

UNION PACIFIC RAILROAD COMPANY
Eastern District

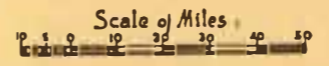


WYOMING DIVISION
TIME-TABLE
No. 39

Effective Sunday,
May 30, 1965
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1. 1959



FOR EMPLOYEES ONLY

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

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

(0.06)	(1.38)	(0.45)	(0.06)	(0.05)	(1.35)	(1.30)
26.4	52.6	61.4	26.4	26.4	54.8	57.3

Time-Table No. 39
May 30, 1965

STATIONS

DN-R	DENVER	YL	UD
	0.6		
	23rd STREET	YL	
	1.1		
R	36th STREET	YL	
	0.5		
	PULLMAN	YL	
	2.7		
	O. B. & Q. CROSSING		
	1.0		
	COMMERCE CITY	YL	
	1.0		
	ADAMS		
	2.1		
	DUPONT		
	1.8		
	ROLLA		
	1.4		
	HAZELTINE		
	2.8		
	HENDERSON		
	5.0		
D	BRIGHTON	BI	
	3.7		
	POWARS		
	3.0		
D	LUPTON	UP	
	4.3		
	IONE		
	4.7		
	PLATTEVILLE		
	1.4		
	VASQUEZ		
	3.8		
D	GILCREST	GI	
	2.4		
	PECKHAM		
	0.8		
	HAMBERT		
	2.9		
DN	LA SALLE	YL DY	
	2.1		
	EVANS		
	3.5		
DN	GREELEY	YL HG	
	2.3		
	GREELEY JCT.		
	1.8		
	LUERNE		
	3.4		
D	EATON	YL UR	
	0.1		
	G. W. CROSSING		
	3.7		
D	AULT	A	
	1.9		
	STAGE		
	1.9		
	PIERCE		
	5.1		
	NUNN		
	5.1		
	DOVER		
	9.0		
	CARR		
	(86.0)		

CENTRALIZED TRAFFIC CONTROL

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

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

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS								Distance from Denver
	111	9	7	18	106	17	10		
	Passenger	Passenger	C.R.I.&P. Passenger	Passenger	Passenger	Passenger	Passenger		
YIP	7.40AM	7.50AM	8.45AM	9.45AM	3.30PM	6.10PM	7.55PM	0.0	
D								0.6	
ZP								1.7	
DTYZP	7.12	7.02AM	8.33AM	9.35	3.12	6.52PM	7.30	2.2	
P								4.9	
P		7.07		9.30	3.07		7.26	5.0	
P								6.0	
88 P								8.1	
23 P								9.9	
100 P								11.3	
40 P								14.1	
166 YZP								19.1	
22 P								22.8	
33 P								25.8	
P								30.1	
100 P								34.8	
24 P								36.2	
113 P								40.0	
24 P								42.4	
20 P								43.2	
171 DYP	6.30AM			8.51	2.32		6.50	46.1	
P								48.2	
151 ZPY				8.42	2.22		6.40	51.7	
P								54.0	
74 P								55.8	
71 P								59.2	
IP								59.3	
180 P								63.0	
18 P								64.9	
50 P								66.8	
106 P								71.9	
P								77.0	
153 P				8.05AM	1.47PM		6.08PM	86.0	

(1.10)	(0.48)	(0.12)	(1.40)	(1.43)	(0.18)	(1.47)
39.5	2.7	11.0	51.6	50.1	7.8	48.2

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

WESTWARD

SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	7	5	9	105	103	27	18		
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
DFYYPZX	9.20PM	7.45PM			9.30AM	8.55AM	7.35AM	509.5	
IP								510.8	
132 XP			10.07AM	9.48AM			A 7.48AM	519.0	
120 P								525.8	
133 P								534.2	
134 P								542.7	
135 P								549.5	
127 P								554.5	
P								519.1	
100 XP								528.0	
22 XP								536.6	
86 XP								540.4	
121 P								554.3	
YP								544.8	
XP								547.9	
131 P								556.8	
121 P								554.0	
99 P								563.0	
280 P								566.0	
DFYYPZX	A 10.45PM	A 9.15PM	A 11.10AM	A 10.54AM	A 10.49AM	A 10.25AM			

(1.25) 38.7 (1.30) 37.7 (1.03) 53.8 (1.06) 51.2 (1.19) 43.0 (1.30) 37.7 (0.13) 43.8

Time-Table No. 39

May 30, 1965

STATIONS

Block Signals	DN-R	CHEYENNE	YL	N-OY
	DN	TOWER A	AY	
C. T. C. AND AUTOMATIC CAB SIGNALS		SPEER		
		EMKAY		
		LYNCH		
		HARRIMAN		
		PERKINS		
		WYCON		
		BORIE		
		GRANITE		
		BUFORD		
		SHERMAN		
	DALE			
	HERMOSA			
	RED BUTTES			
	COLORES			
	FORELLE			
DN-R	LARAMIE	YL KI-K		

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

SECOND SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	6	8	106	10	104	28	17		
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
DFYYPZX	6.30AM	7.00AM			6.15PM	6.45PM	8.50PM	509.5	
IP								510.8	
132 XP			A 1.34PM	5.56PM			8.39PM	519.0	
120 P								525.8	
133 P								534.2	
134 P								542.7	
135 P								549.5	
127 P								554.5	
P								519.1	
100 XP								528.0	
22 XP								536.6	
86 XP								540.4	
121 P								554.3	
YP								544.8	
XP								547.9	
131 P								556.8	
121 P								554.0	
99 P								563.0	
280 P								566.0	
DFYYPZX	5.10AM	5.40AM	12.32PM	4.50PM	4.55PM	5.25PM			

(1.20) 42.4 (1.20) 42.4 (1.02) 54.0 (1.06) 50.6 (1.20) 42.4 (1.20) 42.4 (0.11) 51.8

Time-Table No. 39

May 30, 1965

STATIONS

Block Signals	DN-R	CHEYENNE	YL	N-OY
	DN	TOWER A	AY	
C. T. C. AND AUTOMATIC CAB SIGNALS		SPEER		
		EMKAY		
		LYNCH		
		HARRIMAN		
		PERKINS		
		WYCON		
		BORIE		
		GRANITE		
		BUFORD		
		SHERMAN		
	DALE			
	HERMOSA			
	RED BUTTES			
	COLORES			
	FORELLE			
DN-R	LARAMIE	YL KI-K		

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

WESTWARD

BORIE SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS			Distance from Denver
	17	9	105	
	Passenger Daily	Passenger Daily	Passenger Daily	
153 P	8.23PM	9.55AM	9.35AM	86.0
82 P				90.4
132 XP	A 8.39PM	A 10.07AM	A 9.48AM	98.0
P				103.3

(0.16) 45.0 (0.12) 60.0 (0.13) 55.4

Time-Table No. 39

May 30, 1965

STATIONS

C.T.C.		CARR	
		WARREN	
A.C.S.		SPEER	
		BORIE	

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

BORIE SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS			Distance from Council Bluffs
	18	106	10	
	Passenger	Passenger	Passenger	
153 P	8.05AM	1.47PM	6.08PM	86.0
82 P				90.4
132 XP	7.48AM	1.34PM	5.56PM	98.0
P				103.3

(0.17) 42.3 (0.13) 55.3 (0.12) 60.0

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

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Seating, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	7	5	9	105	103	
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	
IDFYYPZX	10.55PM	9.25PM	11.25AM	10.55AM	10.50AM	566.0
CS 88 P	11.04	9.34	11.33	11.04	10.58	574.1
WS 115 P	11.10	9.39	11.36	11.07	11.01	577.7
CS 88 XP	11.16	9.46	11.42	11.13	11.07	585.3
WS 113 XP	11.21	9.51	11.46	11.18	11.11	590.6
CS 160 P	11.25	9.56	11.50	11.21	11.14	593.9
CS 123 YPX	11.34	10.07	11.59AM	11.31	11.24	605.3
ES 107 P	11.38	10.12	12.03PM	11.36	11.28	609.0
CS 70 P	11.45	10.20	12.10	11.43	11.34	616.8
CS 124 YP	11.50	10.26	12.16	11.49	11.40	622.9
CS 76 P	11.59PM	10.36	12.25	11.58AM	11.49	632.6
WS 114 ES 247 YPX	12.11AM	10.49	12.35	12.08PM	11.58AM	643.1
CS 66 P	12.17	10.56	12.40	12.13	12.03PM	648.4
CS 127 P	12.21	11.01	12.45	12.16	12.07	651.8
CS 63 P	12.26	11.07	12.50	12.21	12.12	657.0
CS 76 P	12.31	11.12	12.54	12.25	12.16	661.9
CS 76 P	12.36	11.18	12.59	12.30	12.21	667.6
CS 119 XP	12.44	11.27	1.07	12.38	12.28	676.3
WS 150 IDTYZXP	12.55	11.40	1.15	12.49	12.36	682.8
CS 165 P	1.05	11.50	1.20	12.50	12.37	688.8
CS 165 P	1.14	11.59PM	1.28	12.59	12.46	690.2
WS 125 ES 101 XP	1.22	12.08AM	1.36	1.07	12.54	700.7
CS 76 P	1.26	12.12	1.40	1.11	12.58	705.3
WS 57 CS 76 YP	1.34	12.18	1.46	1.17	1.04	712.0
CS 77 P	1.38	12.22	1.49	1.20	1.07	716.0
WS 119 ES 101 YXP	1.48	12.29	1.56	1.27	1.14	724.2
WS 116 XP	1.52	12.33	2.00	1.31	1.18	729.1
CS 67 P	1.55	12.36	2.03	1.34	1.21	732.7
WS 60 XP	2.03	12.44	2.09	1.41	1.28	740.0
WS 99 P						743.4
WS 110 ES 100 P	2.09	12.50	2.14	1.47	1.34	746.7
WS 148 ES 106 YXP	2.19	12.58	2.23	1.56	1.43	756.7
CS 118 P	2.27	1.07	2.30	2.03	1.50	765.9
WS 65 XP	2.32	1.12	2.34	2.07	1.54	771.2
CS 126 P	2.39	1.19	2.40	2.13	2.00	777.1
XP	2.45	1.26	2.46	2.19	2.06	784.1
P	2.49	1.30	2.49	2.23	2.10	788.6
CS 117 P	2.55	1.36	2.55	2.29	2.16	795.7
WS 120 ES 93 YZXP	3.05	1.51	3.03	2.37	2.24	802.1
CS 130 P	3.12	1.58	3.10	2.44	2.31	809.0
IDFYYPZX	A 3.35AM	A 2.30AM	A 3.25PM	A 3.05PM	A 2.50PM	817.0

(4.40) (5.05) (4.00) (4.10) (4.00)
53.8 49.0 62.8 60.2 62.8

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

Time-Table No. 39
May 30, 1965

STATIONS

DN-R LARAMIE YL KI-K
8.1
HOWELL
3.6
WYOMING
7.6
BOSLER
5.3
COOPER LAKE
3.3
LOOKOUT
11.4
DN ROCK RIVER OK
3.7
WILCOX
7.8
RIDGE
9.1
D MEDICINE BOW MB
9.7
COMO
10.5
DN HANNA HN
5.3
PERCY
3.4
DANA
5.2
EDSON
4.9
WALCOTT
5.7
FORT STEELE
8.7
D SINCLAIR GV
6.5
DN-R RAWLINS YL RS
7.4
HADSELL
6.5
DALEY'S RANCH
4.0
RINER
4.6
CHEROKEE
6.7
CRESTON
4.0
LATHAM
9.2
DN WAMSUTTER WM
4.9
FREWEN
3.6
RED DESERT
7.3
TIPTON
3.4
ROBINSON
3.3
TABLE ROCK
5.0
MONELL
5.0
DN BITTER CREEK BK
9.2
BLACK BUTTES
5.3
HALLVILLE
5.9
POINT OF ROCKS
7.0
THAYER JUNCTION
4.5
SALT WELLS
7.1
BAXTER
6.4
DN ROCK SPRINGS YL SG
6.9
KANDA
8.0
DN-R GREEN RIVER YL GR
(251.0)

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

THIRD SUBDIVISION **EASTWARD**

FIRST CLASS

Mile Post	FIRST CLASS					Car Capacity of Seating, etc. See Rule 6 (A), Page 23.
	6	8	106	10	104	
	Passenger	Passenger	Passenger	Passenger	Passenger	
566.0	A 4.59AM	A 5.30AM	A 12.31PM	A 4.35PM	A 4.54PM	IDFYYPZX
574.1	4.46	5.16	12.22	4.25	4.44	CS 88 P
577.7	4.42	5.13	12.19	4.22	4.41	WS 115 P
585.3	4.35	5.06	12.13	4.16	4.34	CS 88 XP
590.6	4.30	5.01	12.08	4.11	4.29	WS 113 XP
593.9	4.27	4.58	12.05PM	4.08	4.26	CS 160 P
605.3	4.14	4.44	11.54AM	3.57	4.13	CS 123 YPX
609.0	4.10	4.41	11.51	3.54	4.10	ES 107 P
616.8	4.02	4.34	11.44	3.47	4.03	CS 70 P
622.9	3.56	4.28	11.39	3.41	3.57	CS 124 YP
632.6	3.47	4.19	11.30	3.32	3.48	CS 76 P
643.1	3.36	4.09	11.21	3.22	3.39	WS 114 ES 247 YPX
648.4	3.31	4.04	11.16	3.17	3.33	XP
651.8	3.27	4.01	11.13	3.13	3.29	CS 66 P
657.0	3.22	3.56	11.08	3.08	3.24	CS 127 P
661.9	3.17	3.51	11.04	3.04	3.20	CS 63 P
667.6	3.12	3.46	10.59	2.58	3.15	CS 76 P
676.3	3.04	3.38	10.52	2.52	3.08	CS 119 XP
682.8	2.55	3.30	10.46	2.46	3.01	WS 150 IDTYZXP
690.2	2.45	3.20	10.46	2.46	3.00	CS 165 P
696.7	2.35	3.10	10.35	2.35	2.50	
700.7	2.25	3.00	10.27	2.27	2.42	WS 125 X
705.3	2.21	2.56	10.23	2.23	2.38	ES 101 P
712.0	2.14	2.49	10.17	2.17	2.32	CS 76 P
716.0	2.09	2.44	10.12	2.12	2.27	WS 57 CS 76 YP
724.2	2.00	2.35	10.04	2.04	2.19	CS 77 P
729.1	1.55	2.30	10.00	2.00	2.15	WS 119 ES 101 YXP
732.7	1.52	2.27	9.57	1.57	2.12	WS 116 XP
740.0	1.44	2.19	9.50	1.50	2.06	CS 67 P
743.4						WS 60 XP
746.7	1.37	2.12	9.44	1.44	1.59	WS 99 P
751.7						WS 110 ES 100 P
756.7	1.26	2.01	9.36	1.36	1.51	WS 148 ES 106 YXP
765.9	1.17	1.52	9.28	1.28	1.43	CS 118 P
771.2	1.12	1.47	9.23	1.23	1.38	WS 65 XP
777.1	1.06	1.41	9.18	1.18	1.33	CS 126 P
784.1	1.258	1.33	9.11	1.11	1.26	XP
788.6	1.254	1.29	9.07	1.07	1.22	P
795.7	1.247	1.22	9.01	1.01	1.16	CS 117 P
802.1	1.237	1.12	8.55	1.255	1.10	WS 120 ES 93 YZXP
809.0	1.225	1.00	8.45	1.245	1.00	CS 130 P
817.0	12.15AM	12.50AM	8.35AM	12.35PM	12.50PM	IDFYYPZX
	Daily	Daily	Daily	Daily	Daily	

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (4.44) (4.40) (3.56) (4.00) (4.04)
Average speed per hour..... 53.0 53.8 63.8 62.8 61.7

On single track, westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Rules 251 to 254 inclusive apply on Third Subdivision.
No. 104 reduce speed to 40 miles per hour at Hanna to permit discharge of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS							Distance from Council Bluffs
	9	105	103	17	7	5		
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
DFPTXZY	3.35 PM	3.15 PM	3.00 PM	4.30 AM	4.05 AM	2.50 AM	817.0	
WS 56 PX	3.40	3.20	3.07	4.37	4.12	2.57	821.1	
CS 79 P	3.44	3.24	3.12	4.42	4.17	3.02	824.9	
CS 120 P	3.49	3.29	3.17	4.47	4.22	3.07	830.2	
PX							834.1	
CS 113 P	3.55	3.35	3.23	4.54	4.28	3.13	837.8	
WS 04 ES 120 IPXY	4.04	3.45 PM	3.33	4.50 AM	4.38	3.23	847.2	
CS 120 P	4.10		3.40		4.45	3.30	854.0	
CS 00 P	4.14		3.45		4.50	3.35	858.7	
CS 99 P	4.20		3.51		4.55	3.41	865.9	
							869.8	
CS 130 P	4.29		4.00		5.07	3.52	875.4	
CS 06 P	4.35		4.05		5.12	3.59	880.9	
CS 126 P	4.39		4.10		5.17	4.04	885.6	
CS 78 P	4.45		4.16		5.22	4.09	890.5	
WS 06 PX							894.8	
CS 120 P	4.52		4.24		5.30	4.17	897.6	
ES 47 PX	4.55		4.29		5.35	4.22	901.8	
ES 117 PX	5.00		4.34		5.40	4.27	903.6	
CS 113 P	5.09		4.43		5.50	4.39	912.7	
WS 180 WS 185 PTXYZ	5.16				5.57	4.46	917.2	
P	5.20		4.50		6.02	4.55	917.2	
							918.4	
CS 80 PY	5.32		5.03		6.14	5.08	927.6	
P							932.6	
WS 113 ES 07 P	5.46		5.18		6.28	5.22	936.7	
CS 120 PX	5.54		5.27		6.37	5.31	943.3	
P							947.9	
WS 111 ES 140 XP	6.06		6.40		6.51	5.45	952.7	
CS 113 P	6.10		5.44		6.55	6.49	956.5	
CS 113 P	6.14		5.49		6.59	5.53	960.6	
CS 115 P	6.23		5.58		7.09	6.03	968.0	
WS 114 CS 114 P	6.30		6.06		7.18	6.12	975.5	
P							980.1	
ES 58 P	6.43		6.20		7.32	6.26	985.1	
PIX							989.9	
DFPTYZX	7.00 PM		6.40 PM		7.50 AM	6.45 AM	992.6	

(3.25)	(0.30)	(3.40)	(0.35)	(3.45)	(3.55)
51.4	60.4	47.9	51.8	45.9	44.8

Time-Table No. 39

May 30, 1965

STATIONS

DN-R GREEN RIVER YL GR	4.1
RIVIEW	3.8
PERU	5.3
BRYAN	3.9
STAUFFER	3.7
WESTVACO	9.4
DN GRANGER GN	6.8
VERNE	4.7
CHURCH BUTTES	7.2
HAMPTON	3.9
ELKHURST	5.6
DN CARTER Q	5.5
ANTELOPE	4.7
BRIDGER	4.9
LEROY	4.3
RAGAN	2.8
SPRING VALLEY	4.2
ASPEN	1.8
D ALTAMONT AP	9.1
MILLIS	4.5
DN-R EVANSTON YL NA	1.2
ALMY JCT.	9.2
WAHSATOH	5.0
CURVO	4.1
CASTLE ROCK	6.6
EMORY	4.6
BASKIN	4.8
DN ECHO YL HO	3.8
HENEFER	4.1
D DEVIL'S SLIDE CN	7.4
MORGAN WB	7.5
PETERSON	4.6
GATEWAY	5.0
UINTAH	4.8
DN RIVERDALE YL RD	2.7
DN-R OGDEN YL OO	(175.6)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS						Mile Post	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	106	10	104	18	6	8								
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
DN-R GREEN RIVER YL GR	817.0	A 8.25 AM	A 12.25 PM	A 12.40 PM	A 11.30 PM	A 11.55 PM	A 12.20 AM							DFPTXZY
RIVIEW	821.1	8.16	12.16	12.30	11.20	11.45	12.10							WS 56 PX
PERU	824.9	8.12	12.11	12.26	11.16	11.41	12.06							CS 70 P
BRYAN	830.2	8.07	12.06 PM	12.21	11.11	11.36	12.01 AM							CS 120 P
STAUFFER	834.1													PX
WESTVACO	837.8	8.02	11.59 AM	12.14	11.04	11.29	11.54 PM							CS 113 P
DN GRANGER GN	847.2	7.55 AM	11.52	12.07	10.55 PM	11.22	11.46							WS 04 ES 120 IPXY
VERNE	854.0		11.46	12.01 PM		11.16	11.40							CS 120 P
CHURCH BUTTES	858.7		11.42	11.57 AM		11.12	11.35							CS 00 P
HAMPTON	865.9		11.37	11.52		11.06	11.29							CS 99 P
ELKHURST	869.8													
DN CARTER Q	875.4		11.29	11.44		10.57	11.19							CS 130 P
ANTELOPE	880.9		11.24	11.39		10.52	11.13							CS 06 P
BRIDGER	885.6		11.19	11.34		10.47	11.08							CS 126 P
LEROY	890.5		11.14	11.29		10.42	11.03							CS 78 P
RAGAN	894.8													WS 06 PX
SPRING VALLEY	897.6		11.08	11.23		10.35	10.55							CS 120 P
ASPEN	901.8		11.04	11.19		10.31	10.51							ES 47 PX
D ALTAMONT AP	903.6		10.59	11.14		10.26	10.46							ES 117 PX
MILLIS	912.7		10.50	11.05		10.16	10.35							CS 113 P
DN-R EVANSTON YL NA	917.2		10.44	10.59		10.10	10.28							WS 185 ES 180 PTXYZ
ALMY JCT.	918.4					10.08	10.23							P
WAHSATOH	927.6		10.30	10.45		9.52	10.09							CS 80 PY
CURVO	932.6													P
CASTLE ROCK	936.7		10.17	10.32		9.38	9.54							WS 113 ES 07 P
EMORY	943.3		10.08	10.23		9.30	9.46							CS 120 PX
BASKIN	947.9													P
DN ECHO YL HO	952.7		9.55	10.10		9.17	9.33							WS 111 ES 140 XP
HENEFER	956.5		9.50	10.05		9.13	9.28							CS 113 P
D DEVIL'S SLIDE CN	960.6		9.45	10.00		9.09	9.24							CS 113 P
MORGAN WB	968.0		9.37	9.52		9.01	9.16							CS 115 P
PETERSON	975.5		9.30	9.45		8.54	9.09							WS 114 CS 114 P
GATEWAY	980.1													P
UINTAH	985.1		9.18	9.33		8.41	8.56							ES 58 P
DN RIVERDALE YL RD	989.9													PIX
DN-R OGDEN YL OG	992.6		9.10 AM	9.25 AM		8.30 PM	8.45 PM							DFPTYZX
			Daily	Daily	Daily	Daily	Daily							

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

(0.30)	(3.15)	(3.15)	(0.25)	(3.25)	(3.35)
60.4	54.0	54.0	51.8	51.4	49.0

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

WESTWARD			DENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Mile Post	Time-Table No. 39			Mile Post	Distance from Denver	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
			May 30, 1966					
STATIONS								
		5.0	COMMERCE CITY	YL	5.0			
		8.2	WELBY		8.2			
		9.8	QUIMBY		9.8			
		13.8	EAST LAKE		13.8			
		22.2	ST. VRAINS	YL VS	22.2			
		22.2	U. P. CROSSING		22.2			
		26.1	FREDERIOK	YL	26.1			
		27.8	FIRESTONE		27.8			
		30.2	HARNEY		30.2			
		34.6	GOWANDA		34.6			
		38.3	WILD OAT		38.3			
		42.8	DENT	YL	42.8			
		50.6	LA SALLE	YL DY	50.6			
(45.6)								

Westward trains are superior to trains of the same class in the opposite direction. — See Rule 72.
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.

WESTWARD FORT COLLINS BRANCH			EASTWARD			WESTWARD BOULDER BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Distance from Denver	Time-Table No. 39			Mile Post	Distance from Denver	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Time-Table No. 39			Mile Post	Distance from Denver
			May 30, 1966						May 30, 1966				
STATIONS													
		0.0	DENT	YL				END OF TRACK					
		1.7	MILLIKEN	YL M				DICK					
		2.0	G. W. CROSSING					ST. VRAINS	YL VS				
		9.0	G. W. CROSSING					U. P. CROSSING					
		9.1	KELIM					NATIONAL					
		16.4	REDMOND					STATE COAL MINE JOT.	YL				
		19.5	HARMONY					PARKDALE JCT.					
		25.0	FORT COLLINS	YL FC				ERLE					
		25.2	C. & S. CROSSING					O. B. & Q. CROSSING					
		25.3	O. & S. CROSSING					LEYNER					
		27.9	POUDRE	YL				LIGGETT					
		30.0	BOETTCHER	YL				VALMONT					
		38.5	RIPPLE	YL				O. & S. CROSSING					
		41.7	BUCKEYE	YL				BOULDER	YL				
(41.7)						(20.9)							

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

WESTWARD GREELEY BRANCH			EASTWARD			WESTWARD ENCAMPMENT BRANCH			EASTWARD			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Greeley	Mile Post	Time-Table No. 39			Mile Post	Distance from Walcott	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Time-Table No. 39			Mile Post
			May 30, 1966						May 30, 1966			
STATIONS												
		0.0	GREELEY	HG	0.0							
		2.3	GREELEY JCT.	YL	2.3							
		6.0	CLOVERLY		6.0							
		8.4	ALDEN		8.4							
		10.4	GILL	GM	10.4							
		13.8	MATTHEWS		13.8							
		14.5	BARNESVILLE		14.5							
		28.1	BRIGGSDALE	YL	28.1							
(28.1)												

WESTWARD			COALMONT BRANCH			EASTWARD								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Laramie	Mile Post	Time-Table No. 39			Mile Post	Distance from Laramie	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Time-Table No. 39			Mile Post		
			May 30, 1966						May 30, 1966					
STATIONS														
		9.00 AM	0.0	DN-R	LARAMIE	YL M	0.0	A	3.20 PM					
		f 9.31	14.7		MILLER		14.7	f	2.49					
		f 9.48	21.3		HATTON		21.3	f	2.33					
		s 10.08	29.7		CENTENNIAL		29.7	s	2.13					
		f 10.27	35.6		SPRING CREEK		35.6	f	1.50					
		f 10.58	40.4		ALBANY		40.4	f	1.30					
		11.40 AM	47.3		LAKE		47.3		12.44					
		s 12.20 PM	54.0	D	FOX PARK	MS	54.6	s	12.01 PM					
		f 1.14	63.8		WYOOLOO		63.8	f	11.08 AM					
		f 1.54	70.8		CAMP		70.8	f	10.28					
		f 2.12	73.6		KINGS CANON		73.6	f	10.10					
		f 2.40	79.8		NORTHGATE		79.8	f	9.32					
		f 2.48	83.4		COWDREY		83.4	f	9.20					
		f 2.58	88.3		BROWNLEE		88.3	f	9.10					
		A 3.26 PM	92.2	D-R	WALDEN	YL U	92.2	A	9.00 AM					
			100.7		LARAND	YL	100.7							
			107.6		HEBRON	YL	107.6							
			108.0		END OF TRACK	YL	108.0							
(108.0)														
(6.25)			Thru Time			(8.20)			Average speed per hour			14.6		

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

WESTWARD		PURITAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	PARKDALE JCT.		0.0	
	1.9	PURITAN		1.9		
	3.1	END OF TRAOK		3.1		
(3.1)						

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Table Time No. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	CLOVERLY		0.0	
	3.1	LOWE		3.1		
	5.1	GALETON YL		5.1		
(5.1)						

WESTWARD		SOUTH PASS BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	ROCK SPRINGS YL SG		0.0	
	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. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	OGDEN JUNCTION YL		0.0	
	0.9	ORCHARD YL		0.9		
	3.4	COZYDALE YL		3.4		
	4.2	ROY YL		4.2		
	5.3	SUNSET YL		5.3		
	6.3	ARSENAL YL		6.3		
	6.8	END OF TRACK YL		6.8		
(6.8)						

Westward 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. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	DN-R ECHO YL HO		0.0	
	5.7	COALVILLE		5.7		
	13.4	WANSWIP		13.4		
	20.3	ATKINSON		20.3		
	24.5	KEETLEY JCT.		24.5		
	27.2	BROADWATER SPUR		27.2		
	28.4	D-R PARK CITY YL KD		28.4		
(28.4)						

WESTWARD		ONTARIO BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Keetley Jct.	Time-Table No. 39				Mile Post
		May 30, 1965				
		STATIONS				
		0.0	KEETLEY JCT.		0.0	
	5.2	KEETLEY		5.2		
	7.0	CRANMER YL		7.0		
(7.0)						

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

Designation "Psgr." — Train with Diesel locomotive and all passenger train equipment.

Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.

When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.

Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frt.		Psgr.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		When more than 50% of the tonnage is gravel or ore.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50
When using No. 20 turn-outs.	40	40	Trains with one Diesel unit handling ore between Echo and Ogden.		35
When using No. 14 turn-outs.	25	20	Coal trains originating at Rock Springs and Hanna, for the first ten miles.		15
When using other cross-overs or turn-outs.	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	Derricks with 4-wheel trucks.		35
Within yard limits protected by continuous block signal system.	60	35	For first five miles after leaving initial terminal with derricks not equipped with roller bearings.		20
Within yard limits not protected by continuous block signal system: Main line;	50	25	(All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		
Branch lines.	30	15	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
Diesel road freight and road switch locomotives.	65		On main line;	30	
Gas turbine locomotives.	65		On branch lines.	20	
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power.		25
1800 class	50	50	(Slower speed must be observed where conditions require.)		
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	Jordan spreaders and other machines of spreader type, when in operation.		15
Multiple unit engine when controlled from other than leading unit.	30	30	Trains handling diesel units dead in train: Yard-switch units of any type;		35
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.		35	Foreign line, government, export or commercial diesel units other than yard-switch type;		45
			Union Pacific road-switch units of Alco or Baldwin type.		45
			All wye tracks.	6	6

FIRST SUBDIVISION			BORIE SUBDIVISION		
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Pagr.	Frnt.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
Brighton within city limits.	40	25	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	40 40
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50	Cheyenne Side 97.73 and 97.76	30	20
Evans 49.4 and 49.7	70	50	Borie Side 97.73 and 97.76	30	20
Greeley 50.8 and 52.4	20	20			

SECOND SUBDIVISION					
Between Cheyenne and Laramie, No. 1 and 2 tracks.	70	40			
Between Cheyenne and Dale, No. 3 track.	60	50			
Between Cheyenne and West Spear, No. 4 track.	60	50			
ON NO. 1 AND 2 TRACKS			ON NO. 2 TRACK		
Between Mile Posts — Borie 522.1 and 525.6	60	40	Between Mile Posts — Hermosa 549.3 and 550.0	50	30
Granite 530.0 and 543.5	55	35	ON NO. 1 TRACK		
544.1 and 545.1	40	40	Between Mile Posts — Forelle 549.8 and 559.2	60	40
Hermosa Tunnel	50	30	Laramie		
547.0 and 548.1	55	35			

THIRD SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Pagr.	Frnt.
Maximum speed.	90	60	Hanna, spur to Monolith Coal Co., U. P. Coal Co. 4-A.		10
Laramie, ice house tracks 1, 2, 3 and 4.		6	Sinclair, refining company tracks.		6
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			Between Mile Posts —		
Laramie 566.8 and 567.2	60	35	Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	35	25
Cooper Lake 593.3 and 593.7	70	55	816.1 and 814.1	40	25
Lookout 598.5 and 599.7	70	55	813.9 and 809.6	55	35
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	55	40
603.9 and 604.6	60	45	807.1 and 806.6	70	55
Wilcox 611.2 and 611.6	70	55	Rock Springs 803.5 and 801.0	50	35
615.9 and 616.4	55	40	800.5 and 799.5	60	45
Ridge 617.2 and 617.6	70	55	798.4 and 797.3	55	40
621.8 and 622.4	75	55	Baxter 781.7 and 781.3	70	55
Calvin 627.1 and 628.7	50	35	780.2 and 780.0	60	45
629.4 and 629.9	60	45	778.9 and 777.8	60	45
630.9 and 637.8	70	55	Point of Rocks 776.5 and 775.8	70	55
639.3 and 640.2	60	45	775.0 and 774.3	70	55
642.5 and 643.5	50	40	773.2 and 773.0	60	45
Hanna 643.5 and 643.7	60	40	772.3 and 771.8	70	55
645.1 and 646.3	70	55	Hallville 769.3 and 768.8	60	45
647.5 and 648.0	70	55	Black Buttes 765.6 and 765.2	60	45
Percy 650.2 and 650.7	70	55	762.3 and 762.0	70	55
Dana 652.2 and 652.5	60	45	761.0 and 760.5	70	55
653.1 and 656.4	70	55	757.3 and 757.1	70	55

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Edson 657.2 and 658.1				Robinson 740.8 and 740.2			
658.4 and 659.2				70 55			
661.0 and 661.5				70 55			
Walcott 662.8 and 666.5				70 55			
Riner 703.0 and 704.2				70 55			
Cherokee 708.6 and 709.0				70 55			
Creston 713.7 and 714.3				80 55			
715.0 and 715.3				70 55			
Latham 717.8 and 718.1				70 55			
719.5 and 719.8				70 55			
Wamsutter 725.1 and 725.6				70 55			
Red Desert 733.9 and 737.3				70 55			
Tipton 740.2 and 740.9				70 55			
741.4 and 741.6				60 45			
742.7 and 743.1				70 55			
Monell 752.9 and 753.3				70 55			
Bitter Creek 757.0 and 757.3				70 55			
760.5 and 761.0				70 55			
762.0 and 762.3				70 55			
765.2 and 765.6				60 45			

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

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Black Buttes 768.8 and 769.3				Hanna 640.2 and 639.3			
771.8 and 772.3				60 45			
Hallville 773.0 and 773.2				637.8 and 630.9			
774.3 and 775.0				70 55			
775.8 and 776.6				60 45			
Point of Rocks 777.8 and 778.9				629.9 and 629.4			
780.0 and 780.2				60 45			
781.3 and 781.7				628.7 and 627.1			
Barter 797.3 and 798.4				50 35			
799.5 and 800.5				60 45			
801.0 and 803.5				70 55			
806.6 and 807.0				70 55			
807.5 and 807.8				55 40			
Kanda 809.6 and 813.9				617.6 and 617.2			
814.1 and 816.1				60 45			
816.1 and 816.3				70 55			
816.3 and 817.0				55 40			
Green River				Ridge 616.4 and 615.9			
				55 40			
				611.6 and 611.2			
				70 55			
				Rock River 604.6 and 603.9			
				60 45			
				602.2 and 601.1			
				60 45			
				599.7 and 598.5			
				70 55			
				596.8 and 596.5			
				70 55			
				Lookout 593.7 and 593.3			
				70 55			
				Cooper Lake 588.4 and 587.7			
				70 55			
				Howell 567.2 and 566.8			
				60 35			
				Laramie			

FOURTH SUBDIVISION

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

Between Green River and Evanston

ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Green River 817.0 and 818.5		50 25		Evanston 915.6 and 915.4		70 55	
819.3 and 820.7		60 45		913.4 and 913.1		70 55	
Riview 822.4 and 823.6		60 45		Millis 910.4 and 909.3		80 55	
Peru 825.4 and 826.6		70 55		908.6 and 906.3		50 30	
827.9 and 828.4		70 55		905.3 and 904.9		60 40	

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Bryan 831.2 and 831.5	65	50	Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	Ragan 894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	75	55	886.7 and 886.4	70	55
868.0 and 869.2	65	50	Bridger 885.0 and 884.6	60	45
Elkhurst 870.9 and 871.4	70	55	883.9 and 882.5	60	45
872.3 and 872.5	70	55	881.7 and 881.4	70	55
873.0 and 873.6	70	55	Antelope 880.3 and 880.1	60	45
874.0 and 874.5	70	55	878.5 and 878.2	70	55
Carter 878.2 and 878.5	70	55	874.5 and 874.0	70	55
880.1 and 880.3	60	45	Carter 873.6 and 873.0	70	55
Antelope 881.4 and 881.7	70	55	872.5 and 872.3	70	55
882.5 and 883.9	60	45	871.4 and 870.9	70	55
884.6 and 885.0	60	45	Elkhurst 869.2 and 868.0	55	40
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	75	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 891.1	70	55	Granger 847.3 and 847.2	60	45
Ragan 896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
909.3 and 910.4	80	55	826.6 and 825.4	70	55
Millis 913.1 and 913.4	70	55	Peru 823.6 and 822.4	60	45
915.4 and 915.6	70	55	Riview 820.7 and 819.3	60	45
915.9 and 919.1	60	35	818.5 and 817.0	50	25
Evanston			Green River		

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
At any point.	30	15	Slip switches, Cecil Jet.	10	10
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	15	Wye and balloon track, Patterson Ave.	10	10
When using cross-overs or turn-outs.	15	15	U. P. and S. P. roundhouse and shop limits.	8	8
Over railroad crossings.	10	10	Over switches at 23rd and 26th Sts. and in Union Station passenger yard.	8	8

BRANCHES

Boulder Branch Maximum Speed.		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts — 25.2 and 24.5		10
Between Parkdale Jet. and Erie.		15	37.5 and 37.8		10
Valmont Spur, M. P. 1, over C. & S. crossing.		10	Pleasant Valley Branch		15
Dent Branch Maximum Speed	40	40	Puritan Branch		15
Trains handling outfit cars.		30	Branches not otherwise shown.		15
Commerce City to paved road.	20	20	Stauffer Spur		15
Between Mile Posts — 21.5 and 21.9	30	15	Spurs not otherwise shown.		10
25.6 and 25.8	30	15	Park City Branch Maximum Speed.		25
Fort Collins Branch Between Dent and Fort Collins.		30	Trains handling outfit cars.		20
Between Fort Collins and Buckeye.		25	Between Mile Posts — 0.0 and 4.3		15
Trains handling outfit cars.		20	5.1 and 5.2		15
Dent. over west wye switch.		10	13.2 and 13.5		15
Fort Collins. within city limits.		15	14.8 and 21.0		15
Fort Collins, over east cross-over switch.		5	24.0 and 24.1		15
Greeley Branch Maximum Speed.		15	25.1 and 25.2		15
Between Barnesville and Briggsdale.		5	26.3 and 28.4		15
Coalmont Branch Maximum speed.		30	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.		5
Between Mile Posts — 1.9 and 2.5		25	Ontario Branch		15
15.2 and 16.0		20	Cranmer Spur , between Keetley and end of track.		10
20.5 and 21.0		25	Hill Field Branch Maximum speed.		15
29.5 and 30.0		20	Between Mile Posts — 4.4 and 4.8		10
37.0 and 48.3		10			
48.3 and 56.5		20			
56.5 and 62.0		10			
62.0 and 64.5		20			
64.5 and 78.0		10			
94.0 and 108.0		20			

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

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

- The following letters placed in columns provided in time-table indicate:
 C — coaling station
 D — diesel oil station
 F — turbine fuel station
 I — interlocking
 O — fuel oil station
 P — dispatcher's telephone
 T — turntable
 W — water
 X — cross-over
- Y — wye
 Z — track scales
 AI — automatic interlocking 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.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Crayen	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
C. J. Fujisaki	Surgeon	Brighton, Colo.	D. G. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. R. Ordelheide	Surgeon	La Salle, Colo.
D. K. Joder	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	C. D. Michaelson	Surgeon	Ogden, Utah
R. I. Williams	Aurist	Cheyenne, Wyo.	G. F. Kearns	Surgeon	Ogden, Utah
G. L. Smith	Aurist	Cheyenne, Wyo.	K. A. Stratford	Surgeon	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	C. S. Feeny	Physician	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	I. H. Moncrief	Surgeon	Ogden, Utah
R. A. O'Dell	Surgeon	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
A. P. Ley	Oculist	Denver, Colo.	C. Roland	Surgeon	Rawlins, Wyo.
W. L. Bennett	Physician	Denver, Colo.	W. L. James	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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