



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 47

Effective Sunday,
December 7, 1969
 at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						Distance from Council Bluffs	Time-Table No. 47	
							December 7, 1969	
117	9	17	105	111	103		STATIONS	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily			
						0.0	CO. BLUFFS	
						2.55	OMAHA	
						5.05	GRAND ISLAND	
						7.10 6.25	NORTH PLATTE	
					6.30	7.10 6.25	JULESBURG	
					7.55	8.10	SIDNEY	
					8.10	8.10	KANSAS CITY	
8.00	8.00					.....	DENVER
8.00	8.45 7.15				11.30	502.5	CHEYENNE	
						9.30 10.25	LARAMIE	
						11.48	RAWLINS	
						1.37	GREEN RIVER	
						1.35 1.45	GRANGER	
						2.20	OGDEN	
						8.15	(902.6)	

Heavy Figures Indicate PM
Light Figures Indicate AM

(13.00)	(25.15)	(0.05)	(15.10)	(5.00)	(18.20)	.....	Thru Time
49.3	49.1	49.0	55.7	55.7	64.0	.....	Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

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

FIRST SUBDIVISION AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher.....Denver, Colo.
 J. E. MASON, Asst. Chief Train Dispatcher.....Denver, Colo.
 K. R. SNYDER, 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.
 F. E. DEARDEN, Asst. Chief Train Dispatcher... Cheyenne, Wyo.
 T. D. HARDING, Asst. Chief Train Dispatcher... Cheyenne, Wyo.

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

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

MILEAGE

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 47		FIRST CLASS									
December 7, 1969		106	112	104	10	18	118				
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
STATIONS											
		Mile Post									
CO. BLUFFS	0.0										
OMAHA	2.8	3.15		3.15							
GRAND ISLAND	146.9	12.45		12.45							
NORTH PLATTE	284.1	10.25 9.10	8.45	10.25 9.10							
JULESBURG	365.3		7.22								
SIDNEY	407.5	7.15		7.15							
KANSAS CITY	.....				9.15		10.00				
DENVER	562.5		4.00		8.45 8.15	1.30	8.00				
CHEYENNE	500.5	5.40 5.10		5.40 5.10	6.00 5.10	11.10 10.50					
LARAMIE	566.0	3.50		3.50	3.50	9.30					
RAWLINS	682.8	2.06		2.06	2.06	7.30					
GREEN RIVER	817.0	11.50 11.30		11.50 11.40	11.50 11.40	4.45 4.35					
GRANGER	847.2	11.00				4.00					
OGDEN	902.6			8.35	8.35						
(902.6)		Daily	Daily	Daily	Daily	Daily	Daily				

Thru Time..... (15.15) (4.45) (17.40) (23.40) (0.30) (13.00)
 Average speed per hour..... 55.4 58.0 56.1 52.0 46.0 49.3

Heavy Figures Indicate PM
Light Figures Indicate AM

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
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..... Wheatliff.....	Cheyenne, Denver.	

EASTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
18	Any station on First and Third Subdivision and Borie Subdivision....	Granger or beyond	Cheyenne, Denver.

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Passenger					Distance from Denver
	10	17	112	118	9	
	Daily	Daily	Daily	Daily	Daily	
YIP	8.45PM	6.15PM	4.00PM	8.00AM	7.15AM	0.0
D						0.6
ZP						1.7
DTYZP	A 8.50PM	6.19	4.05	8.20AM	7.20	2.2
P						4.9
P		5.25	4.11		7.30	5.0
P						6.0
78 P						8.1
14 P						9.9
144 P						11.3
41 P						14.1
144 YZP						19.1
21 P						22.8
31 P						25.8
P						30.1
145 P						34.8
14 P						36.2
90 P						40.0
10 P						42.4
17 P						43.2
165 DYP		6.05	A 4.55PM		8.15	46.1
P						48.2
145 ZPY		8 6.17			8 8.27	51.7
P						54.0
68 P						55.8
66 P						59.2
IP						59.3
143 P						63.0
18 P						64.9
53 P						66.8
144 P						71.9
P						77.0
133 P		A 6.50PM			A 8.59AM	86.0

(0.05) (1.35) (0.55) (0.20) (1.44)
26.4 54.3 50.2 6.6 49.6

Time-Table No. 47

December 7, 1969

STATIONS

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

Block Signals

Double Track

CENTRALIZED TRAFFIC CONTROL

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

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

Time-Table No. 47

December 7, 1969

STATIONS

DN-R	DENVER	YL	UD	0.0	A	6.45AM	A	1.30PM	A	11.30AM	A	8.00PM	A	8.15PM
	0.6			0.6										
	23rd STREET	YL		1.1										
R	36th STREET	YL		1.7										
	0.5			2.2	A	6.20AM		1.06		11.08		7.45PM		7.51
	PULLMAN	YL		2.7										
	C. B. & Q. CROSSING			4.9										
	0.1			5.0										
	COMMERCE CITY	YL		6.0				1.01		11.03				7.46
	1.0			8.1										
	ADAMS			8.1										
	2.1			8.1										
	DUPONT			8.1										
	1.8			9.9										
	ROLLA			9.9										
	1.4			11.3										
	HAZELTINE			11.3										
	2.8			14.1										
	HENDERSON			14.1										
D	BRIGHTON		BI	19.1										
	3.7			22.8										
	POWARS			22.8										
	3.0			25.8										
	LUPTON			25.8										
	4.3			30.1										
	IONE			30.1										
	4.7			34.8										
	PLATTEVILLE			34.8										
	1.4			36.2										
	VASQUEZ			36.2										
	3.8			40.0										
	GILCREST			40.0										
	2.4			42.4										
	PECKHAM			42.4										
	0.8			43.2										
	HAMBERT			43.2										
DN	LA SALLE	YL	DY	46.1				12.20		10.21AM				7.11
	2.1			48.2										
	EVANS			48.2										
DN	GREELEY	YL	HG	51.7				12.10						7.01
	2.3			54.0										
	GREELEY JCT.			54.0										
	1.8			55.8										
	LUCERNE			55.8										
D	EATON		YLUR	59.2										
	3.4			59.3										
	G. W. CROSSING			59.3										
	0.1			63.0										
D	AULT		A	63.0										
	3.7			64.9										
	STAGE			64.9										
	1.9			66.8										
	PIEROE			66.8										
	5.1			71.9										
	NUNN			71.9										
	5.1			77.0										
	DOVER			77.0										
	9.0			86.0				11.40AM						6.30PM
	CARR			86.0										
	(86.0)													

Mile Post

Double Track

CENTRALIZED TRAFFIC CONTROL

Thru Time..... (0.25) (1.50) (1.09) (0.15) (1.45)
Average speed per hour..... 5.3 46.9 40.1 8.8 49.1

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						EASTWARD	
		FIRST CLASS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	10	103	9	105	18	Distance from Council Bluffs	Time-Table No. 47 December 7, 1969
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily		
		7.40PM	6.00PM	10.25AM	10.25AM	10.25AM	11.10AM	509.5	
	IP							510.8	
118	XP		A 6.13PM				A 11.23AM	519.0	
113	P							525.8	
116	P							534.2	
117 105	P							542.7	
111	P							549.5	
	P							514.5	
93 24	XP							519.1	
75	XP							528.6	
CS 106	P							536.6	
	YP							540.4	
	XP							554.3	
								544.8	
CS 115	P							547.9	
106	P							556.8	
87	P							554.0	
242	P							563.0	
	DYPZX	A 9.10PM		A 11.47AM	A 11.47AM	A 11.47AM		566.0	
		(1.30) 37.7	(0.13) 43.8	(1.22) 41.3	(1.22) 41.3	(1.22) 41.3	(0.13) 43.8		

Block Signals

DN-R	CHEYENNE	YL
DN	TOWER A	AY
	SPEER	
	EMKAY	
	LYNOH	
	HARRIMAN	
	PERKINS	
	WYOON	
	BORIE	
	GRANITE	
	BUFORD	
	SHERMAN	
	DALE	
	HERMOSA	
	RED BUTTES	
	COLORES	
	FORELLE	
DN-R	LARAMIE	KI-K

(66.5)

WESTWARD		SECOND SUBDIVISION						EASTWARD	
		FIRST CLASS							
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	9	106	104	10	17	Distance from Council Bluffs	Time-Table No. 47 December 7, 1969
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
		Daily	Daily	Daily	Daily	Daily	Daily		
		10.50AM	9.30AM	5.10PM	5.10PM	5.10PM	7.20PM	509.5	
	IP							510.8	
118	XP		9.14AM				7.05PM	519.0	
113	P							525.8	
116	P							534.2	
117 105	P							542.7	
111	P							549.5	
	P							514.5	
93 24	XP							519.1	
75	XP							528.6	
CS 106	P							536.6	
	YP							540.4	
	XP							554.3	
								544.8	
CS 115	P							547.9	
106	P							556.8	
87	P							554.0	
242	P							563.0	
	DYPZX	A 9.30AM		3.50PM	3.50PM	3.50PM		566.0	
		(1.20) 42.4	(0.16) 35.6	(1.20) 42.4	(1.20) 42.4	(1.20) 42.4	(0.15) 42.0		

Block Signals

DN-R	CHEYENNE	YL
DN	TOWER A	AY
	SPEER	
	EMKAY	
	LYNOH	
	HARRIMAN	
	PERKINS	
	WYOON	
	BORIE	
	GRANITE	
	BUFORD	
	SHERMAN	
	DALE	
	HERMOSA	
	RED BUTTES	
	COLORES	
	FORELLE	
DN-R	LARAMIE	KI-K

(66.5)

WESTWARD		BORIE SUBDIVISION		EASTWARD	
		FIRST CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	9	Distance from Denver	Time-Table No. 47 December 7, 1969
		Passenger	Passenger		
		Daily	Daily		
		6.50PM	8.59AM	86.0	
				90.4	
118	XP	A 7.05PM	9.14AM	98.0	
	P			103.3	
		(0.15) 48.0	(0.15) 48.0		

C.T.C.

	CARR	
	WARREN	
	SPEER	
	BORIE	

(17.3)

WESTWARD		BORIE SUBDIVISION		EASTWARD	
		FIRST CLASS			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	10	Distance from Denver	Time-Table No. 47 December 7, 1969
		Passenger	Passenger		
		Daily	Daily		
		11.40AM	6.30PM	86.0	
				90.4	
118	XP	11.23AM	6.13PM	98.0	
	P			103.3	
		(0.17) 42.3	(0.17) 42.3		

C.T.C.

	CARR	
	WARREN	
	SPEER	
	BORIE	

(17.3)

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

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

WESTWARD

THIRD SUBDIVISION

FIRST CLASS

Table with columns for train numbers (e.g., DYPZX, CS 77, CS 978, etc.), times for stations 17, 103, 9, 105, and distance from Council Bluffs.

Time-Table No. 47

December 7, 1969

STATIONS

Station list for Time-Table No. 47 including LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROOK RIVER, WILCOX, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time and Average speed per hour for stations 17, 103, 9, 105.

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

Table with columns for train numbers (e.g., DYPZX, CS 77, CS 978, etc.), times for stations 106, 104, 10, 18, and distance from Council Bluffs.

Time-Table No. 47

December 7, 1969

STATIONS

Station list for Time-Table No. 47 including LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, ROCK RIVER, WILCOX, MEDICINE BOW, COMO, HANNA, PERCY, DANA, EDSON, WALCOTT, FORT STEELE, SINCLAIR, RAWLINS, HADSELL, DALEY'S RANCH, RINER, CHEROKEE, CRESTON, LATHAM, WAMSUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALLVILLE, POINT OF ROCKS, THAYER, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time and Average speed per hour for stations 106, 104, 10, 18.

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.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		WESTWARD				FOURTH SUBDIVISION				Distance from Council Bluffs	Time-Table No. 47	
		FIRST CLASS				December 7, 1969		STATIONS				
		103	9	105	17	DN-R GREEN RIVER YL GR	YL GR					
		Passenger	Passenger	Passenger	Passenger							
		Daily	Daily	Daily	Daily							
DPTXZY					4.25 PM	4.25 PM	4.35 PM	1.45 AM	817.0	DN-R GREEN RIVER YL GR		
WS 50	PX				4.30	4.30	4.40	1.52	821.1	RIVIEW		
CS 69	P				4.34	4.34	4.44	1.57	824.9	PERU		
CS 104	P				4.39	4.39	4.49	2.02	830.2	BRYAN		
	PX								834.1	STAUFFER		
	P								835.1	ALCHEM		
	P				4.47	4.47	4.55	2.09	837.8	WESTVACO		
WS 83	ES 106	IPXY			4.57	4.57	5.05 PM	12.20 AM	847.2	DN GRANGER GN		
CS 105	P				5.04	5.04			854.0	VERNE		
CS 87	P				5.09	5.09			858.7	OHUROH BUTTES		
CS 87	P				5.16	5.16			865.9	HAMPTON		
									869.8	ELKHURST		
CS 114	P				5.26	5.26			875.4	DN CARTER Q		
CS 87	P				5.33	5.33			880.9	ANTELOPE		
CS 110	P				5.37	5.37			885.6	BRIDGER		
CS 60	P				5.44	5.44			890.5	LEROY		
CS 105	P				5.51	5.51			897.6	SPRING VALLEY		
ES 43	IPX				5.56	5.56			901.8	ASPEN		
ES 08	IPX				6.00	6.00			903.6	ALTAMONT		
CS 09	P				6.09	6.09			912.7	MILLIS		
ES 147	WS 161	PTXYZ			6.18	6.18			917.2	DN-R EVANSTON YL NA		
	P				6.19	6.19			918.4	ALMY JCT.		
CS 70	P				6.31	6.31			927.6	WAHSATCH		
	P								932.6	OURVO		
WS 100	ES 85	P			6.46	6.46			936.7	CASTLE ROOK		
CS 105	PX				6.54	6.54			943.3	EMORY		
	P								947.9	BASKIN		
WS 101	ES 122	XP			7.06	7.06			952.7	DN ECHO HO		
CS 09	P				7.10	7.10			956.5	HENEFER		
CS 09	P				7.14	7.14			960.6	DEVIL'S SLIDE		
CS 100	P				7.23	7.23			968.0	D MORGAN WD		
WS 106	CS 09	P			7.31	7.31			975.5	PETERSON		
	P								980.1	GATEWAY		
ES 52	P				7.45	7.45			985.1	UINTAH		
	PIX								989.9	DN RIVERDALE YL RD		
	DPTXYZ				8.15	8.15			992.6	DN-R OGDEN YL OG		
										(175.6)		
					(3.50)	(3.50)	(0.30)	(0.35)			..... Thru Time
					45.8	45.8	60.4	51.8			..... 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.
 For conditional stops to discharge or pick up revenue passengers. — See Page 3.

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		FOURTH SUBDIVISION				EASTWARD				Distance from Council Bluffs	Time-Table No. 47	
		FIRST CLASS				December 7, 1969		STATIONS				
		106	104	10	18	DN-R GREEN RIVER YL GR	YL GR					
		Passenger	Passenger	Passenger	Passenger							
		Daily	Daily	Daily	Daily							
					11.30 AM	11.40 AM	11.40 AM	4.35 AM	817.0	DN-R GREEN RIVER YL GR		
					11.21	11.32	11.32	4.25	821.1	RIVIEW		
					11.17	11.28	11.28	4.21	824.9	PERU		
					11.12	11.23	11.23	4.16	830.2	BRYAN		
									834.1	STAUFFER		
									835.1	ALCHEM		
					11.07	11.17	11.17	4.09	837.8	WESTVACO		
					11.00 AM	11.10	11.10	4.00 AM	847.2	DN GRANGER GN		
						11.04	11.04		854.0	VERNE		
						11.00	11.00		858.7	OHUROH BUTTES		
						10.55	10.55		865.9	HAMPTON		
									869.8	ELKHURST		
						10.47	10.47		875.4	DN CARTER Q		
						10.43	10.43		880.9	ANTELOPE		
						10.38	10.38		885.6	BRIDGER		
						10.33	10.33		890.5	LEROY		
						10.27	10.27		897.6	SPRING VALLEY		
						10.23	10.23		901.8	ASPEN		
						10.18	10.18		903.6	ALTAMONT		
						10.09	10.09		912.7	MILLIS		
						10.03	10.03		917.2	DN-R EVANSTON YL NA		
						10.02	10.02		918.4	ALMY JCT.		
						9.53	9.53		927.6	WAHSATCH		
									932.6	OURVO		
						9.42	9.42		936.7	CASTLE ROOK		
						9.33	9.33		943.3	EMORY		
									947.9	BASKIN		
						9.20	9.20		952.7	DN ECHO HO		
						9.15	9.15		956.5	HENEFER		
						9.10	9.10		960.6	DEVIL'S SLIDE		
						9.02	9.02		968.0	D MORGAN WD		
						8.55	8.55		975.5	PETERSON		
									980.1	GATEWAY		
						8.43	8.43		985.1	UINTAH		
									989.9	DN RIVERDALE YL RD		
						8.35 AM	8.35 AM		992.6	DN-R OGDEN YL OG		
										(175.6)		
						(0.30)	(0.35)	(0.35)			..... Thru Time
						60.4	56.9	56.9	51.8		..... 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	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Denver		Mile Post	
		STATIONS			
	P	5.0	COMMERCE CITY YL	5.0	
		8.2	WELBY	8.2	
		9.8	QUIMBY	9.8	
		13.8	EAST LAKE	13.8	
	IY	22.2	ST. VRAINS YL	22.2	
		22.2	U. P. CROSSING	22.2	
		26.1	FREDERIOK YL	26.1	
		27.8	FIRESTONE	27.8	
		30.2	HARNEY	30.2	
		34.6	GOWANDA	34.6	
		36.9	RIVERS	36.9	
		38.3	WILD CAT	38.3	
	Y	42.8	DENT YL	42.8	
	DYP	50.8	DN-R LA SALLE YLDY	50.8	
(45.6)					

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

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Mile Post			
		STATIONS			
	Y	0.0	DENT YL		
		1.7 D	MILLIKEN YL M		
		2.0	G. W. CROSSING		
		7.0	G. W. CROSSING		
		9.1	KELIM		
		16.4	REDMOND		
		19.5	HARMONY		
	YZ	25.0 D	FORT COLLINS YL FC		
		25.2	O. & S. CROSSING		
		25.3	O. & S. CROSSING		
		27.9	POUDRE YL		
		30.0	BOETTOHER YL		
		30.8	END OF TRACK YL		
(30.8)					

WESTWARD		BOULDER BRANCH		EASTWARD	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Mile Post			
		STATIONS			
		5.2	END OF TRACK		
		7.1	DIOK		
	IY	8.1	ST. VRAINS YL		
		8.1	U. P. CROSSING		
		10.1	NATIONAL		
		10.9	MINE JOT. YL		
		11.4	PARKDALE JCT.		
		15.1	ERIE		
		15.1	O. B. & Q. CROSSING		
		19.6	LIGGETT		
		24.0	VALMONT		
		26.0	C. & S. CROSSING		
		26.9	BOULDER YL		
(21.7)					

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

WESTWARD		GREELEY BRANCH		EASTWARD	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Greeley		Mile Post	
		STATIONS			
	YZP	0.0 DN	GREELEY YL HG	0.0	
		2.3	GREELEY JCT. YL	2.3	
	Y	6.0	CLOVERLY	6.0	
		8.4	ALDEN	8.4	
		10.4	GILL	10.4	
		13.8	MATTHEWS	13.8	
		14.2	END OF TRACK	14.2	

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Walcott		Mile Post	
		STATIONS			
	P	0.0	WALCOTT	0.0	
		6.8	MEADS	6.8	
		12.3	OVERLAND	12.3	
	Y	24.1 D	SARATOGA	24.1	
		32.7	OOW CREEK	32.7	
		39.3	CANYON	39.3	
	Y	44.4	ENCAMPMENT YL	44.4	
(44.4)					

WESTWARD		COALMONT BRANCH		EASTWARD	
		Time-Table No. 47			
		December 7, 1969			
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		Distance from Laramie		Mile Post	
		STATIONS			
	DYPZX	0.0 DN-R	LARAMIE YL K	0.0	
		14.7	MILLER	14.7	
		21.3	HATTON	21.3	
		29.7	CENTENNIAL	29.7	
		40.4	ALBANY	40.4	
	Y	54.6	FOX PARK	54.6	
		63.8	WYOOOLO	63.8	
		70.8	CAMP	70.8	
		73.6	KINGS OANON	73.6	
	Y	79.8	NORTHGATE	79.8	
		82.6	COWDREY	82.6	
		88.3	BROWNLEE	88.3	
		92.2 D-R	WALDEN YL U	92.2	
		100.7	LARAND YL	100.7	
		107.6	HEBRON YL	107.6	
		108.0	END OF TRACK YL	108.0	
(108.0)					

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

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

WESTWARD		PURITAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	PARKDALE JCT.			0.0
	1.9	PURITAN	1.9		
	3.1	END OF TRACK	3.1		
(3.1)					

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	CLOVERLY			0.0
	3.1	LOWE	3.1		
	5.1	GALETON YL	5.1		
(5.1)					

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	ROCK SPRINGS YL SG			0.0
	9.5	WINTON JUNCTION YL	9.5		
(9.5)					

WESTWARD		HILL FIELD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Ogden Jct.	Time-Table No. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	OGDEN JUNCTION YL			0.0
	2.6	ORCHARD YL	2.6		
	3.4	COZYDALE YL	3.4		
	4.2	ROY YL	4.2		
	5.3	SUNSET YL	5.3		
	6.7	ARSENAL YL	6.7		
	6.8	END OF TRACK YL	6.8		
(6.8)					

Westward 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. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	DN-R ECHO YL HO			0.0
	5.7	COALVILLE	5.7		
	13.4	WANSHIP	13.4		
	20.3	ATKINSON	20.3		
	24.5	KEETLEY JCT.	24.5		
	27.2	BROADWATER SPUR	27.2		
	28.4	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. 47		Mile Post	
		December 7, 1969			
		STATIONS			
		0.0	KEETLEY JCT.			0.0
	2.2	PHOSTON	2.2		
	5.2	KEETLEY	5.2		
	7.0	CRANMER YL	7.0		
(7.0)					

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

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

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

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

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Frnt.		Psgr.	Frnt.
When any car of a passenger train is equipped with friction bearings.	80		Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		
Passenger trains handling 6 cars or less except No. 105 and No. 106.	70		On main lines—tangent track.		35
All regularly assigned locals.		50	On main lines—curves.		25
All work trains.		50	On branch lines.		25
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		35
When using No. 20 turn-outs, unless a different speed is specified.	40	40	Jordan spreaders and other machines of spreader type, when in operation with wings extended.		15
When using No. 14 turn-outs.	25	20	Trains handling continuous welded rail or continuous lengths of jointed rail:		
When using other turn-outs.	15	15	On unrestricted track.		40
Facing point movement over spring switches not protected by signals unless advised by train order that switch has been spiked.	20	20	On restricted track or curves, 20 MPH LESS than published speed, except when published speed is 30MPH or less, must not exceed 10 MPH.		10
Through cross-overs or turn-outs.			Through cross-overs or turn-outs.		10
Within yard limits protected by continuous block signal system.	60	35	Trains handling diesel units dead in train:		
Within yard limits not protected by continuous block signal system, unless a different speed is specified.	20	20	Yard-switch units of any type.		35
Road freight locomotives GP-7 units Nos. 100-129 inclusive.	65	65	Foreign line, government, export or commercial diesel units other than yard-switch type.		45
Other road freight locomotives.	75		Union Pacific road-switch units of Alco or Baldwin type.		45
Yard switch locomotives in road service:			Trains handling ore cars UP 26000-26499, inclusive, loaded or empty.		50
1000-1100 class.	35	35	Trains handling specially equipped cars for company wheels and axles, UP 99000-99014 inclusive and UP 99500-99962.		50
1800 class.	50	50	Trains handling company scrap.		50
Gas turbine or car body type unit backing up light or backing up as leading unit at front of train.	30	30	Trains handling MCPX and MONX 23000 series tank cars loaded with phosphorus.		50
When multiple unit engine is controlled from other than leading unit.	30	30	Trains with one diesel unit handling ore between Echo and Ogden.		35
Wye tracks, except those portions used as main track or siding.	6	6	Coal trains originating at Rock Springs or Hanna for the first ten miles.		15
Diesel locomotive running light, dynamic brake not in operation, on descending grades in excess of 1 per cent.		35			
Trains handling wrecking derricks:					
American hoist derrick 903045.		60			
Derricks with 6-wheel trucks.		40			
Derricks with 4-wheel trucks.		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			

FIRST SUBDIVISION			BORIE SUBDIVISION		
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
Commerce City 56th Avenue, MP 4.26. 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	20 40 20	20 40 20	93.3 and 97.4 93.3 and 97.4 mixed trains.	60	40 40
Brighton within city limits.	40	25	Cheyenne Side 97.73 and 97.76	30	20
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50	Borie Side 97.73 and 97.76	30	20
Evans 40.4 and 49.7	70	50			
Greeley 50.8 and 52.4	20	20			

SECOND SUBDIVISION					
Between Cheyenne and Laramie, No. 1 and 2 tracks. With Operative Dynamic Brakes.	70	55			
Without Operative Dynamic Brakes.	70	40			
Between Cheyenne and Dale, on No. 3 track and between Cheyenne and Speer on No. 4 track. With Operative Dynamic Brakes.	60	55			
Without Operative Dynamic Brakes.	60	50			
ON NO. 1 AND 2 TRACKS			ON NO. 1 TRACK		
Between Mile Posts — Borie 522.1 and 525.6	60	40	Between Mile Posts — Forelle 540.8 and 559.2	60	40
Granite 530.0 and 530.3	55	40	Laramie		
531.2 and 532.1	60	45			
537.9 and 540.4	55	40			
540.7 and 543.5	60	45			
544.1 and 545.1	40	40			
Hermosa Tunnel	50	30			
547.0 and 548.1	55	35			

THIRD SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	90	70	Hanna, spur to Monolith Coal Co., U. P. Coal Co. 4-A.		10
Between Rock Springs and Green River	90	60	Sinclair, refining company tracks.		6
Laramie, ice house tracks 1, 2, 3 and 4.		6			
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Laramie 566.8 and 567.2	60	35	Between Mile Posts — Green River 817.0 and 818.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	40	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	40
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	70	55
Medicine Bow 637.5 and 637.8	70	55	807.1 and 806.6	70	55
639.3 and 640.2	60	45	Rock Springs 803.5 and 801.0	50	45
642.5 and 642.7	70	55	800.5 and 799.5	60	45
Hanna 643.5 and 643.7	70	55	798.4 and 797.3	55	40
645.1 and 646.3	70	55	Barter 781.7 and 781.3	70	35
647.5 and 648.0	70	55	780.2 and 780.0	60	45
Percy 650.2 and 650.7	70	55	778.9 and 777.8	60	45
Dana 652.2 and 652.5	60	45	Point of Rocks 776.5 and 775.8	70	55
653.1 and 656.4	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 — Edson 657.2 and 658.1				55	40	ON EASTWARD TRACK Between Mile Posts — Robinson 740.8 and 740.2				70	55
658.4 and 659.2				70	55	Tipton 737.3 and 733.9				70	55
661.0 and 661.5				70	55	Frewen 725.6 and 725.1				70	55
Walcott 662.8 and 666.5				70	55	Wamsutter 719.8 and 719.5				70	55
Riner 703.0 and 704.2				70	55	718.1 and 717.8				70	55
Cherokee 708.6 and 709.0				70	55	Latham 715.3 and 715.0				70	55
Creston 713.7 and 714.3				80	55	714.3 and 713.7				80	55
715.0 and 715.3				70	55	Creston 709.0 and 708.6				70	55
Latham 717.8 and 718.1				70	55	Cherokee 704.2 and 703.0				70	55
719.5 and 719.8				70	55	Sinclair 668.5 and 667.7				70	55
Wamsutter 725.1 and 725.6				70	55	Fort Steele 666.5 and 662.8				70	55
Red Desert 733.9 and 737.3				70	55	Walcott 661.5 and 661.0				70	55
Tipton 740.2 and 740.9				70	55	659.2 and 658.4				70	55
741.4 and 741.6				60	45	658.1 and 657.2				55	40
742.7 and 743.1				70	55	Edson 656.4 and 653.1				70	55
Monell 752.9 and 753.3				70	55	652.5 and 652.2				60	45
Bitter Creek 757.0 and 757.3				70	55	Dana 650.7 and 650.2				70	55
760.5 and 761.0				70	55	Percy 648.0 and 647.5				70	55
762.0 and 762.3				70	55	646.3 and 645.1				70	55
765.2 and 765.6				60	45	643.7 and 643.5				70	55

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

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour					
		Psg.	Fr.			Psg.	Fr.				
ON WESTWARD TRACK Between Mile Posts — Black Buttes 768.8 and 769.3				60	45	ON EASTWARD TRACK Between Mile Posts — Hanna 642.7 and 642.5				70	55
Hallville 771.8 and 772.3				70	55	640.2 and 639.3				60	45
773.0 and 773.2				60	45	637.8 and 637.5				70	55
774.3 and 775.0				70	55	Rock River 602.2 and 601.1				60	45
775.8 and 776.6				70	55	599.7 and 598.5				70	55
Point of Rocks 777.8 and 778.9				60	45	596.8 and 596.5				70	55
780.0 and 780.2				60	45	Lookout 593.7 and 593.3				70	55
781.3 and 781.7				70	55	Cooper Lake 588.4 and 587.7				70	55
Baxter 797.3 and 798.4				55	40	Howell 567.2 and 566.8				60	35
799.5 and 800.5				60	45	Laramie					
801.0 and 803.5				50	45						
806.6 and 807.0				70	55						
807.5 and 807.8				70	55						
Kanda 809.6 and 813.9				55	40						
814.1 and 816.1				40	25						
816.1 and 816.3				40	25						
816.3 and 817.0				50	25						
Green River											

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston.	90	65	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20
Evanston and Ogden.	79	50			

Between Green River and Evanston

ON WESTWARD TRACK Between Mile Posts —		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	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			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	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	70	55	886.7 and 886.4	70	55
868.0 and 869.2	70	55	Bridger 885.0 and 884.6	60	45
Elkhurst 870.9 and 871.4	70	55	883.9 and 882.5	60	45
872.3 and 872.5	70	55	881.7 and 881.4	70	55
873.0 and 873.6	70	55	Antelope 880.3 and 880.1	60	45
874.0 and 874.5	70	55	878.5 and 878.2	70	55
Carter 878.2 and 878.5	70	55	874.5 and 874.0	70	55
880.1 and 880.3	60	45	Carter 873.6 and 873.0	70	55
Antelope 881.4 and 881.7	70	55	872.5 and 872.3	70	55
882.5 and 883.9	60	45	871.4 and 870.9	70	55
884.6 and 885.0	60	45	Elkhurst 869.2 and 868.0	70	55
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	70	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 895.1	70	55	Granger 847.3 and 847.2	60	45
896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
909.3 and 910.4	80	55	826.6 and 825.4	70	55
Millis 913.1 and 913.4	70	55	Peru 823.6 and 822.4	60	45
915.4 and 915.6	70	55	Riview 820.7 and 819.3	60	45
915.9 and 919.1	60	35	818.5 and 817.0	50	25
Evanston			Green River		

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts —			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	40
Castle Rock 937.0 and 939.4	50	35	981.0 and 980.3	45	35
941.1 and 941.9	55	40	980.3 and 978.7	40	30
Emory 942.9 and 945.5	50	35	977.3 and 977.0	60	45
946.9 and 951.1	50	35	976.1 and 974.1	55	40
952.1 and 952.5	35	25	Peterson 972.6 and 972.4	75	50
Echo 953.3 and 954.5	60	45	Morgan 967.8 and 967.2	60	45
Henefer 958.1 and 959.5	70	45	965.1 and 963.1	45	30
959.8 and 962.8	60	45	962.8 and 959.8	60	45
963.1 and 965.1	45	30	Devils Slide 959.5 and 958.1	70	50
967.2 and 967.8	60	45	Henefer 954.5 and 953.3	60	45
972.4 and 972.6	75	50	Echo 952.5 and 952.1	35	25
974.1 and 976.1	55	35	951.1 and 946.9	50	35
977.0 and 977.3	60	45	945.5 and 942.9	50	35
978.7 and 980.3	40	30	Emory 941.6 and 940.9	60	45
980.5 and 983.8	45	35	939.1 and 929.2	60	45
Uintah 985.5 and 985.8	70	50	Curvo 928.8 and 927.6	60	35
987.9 and 989.0	65	45	Wahsatch 927.6 and 926.5	60	35
Ogden			926.2 and 925.9	70	50
			921.2 and 920.6	70	50
			919.1 and 915.9	60	35
			Evanston		

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

Location	Miles Per Hour		Location	Miles Per Hour	
	Psgr.	Fr.		Psgr.	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

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 Boulder.	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 End of Track.	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 Keetley 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. Tauffer	District Surgeon.	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
W. Gillette	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	D. G. Allely	Surgeon	Greeley, Colo.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
D. G. Iverson	Oculist	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
T. L. Johnston	Oculist	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
R. T. Moore	Oculist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	J. R. Nye	Surgeon	Laramie, Wyo.
R. J. Parker	Surgeon	Coalville, Utah	J. H. White	Surgeon	Laramie, Wyo.
J. H. Bechtold	Surgeon	Denver, Colo.	R. H. Jesson	Oculist	Laramie, Wyo.
J. R. Blair	Aurist	Denver, Colo.	G. F. Kearns	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
R. A. Skeeahan	Oculist	Denver, Colo.	C. S. Feeny	Physician	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	I. H. Moncrief	Surgeon	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
A. C. Sudan	Surgeon	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
R. C. Spangler	Surgeon	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
A. E. Prevedel	Surgeon	Denver, Colo.	J. W. Baltzell	Surgeon	Rawlins, Wyo.
J. D. Sanidas	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	R. D. Paul	Surgeon	Rawlins, Wyo.
D. A. Holt	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	J. E. Cashman	Surgeon	Rawlins, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
			R. A. Corbett	Surgeon	Saratoga, Wyo.
			D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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