



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 41

Effective Sunday,
October 30, 1966
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY . 1, 1959

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

STATIONS	Time-Table No. 41 October 30, 1966								Distance from Council Bluffs
	9	17	105	111	27	5	103		
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
CO. BLUFFS									0.0
OMAHA				11.35	11.00	10.45	2.45	2.8	
GRAND ISLAND				1.60	1.55	1.50	4.50	146.9	
NORTH PLATTE				3.50	4.45	4.20	6.45	284.1	C.T. M.T.
JULESBURG				2.55	4.00	3.35	5.50		
SIDNEY				4.11				365.3	
KANSAS CITY					6.25	5.50	7.34	407.5	
DENVER				9.20	7.30			562.5	
CHEYENNE				7.50	6.10	8.05	7.40	509.5	
LARAMIE				8.20	6.45			566.0	
RAWLINS				8.50	7.20			682.8	
GREEN RIVER				9.20	8.10			817.0	
GRANGER				11.25	11.01	10.55	10.25	847.2	
OGDEN				1.20	1.15	12.50	12.45	992.0	
				3.25	3.40	3.05	3.15		
				3.35	4.15	3.15	3.30		
					4.50	3.45			
				7.00			7.15		

Heavy Figures Indicate PM Light Figures Indicate AM (22.40) (22.20) (7.40) (9.05) (12.25) (21.30) (16.55) Thru Time
53.7 48.6 56.2 61.0 45.3 46.0 58.5 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

K. I. JONES
General Superintendent

- S. D. GATCHELL, Superintendent Cheyenne, Wyo.
- B. C. MURPHY, Asst. Superintendent Cheyenne, Wyo.
- J. E. HOGG, Terminal Superintendent Cheyenne, Wyo.
- R. SHUMATE, Trainmaster Cheyenne, Wyo.
- M. S. BARKDULL, Asst. Supt. Safety and Courtesy Cheyenne, Wyo.
- J. E. PETERSEN, Trainmaster Denver, Colo.
- G. WATTS, Terminal Superintendent Denver, Colo.
- R. M. WOOD, Asst. Terminal Superintendent Denver, Colo.
- W. C. STAMEY, Trainmaster Laramie, Wyo.
- H. H. BRANDT, Trainmaster Rawlins, Wyo.
- W. E. MILLER, Trainmaster Green River, Wyo.
- E. A. RIGDON, Trainmaster Ogden, Utah
- C. T. ARMSTRONG, Master Mechanic Cheyenne, Wyo.
- R. J. DUNN, Master Mechanic Kansas City, Kan.
- C. G. ROTE, Road Foreman of Engines Laramie, Wyo.
- G. N. JAMES, Road Foreman of Engines Laramie, Wyo.
- J. W. STONEBRAKER, Road Foreman of Engines Rawlins, Wyo.
- R. B. STULL, Road Foreman of Engines Evanston, Wyo.
- D. W. KRAFCHIK, Road Foreman of Engines Ogden, Utah
- D. MacDONALD, Division Engineer Cheyenne, Wyo.
- G. B. BURLESON, General Roadmaster Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

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

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

- A. E. HACKMAN, Chief Train Dispatcher Cheyenne, Wyo.
- C. E. WHITE, Asst. Chief Train Dispatcher Cheyenne, Wyo.
- G. H. BOONE, Asst. Chief Train Dispatcher Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

- W. E. HARDY, Chief Train Dispatcher Green River, Wyo.
- R. J. WALKER, Asst. Chief Train Dispatcher Green River, Wyo.
- N. PRITZA, Asst. Chief Train Dispatcher Green River, Wyo.

MILEAGE

Main Line 628.23
Branches 341.21
Total 969.44

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 41 October 30, 1966	Mile Post	STATIONS							STATIONS
		106	112	10	104	28	18	6	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
CO. BLUFFS	0.0								
OMAHA	2.8		1.40		3.10	7.00		5.45	
GRAND ISLAND	116.9		11.25		12.55	3.55		2.55	
NORTH PLATTE	284.1		9.25		10.55	1.00		12.10	
JULESBURG	365.3		8.20		9.50	11.30		11.00	
SIDNEY	407.5		7.00						
KANSAS CITY	562.5				7.56	9.10		8.55	
DENVER	562.5	3.30	3.50	8.20	7.55			11.10	
CHEYENNE	509.5							10.15	
LARAMIE	566.0	12.32		4.50	4.55	5.25		7.10	7.00
RAWLINS	682.8	10.46		2.46	3.01			6.00	6.30
GREEN RIVER	817.0	8.35		12.35	12.50			7.10	7.00
GRANGER	847.2	8.25		12.25	12.40			6.00	6.30
OGDEN	992.6	7.55						4.40	5.15
				9.10	9.25			2.35	3.10
								11.55	12.30
								11.30	12.15
								10.55	
								8.45	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time (7.35) (8.50) (22.55) (16.45) (12.35) (23.15) (20.00) Heavy Figures Indicate PM
Average speed per hour 56.7 63.4 53.1 56.8 44.7 46.7 49.5 Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

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

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS							Distance from Denver
	10	17	112	18	9	105		
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
YIP	8.20PM	6.45PM	3.50PM	10.15AM	8.20AM	8.05AM	0.0	
D							0.6	
ZP							1.7	
DTYZP	A 8.25PM	6.50	3.55	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	
106 P							11.3	
46 P							14.1	
100 YZP							19.1	
22 P							22.8	
33 P							25.8	
P							30.1	
106 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		s 7.43			s 9.13	8.58	51.7	
P							54.0	
74 P							55.8	
71 P							59.2	
IP							59.3	
106 P							63.0	
18 P							64.9	
50 P							66.8	
166 P							71.9	
P							77.0	
153 P		A 8.23PM			A 9.55AM	A 9.35AM	86.0	

(0.05) 26.4 (1.38) 52.6 (0.45) 81.4 (0.05) 26.4 (1.35) 54.3 (1.30) 57.3

Time-Table No. 41

October 30, 1966

STATIONS

DN-R	DENVER	YL UD
	23rd STREET	YL
R	36th STREET	YL
	PULLMAN	YL
	C. B. & Q. CROSSING	
	COMMERCE CITY	YL
	ADAMS	
	DUPONT	
	ROLLA	
	HAZELTINE	
	HENDERSON	
D	BRIGHTON	BI
	POWARS	
D	LUPTON	UP
	IONE	
	PLATTEVILLE	
	VASQUEZ	
D	GILCREST	GI
	PECKHAM	
	HAMBERT	
DN	LA SALLE	YL DY
	EVANS	
DN	GREELEY	YL HG
	GREELEY JCT.	
	LUCERNE	
D	EATON	YL UR
	G. W. CROSSING	
D	AULT	A
	STAGE	
	PIEROE	
	NUNN	
	DOVER	
	CARR	
	(86.0)	

CENTRALIZED TRAFFIC CONTROL

Block Signals

Double Track

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

EASTWARD

Time-Table No. 41

October 30, 1966

STATIONS

DN-R	DENVER	YL UD
	23rd STREET	YL
R	36th STREET	YL
	PULLMAN	YL
	C. B. & Q. CROSSING	
	COMMERCE CITY	YL
	ADAMS	
	DUPONT	
	ROLLA	
	HAZELTINE	
	HENDERSON	
D	BRIGHTON	BI
	POWARS	
D	LUPTON	UP
	IONE	
	PLATTEVILLE	
	VASQUEZ	
D	GILCREST	GI
	PECKHAM	
	HAMBERT	
DN	LA SALLE	YL DY
	EVANS	
DN	GREELEY	YL HG
	GREELEY JCT.	
	LUCERNE	
D	EATON	YL UR
	G. W. CROSSING	
D	AULT	A
	STAGE	
	PIEROE	
	NUNN	
	DOVER	
	CARR	
	(86.0)	

CENTRALIZED TRAFFIC CONTROL

Block Signals

Double Track

Mile Post	FIRST CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
	111	9	18	106	17	10	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
0.0	A 7.40AM	A 7.50AM	A 9.30AM	A 3.30PM	A 6.10PM	A 7.55PM	YIP
0.6							D
1.7							ZP
2.2	7.12	7.02AM	9.06	3.12	5.47PM	7.30	DTYZP
4.9							P
5.0	7.07		8.59	3.07		7.25	P
6.0							P
8.1							88 P
9.9							23 P
11.3							106 P
14.1							46 P
19.1							100 YZP
22.8							22 P
25.8							33 P
30.1							P
34.8							106 P
36.2							24 P
40.0							113 P
42.4							24 P
43.2							20 P
46.1	6.30AM		8.20	2.32		6.50	171 DYP
48.2							P
51.7		s 8.10		2.22		s 6.40	151 ZPY
54.0							P
55.8							74 P
59.2							71 P
59.3							IP
63.0							106 P
64.9							18 P
66.8							50 P
71.9							166 P
77.0							P
80.0			7.40AM	1.47PM		6.08PM	153 P
	Daily	Daily	Daily	Daily	Daily	Daily	
Thru Time	(1.10)	(0.48)	(1.50)	(1.43)	(0.23)	(1.47)	
Average speed per hour	39.5	2.7	46.9	50.1	5.7	48.2	

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

WESTWARD SECOND SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTY/PZX	17	5	9	105	103	27	18	Distance from Council Bluffs
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		9.20 PM	9.10 PM			9.30 AM	8.55 AM	7.10 AM	509.5
	IP								510.8
132	XP			10.07 AM	9.48 AM			A 7.23 AM	519.0
129	P								525.8
133	P								534.2
134	P								542.7
135	P								549.5
127	P								549.5
	P								514.5
109	XP								519.1
86	XP								528.6
121	P								536.6
	YP								540.4
	XP								554.3
131	P								547.9
121	P								556.8
99	P								554.0
280	P								563.0
DFTY/PZX		A 10.50 PM	A 10.30 PM	A 11.10 AM	A 10.54 AM	A 10.49 AM	A 10.25 AM		566.0

(1.30) 37.7 (1.20) 42.4 (1.03) 53.8 (1.06) 51.4 (1.19) 43.0 (1.30) 37.7 (0.13) 43.8

Time-Table No. 41
October 30, 1966

STATIONS

Block Signals	DN-R CHEYENNE N-CY YL	Three Main Tracks
	DN TOWER A AY	Two Main Tracks
	SPEER	
	EMKAY	
	LYNOH	
	HARRIMAN	
	PERKINS	
	WYCON	
	BORIE	
	GRANITE	
	BUFORD	
	SHERMAN	
	DALE	
	HERMOSA	
	RED BUTTES	
	COLORES	
	FORELLE	
	LARAMIE YL KI-K	

C. T. C. AND AUTOMATIC CAB SIGNALS

Two Main Tracks

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

WESTWARD BORIE SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTY/PZX	17	9	105	Distance from Denver
		Passenger	Passenger	Passenger	
		Daily	Daily	Daily	
153	P	8.23 PM	9.55 AM	9.35 AM	86.1
82	P				90.4
132	XP	A 8.39 PM	A 10.07 AM	A 9.48 AM	99.0
	P				103.3

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

Time-Table No. 41
October 30, 1966

STATIONS

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

C.T.C.

A.C.S.

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

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTY/PZX	18	6	106	10	104	28	17	Distance from Council Bluffs
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		6.00 AM	6.30 AM			A 6.15 PM	A 6.45 PM	A 8.50 PM	509.5
	IP								510.8
	XP			A 1.34 PM	A 5.56 PM			8.39 PM	519.0
132	XP								525.8
129	P								534.2
133	P								542.7
134	P								549.5
135	P								549.5
127	P								549.5
	P								514.5
109	XP								519.1
86	XP								528.6
121	P								536.6
	YP								540.4
	XP								554.3
131	P								547.9
121	P								556.8
99	P								554.0
280	P								563.0
DFTY/PZX		4.40 AM	5.15 AM	12.32 PM	4.50 PM	4.55 PM	5.25 PM		566.0

(1.20) 42.4 (1.15) 45.2 (1.02) 54.0 (1.00) 51.4 (1.20) 42.4 (1.20) 42.4 (0.11) 51.8

Time-Table No. 41
October 30, 1966

STATIONS

Block Signals	DN-R CHEYENNE N-CY YL	Three Main Tracks
	DN TOWER A AY	Two Main Tracks
	SPEER	
	EMKAY	
	LYNOH	
	HARRIMAN	
	PERKINS	
	WYCON	
	BORIE	
	GRANITE	
	BUFORD	
	SHERMAN	
	DALE	
	HERMOSA	
	RED BUTTES	
	COLORES	
	FORELLE	
	LARAMIE YL KI-K	

C. T. C. AND AUTOMATIC CAB SIGNALS

Two Main Tracks

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

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for Car Capacity, Class (17, 5, 9, 105, 103), and Distance from Council Bluffs. Rows include train numbers like IDTYPZX, CS 88, WS 15, etc.

Time-Table No. 41
October 30, 1966

STATIONS

Station list for Westward: DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS YL RS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time
Average speed per hour

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

THIRD SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 41
October 30, 1966

STATIONS

Station list for Eastward: DN-R LARAMIE YL KI-K, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS YL RS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALVILLE, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS YL SG, KANDA, GREEN RIVER YL GR.

Double Track

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Thru Time
Average speed per hour

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

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DPTXYZ	Passenger					Distance from Council Bluffs
		9	105	103	17	5	
		Daily	Daily	Daily	Daily	Daily	
WS 53 PX		3.36 PM	3.15 PM	3.00 PM	4.15 AM	3.30 AM	817.0
CS 79 P		3.40	3.20	3.07	4.22	3.37	821.1
CS 120 P		3.44	3.24	3.12	4.27	3.42	824.9
CS 120 PX		3.49	3.29	3.17	4.32	3.47	830.2
CS 113 P							834.1
WS 04 CS 120 IPXY		3.56	3.35	3.23	4.39	3.53	835.1
CS 120 P		4.04	3.45 PM	3.33	4.50 AM	4.03	837.8
CS 120 P		4.10		3.40		4.10	847.2
CS 09 P		4.14		3.45		4.15	854.0
CS 09 P		4.20		3.51		4.21	858.7
CS 130 P		4.29		4.00		4.32	865.9
CS 08 P		4.35		4.05		4.37	869.8
CS 126 P		4.39		4.10		4.42	875.4
CS 78 P		4.45		4.16		4.47	880.9
CS 120 P		4.52		4.24		4.55	884.8
ES 47 IPX		4.56		4.29		4.59	897.6
ES 112 IPX		5.00		4.34		5.05	901.8
CS 113 P		5.09		4.43		5.15	903.6
WS 180 WS 185 PPTXYZ		5.16		4.50		5.22	912.7
CS 89 PY		5.18		4.50		5.27	917.2
WS 113 ES 07 P		5.32		5.03		5.39	918.4
CS 120 PX		5.46		5.18		5.53	927.8
CS 113 P		5.54		5.27		6.02	932.6
WS 111 ES 140 XP		6.06		5.40		6.16	936.7
CS 113 P		6.10		5.44		6.20	943.3
CS 113 P		6.14		5.49		6.24	947.9
CS 115 P		6.23		5.58		6.34	952.7
WS 114 CS 114 P		6.30		6.06		6.43	956.5
ES 58 P		6.43		6.20		6.57	960.6
DPTYZX		7.00 PM		6.40 PM		7.15 AM	968.0
							975.5
							980.1
							985.1
							989.9
							992.6

(3.25) (0.30) (3.40) (0.35) (3.45)
51.4 60.4 47.9 51.8 46.8

Time-Table No. 41
October 30, 1966

STATIONS

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

(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.	DPTXYZ	Passenger					Distance from Council Bluffs
		106	10	104	18	6	
		Daily	Daily	Daily	Daily	Daily	
DN-R GREEN RIVER YL GR		8.25 AM	12.25 PM	12.40 PM	11.30 PM	12.15 AM	817.0
RIVIEW		8.16	12.15	12.30	11.20	12.05	821.1
PERU		8.12	12.11	12.26	11.16	12.01 AM	824.9
BRYAN		8.07	12.06 PM	12.21	11.11	11.56 PM	830.2
STAUFFER							834.1
ALCHEM							835.1
WESTVACO		8.02	11.59 AM	12.14	11.04	11.49	837.8
GRANGER		7.55 AM	11.52	12.07	10.55 PM	11.41	847.2
VERN E			11.46	12.01 PM		11.35	854.0
CHURCH BUTTES			11.42	11.57 AM		11.30	858.7
HAMPTON			11.37	11.52		11.24	865.9
ELKHURST							869.8
CARTER			11.29	11.44		11.14	875.4
ANTELOPE			11.24	11.39		11.08	880.9
BRIDGER			11.19	11.34		11.03	885.6
LEROY			11.14	11.29		10.58	890.5
RAGAN							894.8
SPRING VALLEY			11.08	11.23		10.50	897.6
ASPEN			11.04	11.19		10.46	901.8
ALTAMONT AP			10.59	11.14		10.41	903.6
MILLIS			10.50	11.05		10.30	912.7
EVANSTON YL NA			10.44	10.59		10.23	917.2
ALMY JCT.						10.18	918.4
WAHSATCH			10.30	10.45		10.04	927.8
CURVO							932.6
CASTLE ROCK			10.17	10.32		9.51	936.7
EMORY			10.08	10.23		9.43	943.3
BASKIN							947.9
ECHO YL HO			9.55	10.10		9.30	952.7
HENEFER			9.50	10.05		9.25	956.5
DEVIL'S SLIDE CN			9.45	10.00		9.20	960.6
MORGAN WB			9.37	9.52		9.12	968.0
PETERSON			9.30	9.45		9.05	975.5
GATEWAY							980.1
UINTAH			9.18	9.33		8.53	985.1
RIVERDALE YL RD							989.9
OGDEN YL OG			9.10 AM	9.25 AM		8.45 PM	992.6

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

WESTWARD			DENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 41 October 30, 1966	Distance from Denver	STATIONS		Mile Post		
P			5.0	COMMERCE CITY	YL	5.0		
15			8.2	WELBY		8.2		
31			9.8	QUIMBY		9.8		
36	P		13.8	EAST LAKE		13.8		
55	IPY		22.2 D	ST. VRAINS	YL VS	22.2		
			22.2	U. P. CROSSING		22.2		
53	P		26.1	FREDERICK	YL	26.1		
			27.8	FIRESTONE		27.8		
19	P		30.2	HARNEY		30.2		
31	P		34.6	GOWANDA		34.6		
10	P		38.3	WILD CAT		38.3		
21	YP		42.8	DENT	YL	42.8		
	DYP		50.6 DN-R	LA SALLE	YL DY	50.6		

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

WESTWARD FORT COLLINS BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 41 October 30, 1966	STATIONS		
21	YP	0.0	DENT	YL	
	P	1.7 D	MILLIKEN	YL M	
		2.0	G. W. CROSSING		
		9.0	G. W. CROSSING		
	P	9.1	KELIM		
	P	10.4	REDMOND		
42	P	19.5	HARMONY		
65	YZP	25.0 D	FORT COLLINS	YL FC	
		25.2	C. & S. CROSSING		
		25.3	C. & S. CROSSING		
		27.0	POUDRE	YL	
	P	30.0	BOETTCHER	YL	
10		38.5	RIPPLE	YL	
24	Y	41.7	BUCKEYE	YL	

WESTWARD BOULDER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 41 October 30, 1966	STATIONS		
		5.2	END OF TRACK		
		7.1	DICK		
21	YP	8.1 D	ST. VRAINS	YL VS	
		8.1	U. P. CROSSING		
		10.1	NATIONAL		
50	P	10.9	STATE COAL MINE JCT.	YL	
		11.4	PARKDALE JCT.		
14	P	15.1	ERIE		
		15.1	C. B. & Q. CROSSING		
20		17.8	LEYNER		
		19.6	LIGGETT		
22	P	24.0	VALMONT		
		26.0	C. & S. CROSSING		
	P	26.1	BOULDER	YL	

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

WESTWARD GREELEY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Greeley	Time-Table No. 41 October 30, 1966	STATIONS		
247	YZP	0.0 DN	GREELEY	YL HG	0.0
	YP	2.3	GREELEY JCT.	YL	2.3
34	YP	6.0	CLOVERLY		6.0
		8.4	ALDEN		8.4
37	P	10.4	GILL		10.4
		13.8	MATTHEWS		13.8
		14.2	END OF TRACK		14.2

WESTWARD ENCAMPMENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Walcott	Time-Table No. 41 October 30, 1966	STATIONS		
	P	0.0	WALCOTT		0.0
		6.8	MEADS		6.8
		12.3	OVERLAND		12.3
26	Y	24.1 D	SARATOGA		24.1
13		32.7	COW CREEK		32.7
15		39.3	CANYON		39.3
43	Y	44.4	ENCAMPMENT	YL	44.4

WESTWARD COALMONT BRANCH			EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	SECOND CLASS 221 Freight	Distance from Larame	Time-Table No. 41 October 30, 1966	SECOND CLASS 222 Freight	STATIONS		
DFYPZX		9.00AM	0.0 DN-R	LARAMIE	YL K	0.0 A 3.20PM	
27	P	f 9.31	14.7	MILLER		14.7 f 2.49	
	P	f 9.46	21.3	HATTON		21.3 f 2.33	
	P	s 10.08	29.7	CENTENNIAL		29.7 s 2.13	
	P	f 10.27	35.6	SPRING CREEK		35.6 f 1.50	
6	P	f 10.58	40.4	ALBANY		40.4 f 1.30	
	P	11.40AM	47.3	LAKE		47.3 12.44	
17	YP	s 12.20PM	54.6 D	FOX PARK	MS	54.6 s 12.01 PM	
	P	f 1.14	63.8	WYOCOLO		63.8 f 11.08 AM	
31	P	f 1.54	70.8	CAMP		70.8 f 10.28	
6	P	f 2.12	73.6	KINGS CANON		73.6 f 10.10	
17	PY	f 2.40	79.8	NORTHGATE		79.8 f 9.32	
6		f 2.48	83.4	COWDREY		83.4 f 9.20	
		f 2.58	88.3	BROWNLEE		88.3 f 9.10	
10	P	A 3.25 PM	92.2 D-R	WALDEN	YL U	92.2 9.00AM	
			100.7	LARAND	YL	100.7	
6			107.6	HEBRON	YL	107.6	
			108.0	END OF TRACK	YL	108.0	

(6.25) Thru Time (6.20)
14.4 Average speed per hour 14.6

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

WESTWARD		PURITAN BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 41				Mile Post
		October 30, 1966				
		STATIONS				
		0.0	PARKDALE JCT.		0.0	
	1.9	PURITAN		1.9		
	3.1	END OF TRACK		3.1		
(3.1)						

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 41				Mile Post
		October 30, 1966				
		STATIONS				
			0.0	CLOVERLY		
	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. 41				Mile Post
		October 30, 1966				
		STATIONS				
		WS 129 ES 93	0.0 DN	ROCK SPRINGS YL SG		
	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. 41				Mile Post
		October 30, 1966				
		STATIONS				
			0.0	OGDEN JUNCTION YL		
	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. 41				Mile Post
		October 30, 1966				
		STATIONS				
		WS 111 ES 140	0.0	DN-R ECHO YL HC		
	5.7	COALVILLE		5.7		
	13.4	WANSHIP		13.4		
	20.3	ATKINSON		20.3		
	24.5	KEETLEY JCT.		24.5		
	27.2	BROADWATER SPUR		27.2		
	28.4	D-B 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. 41				Mile Post
		October 30, 1966				
		STATIONS				
		P	0.0	KEETLEY JCT.		
	2.2	PHOSTON		2.2		
	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	
	Psg.	Frt.		Psg.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		When more than 50% of the tonnage is gravel, ore or grain.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50
When using No. 20 turn-outs.	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. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		20
Within yard limits not protected by continuous block signal system: Main line;	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line;		30
Branch lines.	30	15	On branch lines.		20
Diesel road freight and road switch locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Gas turbine locomotives.	65		Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel yard-switch locomotives in road service: 1000-1100 class;	35	35	Trains handling diesel units dead in train: Yard-switch units of any type;		35
1800 class	50	50	Foreign line, government, export or commercial diesel units other than yard-switch type;		45
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	Union Pacific road-switch units of Alco or Baldwin type.		45
Multiple unit engine when controlled from other than leading unit.	30	30	All wye tracks.	6	6
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.		35			

FIRST SUBDIVISION			BORIE SUBDIVISION		
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
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					
Location		Miles Per Hour		Location	
		Psg.	Fr.		
Between Cheyenne and Laramie, No. 1 and 2 tracks.		70	40		
Between Cheyenne and Dale, No. 3 track.		60	50		
Between Cheyenne and West Speer, No. 4 track.		60	50		
ON NO. 1 AND 2 TRACKS					
Between Mile Posts — Borie 522.1 and 525.6		60	40		
Granite 530.0 and 543.5		55	35		
544.1 and 545.1		40	40		
Hermosa Tunnel		50	30		
547.0 and 548.1		55	35		
ON NO. 2 TRACK					
Between Mile Posts — Hermosa 549.3 and 550.0		50	30		
ON NO. 1 TRACK					
Between Mile Posts — Forelle 549.8 and 559.2		60	40		
Laramie					

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

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Edson 657.2 and 658.1		55	40	Robinson 740.8 and 740.2		70	55
658.4 and 659.2		70	55	Tipton 737.3 and 733.9		70	55
661.0 and 661.5		70	55	Frewen 725.6 and 725.1		70	55
Walcott 662.8 and 666.5		70	55	Wamsutter 719.8 and 719.5		70	55
Sinclair 678.2 and 678.5		70	55	718.1 and 717.8		70	55
Riner 703.0 and 704.2		70	55	Latham 715.3 and 715.0		70	55
Cherokee 708.6 and 709.0		70	55	714.3 and 713.7		80	55
Creston 713.7 and 714.3		80	55	Creston 709.0 and 708.6		70	55
715.0 and 715.3		70	55	Cherokee 701.2 and 703.0		70	55
Latham 717.8 and 718.1		70	55	Sinclair 668.5 and 667.7		70	55
719.5 and 719.8		70	55	678.5 and 678.2		70	55
Wamsutter 725.1 and 725.6		70	55	Fort Steele 666.5 and 662.8		70	55
Red Desert 733.9 and 737.3		70	55	Walcott 661.5 and 661.0		70	55
Tipton 740.2 and 740.9		70	55	659.2 and 658.4		70	55
741.4 and 741.6		60	45	658.1 and 657.2		55	40
742.7 and 743.1		70	55	Edson 656.1 and 653.1		70	55
Monell 752.9 and 753.3		70	55	652.5 and 652.2		60	45
Bitter Creek 757.0 and 757.3		70	55	Dana 650.7 and 650.2		70	55
760.5 and 761.0		70	55	Percy 648.0 and 647.5		70	55
762.0 and 762.3		70	55	646.3 and 645.1		70	55
765.2 and 765.6		60	45	643.7 and 643.5		60	40
				643.5 and 642.5		50	40

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

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Black Buttes 768.8 and 769.3		60	45	Hanna 640.2 and 639.3		60	45
Hallville 771.8 and 772.3		70	55	637.8 and 630.9		70	55
773.0 and 773.2		60	45	629.9 and 629.4		60	45
774.3 and 775.0		70	55	628.7 and 627.1		50	35
775.8 and 776.6		70	55	Medicine Bow 622.4 and 621.8		75	55
Point of Rocks 777.8 and 778.9		60	45	617.6 and 617.2		70	55
780.0 and 780.2		60	45	Ridge 616.4 and 615.9		55	40
781.3 and 781.7		70	55	611.6 and 611.2		70	55
Baxter 797.3 and 798.4		55	40	Rock River 604.6 and 603.9		60	45
799.5 and 800.5		60	45	602.2 and 601.1		60	45
801.0 and 803.5		50	35	599.7 and 598.5		70	55
806.6 and 807.0		70	55	596.8 and 596.5		70	55
807.5 and 807.8		55	40	Lookout 593.7 and 593.3		70	55
Kanda 809.6 and 813.9		55	35	Cooper Lake 588.4 and 587.7		70	55
814.1 and 816.1		40	25	Howell 567.2 and 566.8		60	35
816.1 and 816.3		35	25	Laramie			
816.3 and 817.0		50	25				
Green River							

FOURTH SUBDIVISION

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

Between Green River and Evanston

ON WESTWARD TRACK Between Mile Posts		Miles Per Hour		ON EASTWARD TRACK Between Mile Posts		Miles Per Hour	
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	
	Psgr.	Frnt.		Psgr.	Frnt.
ON WESTWARD 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
Eikhurst 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	Eikhurst 869.2 and 868.0	55	40
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	75	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 895.1	70	55	Granger 847.3 and 847.2	60	45
Ragan 896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
909.3 and 910.4	80	55	826.6 and 825.4	70	55
Millis 913.1 and 913.4	70	55	Peru 823.6 and 822.4	60	45
915.4 and 915.6	70	55	Riview 820.7 and 819.3	60	45
915.9 and 919.1	60	35	818.5 and 817.0	50	25
Evanston			Green River		

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

BRANCHES

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

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

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

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten	District Surgeon	Cheyenne, Wyo.	F. A. Humphrey	Surgeon	Fort Collins, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	R. N. Humphrey	Surgeon	Fort Collins, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
C. J. Fujisaki	Surgeon	Brighton, Colo.	D. G. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
L. E. McGonigle	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. K. Joder	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
E. W. Newman	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist and Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	J. R. Nye	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. H. Jesson	Oculist	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	G. F. Kearns	Surgeon	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	K. A. Stratford	Surgeon	Ogden, Utah
J. H. Bechtold	Surgeon	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
R. A. O'Dell	Surgeon	Denver, Colo.	I. H. Moncrief	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
A. P. Ley	Oculist	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	C. Roland	Surgeon	Rawlins, Wyo.
R. M. Maul	Surgeon	Denver, Colo.	W. L. James	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
R. C. Spangler	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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