F. C. HAUNSTEIN, 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.
G. B. BOONE, 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 378.48
 Total 1006.71

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

| Time Table No. 32 October 4, 1959 | | Miles from Council Bluffs | 106 | | 112 | | 10 | | 28 | | 104 | | 102 | | 18 | | 6 | | 8 | |
|--------------------------------------|-----------|---------------------------|-----------------------|-----------|-----------------------|-----------|-----------------------|----------------|------------------|----------------|-----------------------|---------------|-----------------------|-----------|-----------|------------------|-----------|------------------|----------------|---------------|
| Streamliner Passenger | Passenger | | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Mail and Express | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Passenger | Passenger | Mail and Express | Passenger | Mail and Express | Passenger | |
| STATIONS | | | | | | | | | | | | | | | | | | | | |
| CO. BLUFFS | | 0.0 | | | | | | | | | | | | | | | | | | 6.30 |
| OMAHA | | 2.8 | | 12.30 | | | | 6.30 | | 2.30 | 2.45 | | | | | | | | 5.45 | 7.00 |
| GRAND ISLAND | | 146.9 | | | | | | 3.35 | | 12.20 | 12.35 | | | | | | | | 3.00 | 4.00 |
| NORTH PLATTE | | C.T. M.T. 284.1 | | | | | | 8.25 7.20 | | 12.40 11.10 | 10.25 9.20 | 10.40 9.35 | | | | | | | 12.25 11.15 | 1.05 11.55 |
| JULESBURG | | 365.8 | | | | | | 6.13 | | | | | | | | | | | | |
| SIDNEY | | 407.8 | | | | | | | | 8.40 | 7.33 | 7.48 | | | | | | | 9.15 | 9.45 |
| KANSAS CITY | | 407.8 | | | | | | | | | | | | | | | | | | |
| DENVER | | 562.6 | 2.50 | | 3.15 | | 6.15 5.40 | | | | | | | | | | | | 10.10 9.40 | |
| CHEYENNE | | 609.6 | | | | | | 6.30 5.15 | | 6.05 5.55 | 6.20 6.10 | | | 7.30 | | | | 7.25 6.55 | 7.50 7.25 | |
| LARAMIE | | 666.0 | 11.59 | | | | | 2.30 | 3.40 | 4.40 | 4.55 | | | | | | | 5.25 | 5.55 | |
| RAWLINS | | 682.9 | 10.16 | | | | | 12.37 | 1.23 | 2.56 | 3.11 | | | | | | | 3.00 | 3.30 | |
| GREEN RIVER | | 817.0 | 8.05 7.55 | | | | 10.15 10.05 | 10.45 10.30 | | 12.45 12.35 | 1.00 12.50 | | | 11.40 | | | | 12.25 12.05 | 12.45 12.30 | |
| GRANGER | | 847.2 | 7.25 | | | | | | | | | | | 11.05 | | | | | | |
| OGDEN | | 892.6 | | | | | | 6.45 | 7.00 | 9.20 | 9.35 | | | | | | | 8.30 | 8.45 | |
| (992.6) | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| Thru Time From Omaha | | | (7.25) | (8.15) | (23.05) | (22.30) | (16.10) | (16.10) | (22.55) | (20.15) | (21.15) | | | | | | | | | |
| Average speed per hour | | | 58.0 | 67.8 | 52.7 | 44.0 | 61.2 | 61.2 | 47.3 | 48.8 | 46.8 | | | | | | | | | |

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 |
| 7 | Rock River, Medicino Bow, Hanna, Sinclair, Wamsutter, Rock Springs | Denver or east. | | 8 | Any station on Third Subdivision | Granger or beyond. | Denver or beyond. |
| 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 Subdivision and Borie Subdivision | Granger or beyond. | Denver or beyond. |
| 17 | La Salle | From east of Denver | Laramie or beyond where scheduled to stop. | 106 | Greeley | Pocatello or beyond. | |
| 103 | Greeley | | Pocatello or beyond. | | | | |

| WESTWARD | | FIRST SUBDIVISION | | | | | | | | |
|--|-------|-------------------|-----------|-----------------------|-----------------------|----------------------------|-----------|-----------------------|-----------------------|----------------------|
| SECOND CLASS | | FIRST CLASS | | | | | | | | |
| Car Capacity of Sidings, etc. See Rule 6 (A), page 24. | | 370 | 17 | 10 | 112 | 8 | 18 | 9 | 105 | Distance from Denver |
| | | Mixed | Passenger | Streamliner Passenger | Streamliner Passenger | C.R.I.&P. Rocket Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| YIP | | 8.15PM | 6.30PM | 6.15PM | 3.15PM | 12.01PM | 10.10AM | 8.30AM | 8.00AM | 0.0 |
| | | | | | | | | | | 0.6 |
| ZP | | 8.55 | 6.34 | 6.19 | 3.19 | 12.05 | 10.14 | 8.34 | 8.04 | 1.7 |
| DWCTYZP | A | 9.01PM | 6.35 | 6.20PM | 3.20 | 12.06PM | 10.15AM | 8.35 | 8.05 | 2.2 |
| | | | | | | | | | | 4.9 |
| IP | | | 6.39 | | 3.24 | | | 8.39 | 8.09 | 5.0 |
| | | | | | | | | | | 6.0 |
| 4 | P | | 6.42 | | 3.27 | | | 8.42 | 8.12 | 8.1 |
| 88 | | | | | | | | | | 9.9 |
| 12 | | | 6.45 | | 3.30 | | | 8.45 | 8.15 | 11.8 |
| 100 | P | | | | | | | | | 14.1 |
| 45 | P | | 6.52 | | 3.37 | | | 8.52 | 8.22 | 16.0 |
| 12 | | | | | | | | | | 19.1 |
| 100 | YIP | | | | | | | | | 22.8 |
| 21 | P | | 6.57 | | 3.42 | | | 8.59 ¹⁸ | 8.27 | 25.8 |
| 65 | P | | | | | | | | | 30.1 |
| 45 | P | | | | | | | | | 33.5 |
| | | | 7.04 | | 3.49 | | | 9.06 | 8.33 | 34.0 |
| 100 | P | | | | | | | | | 36.2 |
| 13 | | | 7.08 | | 3.53 | | | 9.10 | 8.37 | 40.0 |
| 113 | P | | | | | | | | | 42.4 |
| 16 | P | | | | | | | | | 45.2 |
| 17 | | | | | | | | | | 48.1 |
| 185 | DWTYP | | 7.13 | | 4.00PM | | | 9.16 | 8.42 ¹⁸ | 46.1 |
| 52 | P | | 7.15 | | | | | 9.18 | 8.44 | 48.2 |
| 241 | IFY | | 7.24 | | | | | 9.26 | 8.50 | 51.7 |
| | P | | | | | | | | | 54.0 |
| 75 | P | | 7.30 | | | | | 9.31 | 8.55 | 56.8 |
| 73 | P | | 7.33 | | | | | 9.34 | 8.58 | 59.2 |
| | I | | | | | | | | | 60.8 |
| 65 | P | | 7.37 | | | | | 9.38 | 9.02 | 63.0 |
| 23 | | | | | | | | | | 64.9 |
| 59 | YP | | 7.41 | | | | | 9.42 | 9.05 | 66.8 |
| 100 | P | | 7.46 | | | | | 9.47 | 9.10 | 71.9 |
| 89 | P | | 7.51 | | | | | 9.52 | 9.15 | 77.0 |
| 45 | P | | | | | | | | | 81.9 |
| 100 | WYP | A | 8.01PM | | | | | 10.05AM | 9.25AM | 86.0 |

Thru Time..... Thru Time
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, 106 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 | | | | | | | EASTWARD | |
|--|-------|-----------------------|-----------------------|----------------------------|---------------------|-----------------------|-----------------------|-----------|--------------|----------------------|
| | | FIRST CLASS | | | | | | | SECOND CLASS | |
| Car Capacity of Sidings, etc. See Rule 6 (A), page 24. | | 111 | 9 | 7 | 18 | 106 | 10 | 17 | 369 | Distance from Denver |
| | | Streamliner Passenger | Streamliner Passenger | C.R.I.&P. Rocket Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Mixed | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| YIP | | 7.35AM | 7.50AM | 8.25AM | 9.40AM | 2.50PM | 5.40PM | 5.55PM | 6.15PM | 0.0 |
| | | | | | | | | | | 0.6 |
| ZP | | 7.16 | 7.25 | | 9.28 | 2.39 | 5.20 | 5.43 | 5.55 | 1.7 |
| DWCTYZP | A | 7.13 | 7.23 | 8.09 | 9.26 | 2.36 | 5.17 | 5.41 | 5.50 | 2.2 |
| | | | | | | | | | | 4.9 |
| IP | | 7.12 | 7.22AM | 8.08AM | 9.25 | 2.35 | 5.16 | 5.40PM | 5.45PM | 6.0 |
| | | | | | | | | | | 8.0 |
| 4 | | | | | | | | | | 8.1 |
| 88 | P | | | | | | | | | 9.9 |
| 12 | | | | | | | | | | 11.8 |
| 100 | P | | | | | | | | | 14.1 |
| 45 | P | | | | | | | | | 16.0 |
| 12 | | | | | | | | | | 19.1 |
| 100 | YIP | | 6.55 | | 9.07 | 2.19 | 4.59 | | | 22.8 |
| 21 | P | | | | | | | | | 25.8 |
| 65 | P | | 6.49 | | 8.59 ⁹ | 2.13 | 4.53 | | | 30.1 |
| 45 | P | | | | | | | | | 33.5 |
| | | | | | | | | | | 34.8 |
| 100 | P | | 6.41 | | 8.52 | 2.06 | 4.46 | | | 36.2 |
| 13 | | | | | | | | | | 40.0 |
| 113 | P | | 6.37 | | 8.48 | 2.02 | 4.42 | | | 42.4 |
| 16 | P | | | | | | | | | 45.2 |
| 17 | | | | | | | | | | 48.1 |
| 185 | DWTYP | | 6.30AM | | 8.42 ¹⁰⁵ | 1.57 | 4.37 | | | 46.1 |
| 52 | P | | | | 8.36 | 1.55 | 4.35 | | | 48.2 |
| 241 | YZP | | | | 8.32 | 1.50 | 4.30 | | | 51.7 |
| | P | | | | | | | | | 54.0 |
| 75 | P | | | | 8.23 | 1.45 | 4.20 | | | 56.8 |
| 73 | P | | | | 8.20 | 1.42 | 4.17 | | | 59.2 |
| | I | | | | | | | | | 60.8 |
| 65 | P | | | | 8.17 | 1.39 | 4.14 | | | 63.0 |
| 23 | | | | | | | | | | 64.9 |
| 59 | YP | | | | 8.14 | 1.36 | 4.11 | | | 66.8 |
| 100 | P | | | | 8.10 | 1.32 | 4.07 | | | 71.9 |
| 89 | P | | | | 8.06 | 1.28 | 4.03 | | | 77.0 |
| 45 | P | | | | | | | | | 81.9 |
| 100 | WYP | | | | 7.59AM | 1.20PM | 3.55PM | | | 86.0 |

Thru Time..... Thru Time
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, 106 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 Stages, etc. See Rule 8 (A), page 23. | FIRST CLASS | | | | | | | | Distance from Council Bluffs | Time-Table No. 32 | |
|---|-------------|------------------|-----------------------|-----------------------|------------------|-----------------------|-----------------------|-----------|------------------------------|-----------------------|------------------------------|
| | 7 | 5 | 9 | 106 | 27 | 103 | 101 | 18 | | October 4, 1959 | |
| | Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Passenger | | STATIONS | |
| DFWCO TYPZX | 9.00PM | 7.15PM | | | 9.00AM | 8.55AM | 8.40AM | 7.30AM | 609.6 | DN-R CHEYENNE N OY YL | |
| IP | | | | | | | | | 510.8 | DN TOWER A AY | |
| 132 XWP | | | 10.21AM | 9.38AM | | | | 7.43AM | 619.0 | SPEER 6.8 | |
| 134 WP | | | | | | | | | 686.0 | EMKAY 8.4 | |
| 138 P | | | | | | | | | 384.2 | LYNOH 8.5 | |
| 145 CWI | | | | | | | | | 549.7 | HARRIMAN 6.8 | |
| 135 | | | | | | | | | 549.5 | PERKINS 4.8 | |
| 132 P | | | | | | | | | | | |
| 109 XP | | | | | | | | | 619.1 | BORIE 8.3 | |
| 22 | | | | | | | | | 688.0 | GRANITE 8.0 | |
| 80 XWI | | | | | | | | | 688.6 | BUFORD 3.8 | |
| 121 WP | | | | | | | | | 640.4 | SHERMAN | |
| YP | | | | | | | | | | | |
| WXP | | | | | | | | | 554.0 | DALE 4.4 | |
| 131 P | | | | | | | | | 547.0 | HERMOSA 8.9 | |
| 125 WP | | | | | | | | | 656.8 | RED BUTTES 9.2 | |
| | | | | | | | | | | | |
| 104 WP | | | | | | | | | 654.0 | COLORES 9.0 | |
| 285 P | | | | | | | | | 668.0 | FORELLE 8.0 | |
| DFWCO TYPZX | A 10.25PM | A 8.45PM | A 11.35AM | A 10.44AM | A 10.25AM | A 10.14AM | A 9.59AM | | 686.0 | DN-R LARAMIE YLK-KI | |
| | (1.25) | (1.30) | (1.14) | (1.06) | (1.25) | (1.19) | (1.19) | (0.13) | | | |
| | 35.7 | 37.7 | 45.8 | 51.3 | 35.7 | 43.0 | 43.0 | 43.8 | | | 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 Stages, etc. See Rule 8 (A), page 23. | FIRST CLASS | | | Distance from Deaver | Time-Table No. 32 | |
|---|-------------|-----------------------|-----------------------|----------------------|-------------------|------------------------------|
| | 17 | 9 | 106 | | October 4, 1959 | |
| | Passenger | Streamliner Passenger | Streamliner Passenger | | STATIONS | |
| 106 WYP | 8.01PM | 10.05AM | 9.25AM | 86.0 | DN CARR 4.4 | OR |
| 89 P | | | | 80.4 | WARREN 4.0 | |
| 45 P | | | | 94.4 | GLEASON 8.6 | |
| 132 XWP | A 8.16PM | A 10.21AM | A 9.38AM | 98.0 | SPEER 5.3 | |
| P | | | | 103.8 | BORIE | |
| | | | | | (17.3) | |
| | (0.15) | (0.16) | (0.13) | | | Thru Time |
| | 48.0 | 45.0 | 53.1 | | | 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. 32 | | FIRST CLASS | | | | | | | | Mile Post | Car Capacity of Stages, etc. See Rule 8 (A), page 23. |
|-------------------|-----------------------|------------------|-----------|-----------------------|-----------------------|------------------|-----------------------|-----------------------|-----------|-------------|---|
| October 4, 1959 | | 6 | 8 | 106 | 10 | 28 | 104 | 102 | 17 | | |
| STATIONS | | Mail and Express | Passenger | Streamliner Passenger | Streamliner Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Passenger | | |
| Block Signals | DN-R CHEYENNE N OY YL | A 6.55AM | A 7.25AM | | | A 5.15PM | A 5.55PM | A 6.10PM | A 8.30PM | DFWCO TYPZX | |
| | DN TOWER A AY | | | | | | | | | IP | |
| | SPEER 6.8 | | | A 1.05PM | A 3.39PM | | | | 8.16PM | 132 XWP | |
| | EMKAY 8.4 | | | | | | | | | 134 WP | |
| | LYNOH 8.5 | | | | | | | | | 138 P | |
| | HARRIMAN 6.8 | | | | | | | | | 145 CWI | |
| | PERKINS 4.8 | | | | | | | | | 135 | |
| | | | | | | | | | | 132 P | |
| | BORIE 8.3 | | | | | | | | | 109 XP | |
| | GRANITE 8.0 | | | | | | | | | 22 | |
| | BUFORD 3.8 | | | | | | | | | 80 XWI | |
| | SHERMAN | | | | | | | | | 121 WP | |
| | | | | | | | | | | YP | |
| | DALE 4.4 | | | | | | | | | WXP | |
| | HERMOSA 8.9 | | | | | | | | | 131 P | |
| | RED BUTTES 9.2 | | | | | | | | | 125 WP | |
| | | | | | | | | | | | |
| | COLORES 9.0 | | | | | | | | | 104 WP | |
| | FORELLE 8.0 | | | | | | | | | 285 P | |
| | DN-R LARAMIE YLK-KI | A 5.25AM | A 5.55AM | A 11.59AM | A 2.30PM | A 3.40PM | A 4.40PM | A 4.55PM | | DFWCO TYPZX | |
| | (56.5) | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | | (1.30) | (1.30) | (1.06) | (1.00) | (1.35) | (1.15) | (1.15) | (0.14) | | |
| | | 37.7 | 37.7 | 51.3 | 49.0 | 35.7 | 45.3 | 45.3 | 40.7 | | |

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

BORIE SUBDIVISION EASTWARD

FIRST CLASS

| Time-Table No. 32 | | FIRST CLASS | | | Mile Post | Car Capacity of Stages, etc. See Rule 8 (A), page 23. |
|-------------------|-------------|---------------|-----------------------|-----------------------|-----------|---|
| October 4, 1959 | | 18 | 106 | 10 | | |
| STATIONS | | Passenger | Streamliner Passenger | Streamliner Passenger | | |
| Block Signals | DN CARR 4.4 | 86.0 A 7.59AM | A 1.20PM | A 3.55PM | | 106 WYP |
| | WARREN 4.0 | | | | | 89 P |
| | GLEASON 8.6 | | | | | 45 P |
| | SPEER 5.3 | 98.0 7.43AM | 1.05PM | 3.39PM | | 132 XWP |
| | BORIE | 103.8 | | | | P |
| | (17.3) | Daily | Daily | Daily | | |
| | | (0.10) | (0.16) | (0.10) | | |
| | | 45.0 | 48.0 | 45.0 | | |

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Station, and Time (7, 6, 9, 105, 27, 103, 101). Includes train numbers like DFWOOTYPZ, CS88, WS48, etc.

Time-Table No. 32 October 4, 1959

STATIONS

Vertical list of stations: DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, OOMO, RAMSEY, HANNA HN, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR QV, RAWLINS YL RS, HADSELL, DALEY'S RANOH, RINER, OBEROKKE, ORESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SQ, KANDA, DN-R GREEN RIVER YL QZ.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table with columns for Thru Time and Average speed per hour for stations 7, 6, 9, 105, 27, 103, 101.

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.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Main table for Eastward travel with columns for Car Capacity, Station, and Time (6, 8, 106, 10, 28, 104, 102). Includes train numbers like DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER FY, COOPER LAKE, LOOKOUT, HARPER, ROCK RIVER OK, WILCOX, RIDGE, MEDICINE BOW MB, OOMO, RAMSEY, HANNA HN, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR QV, RAWLINS YL RS, HADSELL, DALEY'S RANOH, RINER, OBEROKKE, ORESTON, LATHAM, WAMSUTTER WM, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK BK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SQ, KANDA, DN-R GREEN RIVER YL QZ.

Time-Table No. 32 October 4, 1959

STATIONS

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table with columns for Thru Time and Average speed per hour for stations 6, 8, 106, 10, 28, 104, 102.

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.

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Streamliner/Passenger, Mail and Express, and times for stations 9, 27, 105, 103, 101, 17, 7, 5.

Time-Table No. 32

October 4, 1959

STATIONS

Vertical list of stations from DN-BORREN RIVERTLGR to DN-R OGDEN YL OQ with mileposts.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(3.50) 45.8 (3.55) 44.8 (0.30) 60.4 (3.25) 51.4 (3.25) 51.4 (0.35) 61.8 (3.45) 45.9 (3.55) 44.8

Westward trains must keep to the left from Mile Post 931.5... On single track, westward trains are superior to trains of the same class in the opposite direction.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 32

October 4, 1959

STATIONS

Vertical list of stations from DN-BORREN RIVERTLGR to DN-R OGDEN YL OQ with mileposts.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

(0.30) 60.4 (3.20) 52.7 (3.30) 60.1 (3.15) 54.0 (3.15) 54.0 (0.35) 61.8 (3.35) 48.1 (3.45) 45.9

Eastward trains must keep to the left Ogden to Mile Post 931.5... On single track, westward trains are superior to trains of the same class in the opposite direction.

| WESTWARD | | DENT BRANCH | | EASTWARD | |
|----------|-----|-------------------|---------------------|----------|--|
| | | Time-Table No. 32 | | | |
| | | October 4, 1959 | | | |
| | | STATIONS | | | |
| IP | | 5.0 | SAND CREEK JCT YL | 5.0 | |
| 15 | | 8.2 | WELBY | 8.2 | |
| 31 | P | 9.8 | QUINCY | 9.8 | |
| 36 | P | 13.8 | EAST LAKE | 13.8 | |
| 31 | P | 18.1 | DARLOW | 18.1 | |
| 55 | IPY | 22.2 | DN ST. VRAINS YL VS | 22.2 | |
| | | 22.2 | U. P. CROSSING | 22.2 | |
| 55 | P | 26.1 | D FREDERICK YL FR | 26.1 | |
| | | 27.8 | FIRESTONE | 27.8 | |
| 10 | P | 30.2 | HARNEY | 30.2 | |
| 31 | P | 34.6 | GOWANDA | 34.6 | |
| | | 38.8 | WILD OAT | 38.8 | |
| 31 | YP | 42.8 | DENT YL | 42.8 | |
| | | 50.6 | DN-R LA SALLE YL DY | 50.6 | |
| | | (45.6) | | | |

.....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. 32 | |
|---------------------------------------|-----|-------------------|--------------------|
| | | October 4, 1959 | |
| | | STATIONS | |
| 21 | YP | 0.0 | DENT YL |
| | | 1.7 | MILLIKEN YL M |
| | | 2.0 | G. W. CROSSING |
| | | 7.3 | KOENIG |
| | | 9.0 | G. W. CROSSING |
| | | 9.1 | KELIM |
| | | 16.4 | REDMOND |
| 42 | P | 19.6 | HARMONY |
| 134 | IZP | 26.0 D-R | FORT COLLINS YL FC |
| | | 26.8 | O. & S. CROSSING |
| | | 25.8 | O. & S. CROSSING |
| | | 4.7 | BOETTOHER YL |
| | | 38.5 | RIFFLE |
| | | 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 at Boulder.

| WESTWARD—Boulder Branch—EASTWARD | | Time-Table No. 32 | |
|----------------------------------|-----|-------------------|-------------------------|
| | | October 4, 1959 | |
| | | STATIONS | |
| 55 | YZP | 0.0 | DN-R BRIGHTON YL BI |
| | | 4.2 | YOKALL |
| | | 7.1 | DICK |
| 21 | IYP | 8.1 | DN ST VRAINS YL VS |
| | | 8.1 | U. P. CROSSING |
| | | 10.1 | NATIONAL |
| | | 10.9 | STATE COAL MINE JCT. YL |
| | | 11.4 | PARKDALE JCT YL |
| | | 15.1 | ERIE |
| | | 15.1 | O. B. & Q. CROSSING |
| | | 16.4 | TABOR |
| | | 17.8 | LEYNER |
| | | 19.6 | LIGGETT |
| | | 24.0 | VALMONT YL |
| | | 26.0 | O. & S. CROSSING |
| | | 26.1 | DN-R BOULDER YL BB |
| | | (26.1) | |

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

| WESTWARD—Greeley Branch—EASTWARD | | Time-Table No. 32 | |
|----------------------------------|------|-------------------|---------------------|
| | | October 4, 1959 | |
| | | STATIONS | |
| 247 | WYZP | 0.0 DN | GREELEY YL HG 0.0 |
| | | 2.3 | GREELEY JCT. YL 2.3 |
| 34 | YP | 6.0 | CLOVERLY 6.0 |
| | | 8.4 | ALDEN 8.4 |
| 37 | P | 10.4 D | GILL GI 10.4 |
| | | 18.8 | MATTHEWS 18.8 |
| | | 14.5 | BARNESVILLE 14.5 |
| 28 | YP | 28.1 | BRIGGS DALE 28.1 |
| | | (28.1) | |

WESTWARD—Pleasant Valley Branch—EASTWARD

| Time-Table No. 32 | | October 4, 1959 | |
|-------------------|----|-----------------|--------------|
| | | STATIONS | |
| 34 | YP | 0.0 | CLOVERLY 0.0 |
| | | 8.1 | LOWE 8.1 |
| | | 5.1 | GALETON 5.1 |
| | | (5.1) | |

| WESTWARD—Encampment Branch—EASTWARD | | Time-Table No. 32 | |
|-------------------------------------|----|-------------------|-----------------|
| | | October 4, 1959 | |
| | | STATIONS | |
| | | 0.0 | WALCOTT 0.0 |
| | | 6.8 | MEADS 6.8 |
| 7 | | 12.8 | OVERLAND 12.8 |
| 20 | WY | 24.1 | SARATOGA 24.1 |
| 1 | | 29.7 | DAVIS 29.7 |
| 13 | | 32.7 | OOW CREEK 32.7 |
| 16 | | 39.3 | CANYON 39.3 |
| 43 | WY | 44.4 | ENCAMPMENT 44.4 |

WESTWARD—Superior Branch—EASTWARD

| Time-Table No. 32 | | October 4, 1959 | |
|-------------------|--|-----------------|------------------------|
| | | STATIONS | |
| IPY | | 0.0 | THAYER JUNCTION YL 0.0 |
| WP | | 7.6 D | SUPERIOR SU 7.6 |
| | | 9.1 | END OF TRACK 9.1 |
| | | (9.1) | |

WESTWARD—Coalmont Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), page 23. | Mile Post | Time-Table No. 32 | | SECOND CLASS | |
|---|-----------|----------------------------------|-------|---|------------------------|
| | | October 4, 1959 | | 222 Mixed | 224 Mixed |
| | | STATIONS | | | |
| DRWCOFY PZX | | 8.00AM | 0.0 | DN-R LARAMIE K | 0.0 A 3.20PM |
| 27 | P | f 8.31 | 14.5 | MILLER | 14.6 f 2.49 |
| 22 | P | f 8.38 | 17.8 | MILBROOK | 17.8 f 2.40 |
| | PW | f 8.46 | 21.3 | HATTON | 21.8 f 2.33 |
| | YP | s 9.08 | 29.7 | OENTENNIAL | 29.7 s 2.13 |
| | PW | f 9.24 | 34.5 | DEERWOOD | 34.5 f 1.53 |
| 6 | PW | f 9.27 | 35.8 | SPRING CREEK | 35.6 f 1.50 |
| | | f 9.58 | 40.4 | ALBANY | 40.4 f 1.30 |
| | | 10.40 | 47.3 | LAKE | 47.3 f 12.44 |
| 17 | YWP | s 11.35AM | 64.6 | FOX PARK MS | 64.6 s 12.01PM |
| 9 | P | f 12.29PM | 63.9 | WYOOLO | 63.9 f 10.58AM |
| 31 | PI | f 12.54 | 70.8 | CAMP | 70.8 f 10.28 |
| 6 | P | f 1.12 | 73.8 | KINGS CANON | 73.8 f 10.10 |
| 17 | PI | f 1.40 | 79.8 | NORTHOATE | 79.8 f 9.32 |
| 6 | | f 1.48 | 83.5 | COWDREY | 83.6 f 9.20 |
| 10 | | f 1.58 | 88.2 | BROWNLEE | 88.2 f 9.10 |
| 10 | PW | A 2.25 | 92.2 | D-R WALDEN U | 92.2 A 9.00AM A 5.05PM |
| 12 | | f 2.55 | 100.7 | LARAND | 100.7 f 4.36 |
| 6 | | f 3.25 | 107.6 | HEBRON | 107.6 f 4.15 |
| 25 | P | A 3.45PM | 111.1 | COALMONT | 111.1 A 4.01PM |
| | | (111.1) | | | |
| | | (7.45) 14.3 | |Thru Time..... (6.20) 14.6 (1.04) 17.7 | |
| | |Average speed per hour..... | |Average speed per hour..... | |

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

WESTWARD—Paritan Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Paritane Jct. | Time-Table No. 32 | | Mile Post |
|---|-----------------------------|-------------------|----|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | PARKDALE JCT | YL | 0.0 |
| | 1.0 | PURITAN | | 1.0 |
| | 3.1 | END OF TRACK | | 3.1 |
| (8.1) | | | | |

WESTWARD—Lionkol Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Lionkol Jct. | Time-Table No. 32 | | Mile Post |
|---|----------------------------|-------------------|--|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | LIONKOL JUNCTION | | 0.0 |
| | 2.0 | LIONKOL | | 2.0 |
| | 2.5 | END OF TRACK | | 2.5 |
| (2.5) | | | | |

WESTWARD—Stansbury Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Stansbury Jct. | Time-Table No. 32 | | Mile Post |
|---|------------------------------|--------------------|--|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | STANSBURY JUNCTION | | 0.0 |
| | 1.0 | STANSBURY MINE | | 1.0 |
| | 2.1 | END OF TRACK | | 2.1 |
| (2.1) | | | | |

WESTWARD—South Pass Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Rock Springs | Time-Table No. 32 | | Mile Post |
|---|----------------------------|--------------------|----|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | DN-B ROCK SPRINGS | YL | 0.0 |
| | 3.4 | LIONKOL JUNCTION | | 3.4 |
| | 5.5 | RELIANCE JUNCTION | | 5.5 |
| | 7.9 | STANSBURY JUNCTION | | 7.9 |
| | 9.5 | WINTON JUNCTION | | 9.5 |
| (9.5) | | | | |

WESTWARD—Hill Field Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(a), Page 23. | Distance from Ogden Jct. | Time-Table No. 32 | | Mile Post |
|---|--------------------------|-------------------|----|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | OGDEN JUNCTION | YL | 0.0 |
| | 0.9 | ORCHARD | YL | 0.9 |
| | 3.4 | COZY DALE | YL | 3.4 |
| | 4.2 | ROY | YL | 4.2 |
| | 5.3 | SUNSET | YL | 5.3 |
| | 6.3 | ARSENAL | YL | 6.3 |
| | 6.8 | END OF TRACK | YL | 6.8 |
| (6.8) | | | | |

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

WESTWARD—Park City Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Echo | Time-Table No. 32 | | Mile Post |
|---|--------------------|-------------------|-------|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | DN-B ECHO | YL HO | 0.0 |
| | 5.7 | COALVILLE | YL VE | 5.7 |
| | 13.4 | WANSHIP | | 13.4 |
| | 30.3 | ATKINSON | | 30.3 |
| | 24.5 | KEETLEY JCT. | YL | 24.5 |
| | 26.0 | BEGGS SPUR | YL | 26.0 |
| | 37.2 | BROADWATER SPUR | YL | 37.2 |
| | 38.4 | DN-B PARK CITY | YL ED | 38.4 |
| (38.4) | | | | |

WESTWARD—Ontario Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Keetley Jct. | Time-Table No. 32 | | Mile Post |
|---|----------------------------|-------------------|----|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | KEETLEY JCT. | YL | 0.0 |
| | 5.2 | KEETLEY | YL | 5.2 |
| | 7.0 | CRANMER | YL | 7.0 |
| (7.0) | | | | |

WESTWARD—Reliance Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Reliance Jct. | Time-Table No. 32 | | Mile Post |
|---|-----------------------------|-------------------|--|-----------|
| | | October 4, 1959 | | |
| STATIONS | | | | |
| | 0.0 | RELIANCE JUNCTION | | 0.0 |
| | 1.7 | RELIANCE MINE | | 1.7 |
| | 2.1 | END OF TRACK | | 2.1 |
| (2.1) | | | | |

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. | Psg. | Frt. | | Str. | Psg. | Frt. |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order. | 30 | 30 | 30 | Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 40 35 20 |
| Inspection bus cars. | | 40 | 40 | | | | |
| When cabooses is handled in train consisting of passenger train equipment. | | 60 | | | | | |
| Within yard limits protected by continuous block signal system. | 60 | 50 | 25 | Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch. | | | 30 25 15 |
| Within yard limits not protected by continuous block signal system, main line, Branch lines. | 50 | 40 30 | 25 15 | | | | |
| Passing fueling stations located within yard limits. | 50 | 40 | 25 | Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place. | | | 15 25 |
| Passing fueling stations located outside yard limits. | 50 | 40 | 40 | Trains handling air-dump cars. | | | 35 |
| 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 scale test cars: On main line and Dent Branch. On other branch lines. | | | 30 20 |
| Gas turbine locomotives in road service. | | 50 | 50 | 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 |
| 1500 class diesel locomotives in road service. | 50 | 50 | 50 | Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles. | | | 15 |
| Diesel locomotives running light, dynamic brake not in operation. | | | 35 | | | | |
| 3800 and 3900 class engines. | | 60 | 50 | Self-propelled cranes, pile drivers, wood 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 |
| 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 | When using No. 20 turn-outs. When using No. 14 turn-outs. | 40 25 | 40 20 | 40 20 |
| | | | | 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 |
| | | | | Over-spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch. | 20 | 20 | 20 |
| | | | | All wye tracks. | 6 | 6 | 6 |
| | | | | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |

| FIRST SUBDIVISION | | | | BORIE SUBDIVISION | | | | | |
|--|----------------|-------|-----|---|----------------|-------|-----|--|--|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. | | |
| Maximum speed. | 79 | 75 | 50 | Maximum speed. | 79 | 75 | 50 | | |
| 4,000 class engines. | | 45 | 45 | 4,000 class engines. | | 45 | 45 | | |
| Freight engines not otherwise shown. | | 50 | | Freight engines not otherwise shown. | | 50 | | | |
| Light engines. | | 45 | 45 | Light engines. | | 45 | 45 | | |
| Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver. | | | | Between Mile Posts — Carr 86.0 and 86.50 | 60 | 50 | 40 | | |
| Denver, within city limits over street crossings. | 35 | 35 | 25 | Warren 91.8 and 92.2 | 70 | 60 | 50 | | |
| Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. | 30 | 30 | 25 | Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains. | 60 | 50 | 40 | | |
| 1.7 and 1.8 westward track. | 20 | 20 | 25 | | | | | | |
| 2.5 and 3.0 westward track. | 30 | 30 | 25 | Cheyenne Side 97.73 and 97.76 | 30 | 30 | 20 | | |
| 3.0 and 2.5 eastward track. | 30 | 30 | 25 | | | | | | |
| 1.8 and 1.7 eastward track. | 20 | 20 | 25 | Borie Side 97.73 and 97.76 | 30 | 30 | 20 | | |
| 0.7 and 0.4 eastward track. | 30 | 30 | 25 | | | | | | |
| LaSalle 47.8 and 48.0 | 70 | 60 | 50 | | | | | | |
| Evans 49.4 and 49.7 | 70 | 60 | 50 | | | | | | |

| SECOND SUBDIVISION | | | | | | | |
|--|----|----|----|---|----|----|----|
| Cheyenne to West Speer, No. 4 track | 60 | 60 | 50 | Buford to Granite, No. 1 and 2 tracks. | 70 | 60 | 30 |
| Cheyenne to Dale, No. 3 track | 60 | 60 | 50 | Granite to Cheyenne, No. 1 and 2 tracks | 50 | 50 | 40 |
| Dale to Cheyenne, No. 3 track | 60 | 60 | 50 | Light engines. | | | 40 |
| West Speer to Cheyenne, No. 4 track | 60 | 60 | 50 | 4000 class engines. | | 45 | 40 |
| Cheyenne to Dale, No. 1 and 2 tracks | 70 | 60 | 40 | Freight engines not otherwise shown. | | 50 | |
| Dale to Laramie, No. 1 track. | 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 |
| Laramie to Dale, No. 2 track. | 70 | 60 | 40 | Granite on No. 1, 2, 3, 4 and 5 pit tracks. | | | 6 |
| Dale to Buford, No. 1 and 2 tracks. | 70 | 60 | 40 | Westward solid express trains, between M. P. 549.7 and 557.0 | | 30 | |
| ON NO. 3 TRACK Between Mile Posts — Perkins 553.5 and 554.0 | 60 | 50 | 40 | ON NO. 1 TRACK Forelle 549.8 and 562.2 | 60 | 50 | 40 |
| ON NO. 1 AND 2 TRACKS Between Mile Posts — Cheyenne 515.6 and 515.7 | 60 | 50 | 40 | Laramie | | | |
| 518.8 and 519.1 | 60 | 50 | 40 | ON NO. 2 TRACK Hermosa 563.6 and 550.0 | 70 | 60 | 40 |
| Borie 522.1 and 522.3 | 60 | 50 | 40 | 550.0 and 549.3 | 50 | 40 | 30 |
| 523.3 and 523.6 | 60 | 50 | 40 | Laramie | | | |
| 524.5 and 525.6 | 60 | 50 | 40 | | | | |
| Granite 528.7 and 529.5 | 55 | 45 | 35 | | | | |
| 530.0 and 530.2 | 50 | 40 | 30 | | | | |
| 530.2 and 535.1 | 60 | 50 | 40 | | | | |
| 535.6 and 537.5 | 50 | 40 | 30 | | | | |
| 537.9 and 545.1 | 55 | 45 | 35 | | | | |
| Hermosa Tunnel | 50 | 40 | 30 | | | | |
| 547.0 and 548.1 | 55 | 45 | 35 | | | | |
| Hermosa | | | | | | | |

| THIRD SUBDIVISION | | | | | | | |
|---|----------------|-------|-----|--|----------------|-------|-----|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| Maximum speed. | 90 | 80 | 50 | Laramie, long leads 1, 2 and 3. | | | 10 |
| Trains handled by diesel locomotives. | | | 55 | Laramie, ice house tracks 1, 2, 3 and 4. | | | 6 |
| 4000 class engines. | | 50 | 50 | Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A. | | | 10 |
| Freight engines not otherwise shown. | | 50 | | Sinclair, refining company tracks. | | | 6 |
| Light engines. | | | 45 | Rawlins, east standpipe. | 15 | 15 | 15 |
| ON WESTWARD TRACK Between Mile Posts — | | | | ON EASTWARD TRACK Between Mile Posts — | | | |
| Laramie 566.8 and 567.2 | 50 | 40 | 25 | Green River 817.0 and 816.3 | 50 | 40 | 25 |
| Bosler 587.7 and 588.4 | 70 | 60 | 50 | 816.3 and 816.1 | 35 | 30 | 25 |
| Cooper Lake 593.3 and 593.7 | 70 | 60 | 50 | 816.1 and 814.1 | 40 | 40 | 25 |
| Lookout 598.5 and 599.7 | 70 | 60 | 50 | 813.9 and 809.6 | 55 | 45 | 35 |
| Harper 601.1 and 602.2 | 60 | 50 | 40 | Kanda 807.8 and 807.5 | 55 | 50 | 40 |
| 603.9 and 604.6 | 60 | 50 | 40 | 807.1 and 806.6 | 70 | 60 | 50 |
| Wilcox 609.5 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 | 50 | 40 |
| Ridge 617.2 and 617.6 | 70 | 60 | 50 | 798.4 and 797.3 | 55 | 45 | 35 |
| 621.8 and 622.4 | 75 | 65 | 50 | Barter 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 | 50 | 40 | 25 | 773.2 and 773.0 | 60 | 50 | 40 |
| 643.5 to 643.7 | 60 | 50 | 40 | 772.3 and 771.8 | 70 | 65 | 50 |
| Hanna 645.1 and 646.3 | 70 | 60 | 50 | Hallville 769.3 and 768.8 | 60 | 50 | 40 |
| 647.5 and 648.0 | 70 | 60 | 50 | Black Buttes 765.6 and 765.2 | 60 | 50 | 40 |
| Percy 650.2 and 650.7 | 70 | 60 | 50 | 762.3 and 762.0 | 70 | 60 | 50 |
| Dana 652.2 and 652.5 | 60 | 50 | 40 | 761.0 and 760.5 | 70 | 60 | 50 |
| 653.1 and 656.4 | 70 | 60 | 50 | 757.3 and 757.1 | 50 | 40 | 40 |
| | | | | 755.7 and 755.4 | 60 | 40 | 40 |

THIRD SUBDIVISION (Continued)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|-------|---------------------------------------|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Edson 657.2 and 658.1 | 55 | 45 | 35 | Robinson 740.8 and 740.2 | 70 | 60 | 50 |
| 658.4 and 659.2 | 70 | 60 | 50 | Tipton 737.3 and 733.9 | 65 | 55 | 45 |
| 661.0 and 661.5 | 70 | 60 | 50 | Frewen 725.6 and 725.1 | 65 | 55 | 45 |
| Walcott 662.8 and 666.5 | 70 | 60 | 50 | Wamsutter 719.8 and 719.5 | 70 | 60 | 50 |
| Sinclair 678.1 and 678.5 | 80 | 70 | 50 | 718.1 and 717.8 | 60 | 55 | 50 |
| 680.4 and 682.5 | 50 | 40 | 25 | Latham 715.3 and 715.0 | 60 | 50 | 40 |
| Riner 703.0 and 704.2 | 70 | 60 | 50 | 714.3 and 713.7 | 60 | 50 | 40 |
| Cherokee 708.6 and 709.0 | 70 | 60 | 50 | Creston 709.0 and 708.6 | 70 | 60 | 50 |
| Creston 713.7 and 714.3 | 80 | 70 | 50 | Cherokee 704.2 and 703.0 | 70 | 60 | 50 |
| 715.0 and 715.3 | 70 | 65 | 50 | Rawlins 682.5 and 680.4 | 50 | 40 | 25 |
| Latham 717.8 and 718.1 | 70 | 65 | 50 | 678.5 and 678.1 | 80 | 70 | 50 |
| 719.5 and 719.8 | 70 | 65 | 50 | Sinclair 668.5 and 667.7 | 70 | 60 | 50 |
| Wamsutter 725.1 and 725.6 | 65 | 55 | 45 | Fort Steele 666.5 and 662.8 | 70 | 60 | 50 |
| Red Desert 733.9 and 737.3 | 65 | 55 | 45 | Walcott 661.5 and 661.0 | 70 | 60 | 50 |
| Tipton 740.2 and 740.9 | 70 | 60 | 50 | 659.2 and 658.4 | 70 | 60 | 50 |
| 741.4 and 741.6 | 60 | 50 | 40 | 658.1 and 657.2 | 55 | 45 | 35 |
| 742.7 and 743.1 | 70 | 60 | 50 | Edson 656.4 and 653.1 | 70 | 60 | 50 |
| Monell 752.9 and 753.3 | 70 | 60 | 50 | Dana 652.5 and 652.2 | 60 | 50 | 40 |
| 755.4 and 755.7 | 60 | 50 | 40 | 650.7 and 650.2 | 70 | 60 | 50 |
| Bitter Creek 757.0 and 757.1 | 50 | 40 | 40 | Percy 648.0 and 647.5 | 70 | 60 | 50 |
| 757.1 and 757.3 | 50 | 40 | 40 | 646.3 and 645.1 | 70 | 60 | 50 |
| 760.5 and 761.0 | 70 | 60 | 50 | | | | |
| 762.0 and 762.3 | 70 | 60 | 50 | | | | |
| 765.2 and 765.6 | 60 | 50 | 40 | | | | |

| Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour | Time per Mile | Mile per Hour |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 30" | 120. | 43" | 83.7 | 56" | 64.2 | 1' 9" | 62.1 | 2' | 30. |
| 31" | 116.1 | 44" | 81.8 | 57" | 63.1 | 1' 10" | 61.4 | 2' 15" | 26.6 |
| 32" | 112.5 | 45" | 80. | 58" | 62. | 1' 11" | 60.7 | 2' 30" | 24. |
| 33" | 109.1 | 46" | 78.3 | 59" | 61. | 1' 12" | 60. | 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 | | |
|--|----------------|-------|-------|--|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Black Buttes 768.8 and 769.3 | 60 | 50 | 40 | Hanna 643.5 and 642.5 | 50 | 40 | 25 |
| Hallville 771.8 and 772.3 | 70 | 65 | 50 | 643.7 and 643.5 | 50 | 40 | 40 |
| 773.0 and 773.2 | 60 | 50 | 40 | 640.2 and 639.3 | 60 | 50 | 40 |
| 774.3 and 775.0 | 70 | 65 | 50 | Ramsey 637.8 and 630.9 | 70 | 60 | 50 |
| 775.8 and 776.6 | 65 | 55 | 45 | 629.9 and 629.4 | 60 | 50 | 40 |
| Point of Rocks 777.8 and 778.9 | 60 | 50 | 40 | 628.7 and 627.1 | 50 | 45 | 35 |
| 780.0 and 780.2 | 60 | 50 | 40 | Medicine Bow 622.4 and 621.8 | 75 | 65 | 50 |
| 781.3 and 781.7 | 70 | 60 | 50 | 617.6 and 617.2 | 70 | 60 | 50 |
| Baxter 797.3 and 798.4 | 55 | 45 | 35 | Ridge 616.4 and 615.9 | 55 | 45 | 40 |
| 799.5 and 800.5 | 60 | 50 | 40 | 611.6 and 609.5 | 70 | 60 | 50 |
| 801.0 and 803.5 | 50 | 40 | 25 | Rock River 604.6 and 603.9 | 60 | 50 | 40 |
| 806.6 and 807.0 | 70 | 60 | 50 | 602.2 and 601.1 | 60 | 50 | 40 |
| 807.5 and 807.8 | 55 | 50 | 40 | 599.7 and 598.5 | 70 | 60 | 50 |
| Kanda 809.6 and 813.9 | 55 | 45 | 35 | Harper 596.8 and 596.5 | 70 | 60 | 50 |
| 814.1 and 816.1 | 40 | 40 | 25 | Lookout 593.7 and 593.3 | 70 | 60 | 50 |
| 816.1 and 816.3 | 35 | 30 | 25 | Cooper Lake 588.4 and 587.7 | 70 | 60 | 50 |
| 816.3 and 817.0 | 50 | 40 | 25 | Howell 567.2 and 566.8 | 50 | 40 | 25 |
| Green River | | | | Laramie | | | |

FOURTH SUBDIVISION

| | | | | | | | |
|---|----|----|----|--|----|----|----|
| Maximum speed between: Green River and Evanston. | 90 | 80 | 50 | Freight engines not otherwise shown. | | 50 | 50 |
| Evanston and Ogden. | 79 | 75 | 50 | Light engines. | | | 45 |
| 4000 class engines. | | 45 | 45 | Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station. | 20 | 20 | 20 |

Between Green River and Evanston

| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
|---------------------------------------|----|----|----|------------------------------------|----|----|----|
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Green River 817.0 and 818.5 | 50 | 40 | 25 | Evanston 915.6 and 915.4 | 70 | 60 | 50 |
| 819.3 and 820.7 | 60 | 50 | 40 | 913.4 and 913.1 | 70 | 60 | 50 |
| Riview 822.4 and 823.6 | 60 | 50 | 40 | Millis 910.4 and 909.3 | 80 | 70 | 50 |
| Peru 825.4 and 826.6 | 70 | 60 | 50 | Knight 908.6 and 906.3 | 50 | 40 | 30 |
| 827.9 and 828.4 | 70 | 60 | 50 | 905.3 and 904.9 | 60 | 50 | 40 |

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|-------|------------------------------------|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Bryan 831.2 and 831.5 | 65 | 55 | 45 | Altamont Aspen Tunnel | 25 | 25 | 20 |
| 833.6 and 834.1 | 70 | 60 | 50 | Aspen 901.3 and 896.7 | 60 | 50 | 40 |
| Westvaco 844.9 and 845.3 | 60 | 50 | 40 | Ragan 894.4 and 894.0 | 70 | 60 | 50 |
| Granger 847.2 and 847.3 | 60 | 50 | 40 | 893.4 and 890.9 | 70 | 60 | 50 |
| 849.9 and 850.2 | 70 | 60 | 50 | Leroy 890.2 and 889.3 | 50 | 40 | 35 |
| Church Buttes 860.1 and 860.3 | 70 | 60 | 50 | 888.7 and 888.3 | 70 | 60 | 50 |
| 862.2 and 862.5 | 70 | 60 | 50 | 887.5 and 887.3 | 65 | 55 | 45 |
| Hampton 866.7 and 866.9 | 75 | 65 | 50 | 886.7 and 886.4 | 70 | 60 | 50 |
| 868.0 and 869.2 | 65 | 55 | 45 | Bridger 885.0 and 884.6 | 60 | 50 | 40 |
| Elkhurst 870.9 and 873.6 | 70 | 60 | 50 | 883.9 and 882.5 | 60 | 50 | 40 |
| 874.0 and 874.5 | 70 | 60 | 50 | 881.7 and 881.4 | 70 | 60 | 50 |
| Carter 878.2 and 878.5 | 70 | 60 | 50 | Antelope 880.3 and 880.1 | 60 | 50 | 40 |
| 880.1 and 880.3 | 60 | 50 | 40 | 878.5 and 878.2 | 70 | 60 | 50 |
| Antelope 881.4 and 881.7 | 70 | 60 | 50 | 874.5 and 874.0 | 70 | 60 | 50 |
| 882.5 and 883.9 | 60 | 50 | 40 | Carter 873.6 and 870.9 | 70 | 60 | 50 |
| 884.6 and 885.0 | 60 | 50 | 40 | Elkhurst 869.2 and 868.0 | 55 | 45 | 35 |
| Bridger 886.4 and 886.7 | 70 | 60 | 50 | 866.9 and 866.7 | 75 | 65 | 50 |
| 887.3 and 887.5 | 65 | 55 | 45 | Hampton 862.5 and 862.2 | 70 | 60 | 50 |
| 888.3 and 888.7 | 70 | 60 | 50 | 860.3 and 860.1 | 70 | 60 | 50 |
| 889.3 and 890.2 | 50 | 40 | 35 | Verne 850.2 and 849.9 | 70 | 60 | 50 |
| Leroy 891.6 and 895.1 | 70 | 60 | 50 | Granger 847.3 and 847.2 | 60 | 50 | 40 |
| Ragan 896.1 and 900.6 | 60 | 50 | 40 | 845.3 and 844.9 | 60 | 50 | 40 |
| 901.7 and 903.5 | 50 | 40 | 30 | Westvaco 834.1 and 833.6 | 70 | 60 | 50 |
| Altamont 904.9 and 905.3 | 60 | 50 | 40 | 831.5 and 831.2 | 65 | 55 | 45 |
| 906.3 and 908.6 | 50 | 40 | 30 | Bryan 828.4 and 827.9 | 70 | 60 | 50 |
| Knight 909.3 and 910.4 | 70 | 70 | 50 | 826.6 and 825.4 | 70 | 60 | 50 |
| Millis 913.1 and 913.4 | 70 | 60 | 50 | Peru 823.6 and 822.4 | 60 | 60 | 40 |
| 915.4 and 915.6 | 70 | 60 | 50 | Riview 820.7 and 819.3 | 60 | 50 | 40 |
| 915.9 and 919.1 | 60 | 50 | 25 | 818.5 and 817.0 | 50 | 40 | 25 |
| Evanston | | | | Green River | | | |

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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 26th Sts. and in Union Station passenger yard. | 8 | 8 |

BRANCHES

| Branch | Miles Per Hour | Branch | Miles Per Hour |
|--|----------------|---|----------------|
| Boulder Branch Maximum Speed. | 25 | Encampment Branch Maximum speed. | 15 |
| Trains handling outfit cars. | 20 | Between Mile Posts — 24.25 and 24.47 | 10 |
| Between Parkdale Jct. and Erie. | 15 | 37.58 and 37.75 | 10 |
| Valmont Spur, M. P. 1, over C. & S. crossing. | 10 | Pleasant Valley Branch | 15 |
| Dent Branch: Maximum speed. | 60 45 | Puritan Branch | 15 |
| Freight engines not otherwise shown. | 50 | Lionkol Branch | 10 |
| Trains handling outfit cars. | 30 | Superior Branch, on yard tracks at Thayer Jct. | 15 |
| Westward Signal M-51, Sand Creek Jct. to paved road. | 20 20 | Branches not otherwise shown. | 15 |
| Between Mile Posts — Quimby 10.0 and 10.6 | 50 40 | Stansbury Spur | 5 |
| 11.6 and 12.0 | 50 40 | Spurs not otherwise shown. | 10 |
| East Lake 14.3 and 14.6 | 50 40 | Park City Branch Maximum Speed. | 25 |
| St. Vrain 21.5 and 21.9 | 40 25 | Trains handling outfit cars. | 20 |
| Frederick 25.6 and 25.8 | 40 25 | Between Mile Posts — 0.0 and 4.3 | 15 |
| Gowanda 37.9 and 38.0 | 50 40 | 5.1 and 5.2 | 15 |
| Wild Cat 40.4 and 40.5 | 50 40 | 13.2 and 13.5 | 15 |
| Fort Collins Branch Between Dent and Fort Collins. | 30 | 14.8 and 21.0 | 15 |
| Between Fort Collins and Buckeye. | 25 | 24.0 and 24.1 | 15 |
| Trains handling outfit cars. | 20 | 25.1 and 25.2 | 15 |
| Dent, over west wye switch. | 10 | 26.3 and 28.4 | 15 |
| Fort Collins, within city limits. | 15 | Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline. | 5 |
| Fort Collins, over east cross-over switch. | 5 | Ontario Branch | 15 |
| Greeley Branch Between Barnesville and Briggsdale. | 15 5 | Cranmer spur, between Kestley and end of track. | 10 |
| Coalmont Branch Maximum speed. | 30 | Hill Field Branch Maximum speed. | 25 |
| Between Mile Posts — 1.9 and 2.5 | 25 | Lincoln Avenue, on industrial lead. | 15 |
| 15.2 and 16 | 20 | | |
| 20.5 and 21 | 25 | | |
| 29.50 and 30 | 20 | | |
| 37 and 78 | 10 | | |
| 94 and 109.7 | 20 | | |
| 109.7 and 110.3 | 5 | | |
| 110.3 and 111 | 20 | | |
| Coalmont—Around track Balloon | 5 | | |

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

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

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

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

| NAME | TITLE | PLACE | NAME | TITLE | PLACE |
|---------------------|---------------------|----------------------|---------------------|----------------|---------------------|
| W. A. Bunten..... | 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. | D. J. Allely..... | Surgeon..... | Greeley, Colo. |
| G. H. Joder..... | Surgeon..... | Cheyenne, Wyo. | R. C. Stratton.... | Surgeon..... | Green River, Wyo. |
| G. W. Koford..... | Surgeon..... | Cheyenne, Wyo. | A. T. Sudman..... | Surgeon..... | Green River, Wyo. |
| L. E. McGonigle... | Surgeon..... | Cheyenne, Wyo. | H. P. Linton..... | Surgeon..... | Julesburg, Colo. |
| E. W. Newman.... | Oculist..... | Cheyenne, Wyo. | W. L. Wilkinson... | Surgeon..... | La Salle, Colo. |
| L. J. Stadnik..... | Oculist..... | Cheyenne, Wyo. | E. R. Pearson..... | Surgeon..... | Lupton, Colo. |
| R. B. Stump..... | Oculist and Aurist. | Cheyenne, Wyo. | Emory W. DeKay.. | Surgeon..... | Laramie, Wyo. |
| T. L. Johnston.... | Oculist..... | Cheyenne, Wyo. | L. R. Evans..... | Physician..... | Laramie, Wyo. |
| 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 | E. D. Flanders.... | Physician..... | Ogden, Utah |
| J. H. Bechtold.... | Surgeon..... | Denver, Colo. | Leo W. Benson.... | Surgeon..... | Ogden, Utah |
| R. A. O'Dell..... | Surgeon..... | Denver, Colo. | K. A. Stratford... | Surgeon..... | Ogden, Utah |
| F. J. Rust..... | Physician..... | Denver, Colo. | C. S. Feeny..... | Physician..... | Ogden, Utah |
| J. R. Blair..... | Aurist..... | Denver, Colo. | R. E. Nilsson..... | Surgeon..... | Ogden, Utah |
| A. T. Haley..... | Surgeon..... | Denver, Colo. | C. Louis Jorgensen. | Surgeon..... | Ogden, Utah |
| I. E. Hix..... | Oculist..... | Denver, Colo. | H. V. De Mars.... | Aurist..... | Ogden, Utah |
| L. E. Hix, Jr..... | Oculist..... | Denver, Colo. | R. W. Pugmire.... | Oculist..... | Ogden, Utah |
| W. L. Bennett.... | Physician..... | Denver, Colo. | R. B. Baker..... | Surgeon..... | Rawlins, Wyo. |
| R. M. Maul..... | Surgeon..... | Denver, Colo. | E. W. McNamara.. | Surgeon..... | Rawlins, Wyo. |
| H. T. High..... | Surgeon..... | Devils Slide, Utah | R. D. Paul..... | Surgeon..... | Rawlins, Wyo. |
| F. D. Kuykendall.. | Surgeon..... | Eaton, Colo. | G. M. Halsey..... | Surgeon..... | Rawlins, Wyo. |
| J. S. Hellewell.... | Surgeon..... | Evanston, Wyo. | G. M. Harrison... | Surgeon..... | Rock Springs, Wyo. |
| D. R. Daines..... | Surgeon..... | Evanston, Wyo. | P. A. Kos..... | Surgeon..... | Rock Springs, Wyo. |
| J. H. Waters..... | Surgeon..... | Evanston, Wyo. | R. A. Corbett..... | Surgeon..... | Saratoga, Wyo. |

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 Engineman's Washroom | | |