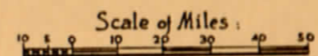


EASTERN DISTRICT
 WYOMING DIVISION
 CORRECTED TO MAY . 1. 1959



UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 36

Effective Sunday,
September 24, 1961
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

| WESTWARD | | FIRST SUBDIVISION | | | | | | | | |
|---|----------|-----------------------|-----------|-----------------------|----------------------------|-----------|-----------------------|-----------------------|----------------------|---|
| SECOND CLASS | | FIRST CLASS | | | | | | | | |
| Car Capacity of Siding, etc. See Rules & Regs. page 23. | 370 | 10 | 17 | 112 | 8 | 18 | 9 | 105 | Distance from Denver | Time Table No. 36 September 24, 1961 |
| | Mixed | Streamliner Passenger | Passenger | Streamliner Passenger | C.R.I.&P. Rocket Passenger | Passenger | Streamliner Passenger | Streamliner Passenger | | |
| | | | | | | | | | | STATIONS |
| YIP | 8.15PM | 8.20PM | 6.45PM | 3.55PM | 12.01PM | 9.55AM | 8.20AM | 8.05AM | 0.0 | DN-R DENVER YL UD |
| | | | | | | | | | 0.6 | 23RD STREET YL |
| EP | | | | | | | | | 1.7 | R 36TH ST. YL |
| DWYTP | A 9.01PM | A 8.25PM | 6.50 | 4.00 | A 12.06PM | A 10.00AM | 8.25 | 8.10 | 2.2 | PULLMAN YL |
| | | | | | | | | | 4.9 | O. B. & Q. CROSSING |
| IP | | | 6.54 | 4.04 | | | 8.29 | 8.14 | 5.0 | SAND CREEK JCT. YL |
| 4 | | | | | | | | | 6.0 | ADAMS |
| 88 P | | | | | | | | | 8.1 | DUPONT |
| 23 | | | | | | | | | 9.9 | BOLLA |
| 166 P | | | | | | | | | 11.8 | HAZELTINE |
| 46 P | | | | | | | | | 14.1 | HENDERSON |
| 22 | | | | | | | | | 16.0 | NORTHWAY |
| 166 YEP | | | | | | | | | 19.1 | D BRIGHTON BI |
| 22 P | | | | | | | | | 22.8 | POWARS |
| 88 P | | | | | | | | | 25.8 | D LUPTON UP |
| | | | | | | | | | 30.1 | IONE |
| 166 P | | | | | | | | | 34.8 | D PLATTEVILLE PA |
| 24 | | | | | | | | | 36.2 | VASQUEZ |
| 113 P | | | | | | | | | 40.6 | D GLOREST GI |
| 24 P | | | | | | | | | 42.4 | PECKHAM |
| 20 | | | | | | | | | 43.2 | HAMBERT |
| 171 DWYTP | | | 7.30 | A 4.40PM | | | 9.03 | 8.48 | 46.1 | DN LA SALLE YL DY |
| | | | | | | | | | 48.2 | EVANS |
| 151 EPY | | | s 7.43 | | | | s 9.13 | 8.58 | 51.7 | DN GREELEY YL RG |
| | | | | | | | | | 54.0 | GREELEY JCT. |
| 74 P | | | | | | | | | 55.8 | LUCERNE |
| 71 P | | | | | | | | | 59.2 | D EATON YL UR |
| | | | | | | | | | 59.8 | G. W. CROSSING |
| 166 P | | | | | | | | | 63.0 | D AULT A |
| 18 | | | | | | | | | 64.9 | STAGE |
| 59 YP | | | | | | | | | 66.8 | D PIEROE BU |
| 166 P | | | | | | | | | 71.9 | NUNN |
| | | | | | | | | | 77.0 | DOVER |
| 153 WP | | | A 8.23PM | | | | A 9.55AM | A 9.35AM | 86.0 | CARR |
| | | | | | | | | | | (86.0) |

Thru Time (0.46) (0.05) (1.38) (0.45) (0.05) (0.05) (1.35) (1.30)
 Average speed per hour 2.9 26.4 52.6 61.4 26.4 26.4 54.3 57.3

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

| | | FIRST SUBDIVISION | | | | | | EASTWARD | | |
|---|-----------------------|-----------------------|----------------------------|-----------|-----------------------|-----------|-----------------------|--------------|----------------------|---|
| | | FIRST CLASS | | | | | | SECOND CLASS | | |
| Car Capacity of Siding, etc. See Rules & Regs. page 23. | 111 | 9 | 7 | 18 | 106 | 17 | 10 | 369 | Distance from Denver | Time Table No. 36 September 24, 1961 |
| | Streamliner Passenger | Streamliner Passenger | C.R.I.&P. Rocket Passenger | Passenger | Streamliner Passenger | Passenger | Streamliner Passenger | Mixed | | |
| | | | | | | | | | | STATIONS |
| | | | | | | | | | 0.0 | DN-R DENVER YL UD |
| | | | | | | | | | 0.6 | 23RD STREET YL |
| | | | | | | | | | 1.7 | R 36TH ST. YL |
| | | | | | | | | | 2.2 | PULLMAN YL |
| | | | | | | | | | 4.9 | O. B. & Q. CROSSING |
| | | | | | | | | | 5.0 | SAND CREEK JCT. YL |
| | | | | | | | | | 6.0 | ADAMS |
| | | | | | | | | | 8.1 | DUPONT |
| | | | | | | | | | 9.9 | BOLLA |
| | | | | | | | | | 11.8 | HAZELTINE |
| | | | | | | | | | 14.1 | HENDERSON |
| | | | | | | | | | 16.0 | NORTHWAY |
| | | | | | | | | | 19.1 | D BRIGHTON BI |
| | | | | | | | | | 22.8 | POWARS |
| | | | | | | | | | 25.8 | D LUPTON UP |
| | | | | | | | | | 30.1 | IONE |
| | | | | | | | | | 34.8 | D PLATTEVILLE PA |
| | | | | | | | | | 36.2 | VASQUEZ |
| | | | | | | | | | 40.6 | D GLOREST GI |
| | | | | | | | | | 42.4 | PECKHAM |
| | | | | | | | | | 43.2 | HAMBERT |
| | | | | | | | | | 46.1 | DN LA SALLE YL DY |
| | | | | | | | | | 48.2 | EVANS |
| | | | | | | | | | 51.7 | DN GREELEY YL RG |
| | | | | | | | | | 54.0 | GREELEY JCT. |
| | | | | | | | | | 55.8 | LUCERNE |
| | | | | | | | | | 59.2 | D EATON YL UR |
| | | | | | | | | | 59.8 | G. W. CROSSING |
| | | | | | | | | | 63.0 | D AULT A |
| | | | | | | | | | 64.9 | STAGE |
| | | | | | | | | | 66.8 | D PIEROE BU |
| | | | | | | | | | 71.9 | NUNN |
| | | | | | | | | | 77.0 | DOVER |
| | | | | | | | | | 86.0 | CARR |
| | | | | | | | | | | (86.0) |

Thru Time (1.17) (0.33) (0.17) (1.43) (1.45) (0.18) (1.47) (0.45)
 Average speed per hour 35.9 4.0 7.9 50.1 50.0 7.3 48.2 2.9

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. | | | | | | | | Distance from Council Bluffs |
| | 7 | 5 | 9 | 105 | 103 | 27 | 18 | |
| | Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Mail and Express | Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

Time Table No. 36

September 24, 1961

STATIONS

| | | | | | | | | | |
|-------------|--|-----------|----------|-----------|-----------|-----------|-----------|---------|-------|
| DFWCO TYPZX | | | | | | | | | |
| | | 9.20PM | 7.45PM | | | 9.30AM | 8.55AM | 7.15AM | 509.5 |
| IP | | | | | | | | | 510.8 |
| 132 XWP | | | | 10.07AM | 9.48AM | | | A7.28AM | 519.0 |
| 134 WP | | | | | | | | | 525.8 |
| 138 P | | | | | | | | | 534.2 |
| 145 CWP | | | | | | | | | 542.7 |
| 135 | | | | | | | | | 549.5 |
| 132 F | | | | | | | | | 554.3 |
| | | | | | | | | | 554.8 |
| 109 XP | | | | | | | | | 547.9 |
| 22 | | | | | | | | | 554.8 |
| 90 XWP | | | | | | | | | 547.9 |
| 121 WP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| YP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| WXP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| 131 F | | | | | | | | | 554.8 |
| 125 WP | | | | | | | | | 547.9 |
| | | | | | | | | | 554.8 |
| 104 WP | | | | | | | | | 547.9 |
| 285 F | | | | | | | | | 554.8 |
| DFWCO TYPZX | | A 10.45PM | A 9.15PM | A 11.10AM | A 10.54AM | A 10.49AM | A 10.25AM | | 566.0 |

C.T.C. and AUTOMATIC CAB SIGNALS

| | | |
|-----------------------|-----|--|
| DN-R CHEYENNE N OY YL | 1.8 | |
| DN TOWER A AY | 8.2 | |
| SPEER | 6.8 | |
| EMKAY | 8.4 | |
| LYNOH | 8.5 | |
| HARRIMAN | 6.8 | |
| PERKINS | 4.8 | |
| | 8.3 | |
| BORIE | 9.5 | |
| GRANITE | 8.0 | |
| BUFORD | 3.8 | |
| SHERMAN | | |
| | 4.4 | |
| DALE | 3.1 | |
| HERMOSA | 8.9 | |
| RED BUTTES | 9.2 | |
| | 6.1 | |
| COLORES | 9.0 | |
| FORELLE | 3.0 | |
| DN-R LARAMIE KI-KI | | |

Thru Time (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 Thru Time Average speed per hour

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

WESTWARD BORIE SUBDIVISION

FIRST CLASS

| | | | | | | | | |
|--|-----------|-----------------------|-----------------------|--|--|--|--|----------------------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | | | | | | | | Distance from Denver |
| | 17 | 9 | 105 | | | | | |
| | Passenger | Streamliner Passenger | Streamliner Passenger | | | | | |
| | Daily | Daily | Daily | | | | | |

Time Table No. 36

September 24, 1961

STATIONS

| | | | | | | | | | |
|---------|--|--|--|--|--|--|--|--|-------|
| 153 WP | | | | | | | | | |
| | | | | | | | | | 86.0 |
| 90 P | | | | | | | | | 90.4 |
| 45 P | | | | | | | | | 94.4 |
| 132 XWP | | | | | | | | | 98.0 |
| | | | | | | | | | 103.8 |

C.T.C. and AUTOMATIC CAB SIGNALS

| | | |
|---------|-----|--|
| CARR | 4.4 | |
| WARREN | 4.0 | |
| GLEASON | 3.6 | |
| SPEER | 5.3 | |
| BORIE | | |

Thru Time (0.16) 45.0 (0.12) 60.0 (0.13) 55.4 Thru Time Average speed per hour

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

SECOND SUBDIVISION EASTWARD

FIRST CLASS

| | | | | | | | | |
|--|------------------|-----------|-----------------------|-----------------------|-----------------------|------------------|-----------|------------------------------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | | | | | | | | Distance from Council Bluffs |
| | 6 | 8 | 106 | 10 | 104 | 28 | 17 | |
| | Mail and Express | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Mail and Express | Passenger | |
| | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

Time Table No. 36

September 24, 1961

STATIONS

| | | | | | | | | | |
|-------------|--|----------|----------|---------|--------|----------|----------|----------|-------|
| DFWCO TYPZX | | | | | | | | | |
| | | | | | | | | | 509.5 |
| IP | | | | | | | | | 510.8 |
| 132 XWP | | | | | | | | | 519.0 |
| 134 WP | | | | | | | | | 525.8 |
| 138 P | | | | | | | | | 534.2 |
| 145 CWP | | | | | | | | | 542.7 |
| 135 | | | | | | | | | 549.5 |
| 132 F | | | | | | | | | 554.3 |
| | | | | | | | | | 554.8 |
| 109 XP | | | | | | | | | 547.9 |
| 22 | | | | | | | | | 554.8 |
| 90 XWP | | | | | | | | | 547.9 |
| 121 WP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| YP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| WXP | | | | | | | | | 554.8 |
| | | | | | | | | | 547.9 |
| 131 F | | | | | | | | | 554.8 |
| 125 WP | | | | | | | | | 547.9 |
| | | | | | | | | | 554.8 |
| 104 WP | | | | | | | | | 547.9 |
| 285 F | | | | | | | | | 554.8 |
| DFWCO TYPZX | | A 6.40AM | A 7.25AM | | | A 6.35PM | A 6.45PM | A 8.50PM | 566.0 |
| | | | | | | | | | 566.0 |
| 132 XWP | | | | | | | | 8.39PM | 566.0 |
| 134 WP | | | | | | | | | 566.0 |
| 138 P | | | | | | | | | 566.0 |
| 145 CWP | | | | | | | | | 566.0 |
| 135 | | | | | | | | | 566.0 |
| 132 F | | | | | | | | | 566.0 |
| | | | | | | | | | 566.0 |
| 109 XP | | | | | | | | | 566.0 |
| 22 | | | | | | | | | 566.0 |
| 90 XWP | | | | | | | | | 566.0 |
| 121 WP | | | | | | | | | 566.0 |
| | | | | | | | | | 566.0 |
| YP | | | | | | | | | 566.0 |
| | | | | | | | | | 566.0 |
| WXP | | | | | | | | | 566.0 |
| | | | | | | | | | 566.0 |
| 131 F | | | | | | | | | 566.0 |
| 125 WP | | | | | | | | | 566.0 |
| | | | | | | | | | 566.0 |
| 104 WP | | | | | | | | | 566.0 |
| 285 F | | | | | | | | | 566.0 |
| DFWCO TYPZX | | A 5.20AM | A 5.55AM | 12.35PM | 4.50PM | 5.15PM | 5.25PM | | 566.0 |

C.T.C. and AUTOMATIC CAB SIGNALS

| | | |
|-----------------------|-----|--|
| DN-R CHEYENNE N OY YL | 1.8 | |
| DN TOWER A AY | 8.2 | |
| SPEER | 6.8 | |
| EMKAY | 8.4 | |
| LYNOH | 8.5 | |
| HARRIMAN | 6.8 | |
| PERKINS | 4.8 | |
| | 8.3 | |
| BORIE | 9.5 | |
| GRANITE | 8.0 | |
| BUFORD | 3.8 | |
| SHERMAN | | |
| | 4.4 | |
| DALE | 3.1 | |
| HERMOSA | 8.9 | |
| RED BUTTES | 9.2 | |
| | 6.1 | |
| COLORES | 9.0 | |
| FORELLE | 3.0 | |
| DN-R LARAMIE YLK-KI | | |

Thru Time (1.20) 42.4 (1.30) 37.7 (1.02) 54.0 (1.06) 50.6 (1.20) 42.4 (1.20) 42.4 (0.11) 51.8 Thru Time Average speed per hour

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

BORIE SUBDIVISION EASTWARD

FIRST CLASS

| | | | | | | | | |
|--|-----------|-----------------------|-----------------------|--|--|--|--|----------------------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | | | | | | | | Distance from Denver |
| | 18 | 106 | 10 | | | | | |
| | Passenger | Streamliner Passenger | Streamliner Passenger | | | | | |
| | Daily | Daily | Daily | | | | | |

Time Table No. 36

September 24, 1961

STATIONS

| | | | | | | | | | |
|---------|--|--|--|--|--|--|--|--|-------|
| 153 WP | | | | | | | | | |
| | | | | | | | | | 86.0 |
| 90 P | | | | | | | | | 90.4 |
| 45 P | | | | | | | | | 94.4 |
| 132 XWP | | | | | | | | | 98.0 |
| | | | | | | | | | 103.8 |

C.T.C. and AUTOMATIC CAB SIGNALS

| | | |
|---------|-----|--|
| CARR | 4.4 | |
| WARREN | 4.0 | |
| GLEASON | 3.6 | |
| SPEER | 5.3 | |
| BORIE | | |

Thru Time (0.14) 51.4 (0.13) 55.3 (0.12) 60.0 Thru Time Average speed per hour

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

WESTWARD THIRD SUBDIVISION

FIRST CLASS

| Car Capacity of Seating, etc. See Rule 6(A), Page 28. | FIRST CLASS | | | | | Distance from Council Bluffs |
|---|-------------|------------------|-----------------------|-----------------------|-----------------------|------------------------------|
| | 7 | 5 | 9 | 105 | 103 | |
| | Passenger | Mail and Express | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | |
| | Daily | Daily | Daily | Daily | Daily | |
| DFWCOYYPZ X | | | | | | 566. |
| CS 88 P | 10.55PM | 9.25PM | 11.25AM | 10.55AM | 10.50AM | 574.1 |
| WS 48 XP | 11.04 | 9.34 | 11.33 | 11.04 | 10.58 | 577.7 |
| CS 88 P | 11.10 | 9.39 | 11.36 | 11.07 | 11.01 | 585.3 |
| XP | 11.16 | 9.46 | 11.42 | 11.13 | 11.07 | 590.6 |
| CS 150 P | 11.21 | 9.51 | 11.46 | 11.18 | 11.11 | 598.9 |
| CS 76 P | 11.25 | 9.56 | 11.50 | 11.21 | 11.14 | 598.9 |
| CS 123 WC YPX | 11.29 | 10.01 | 11.54 | 11.25 | 11.18 | 605.3 |
| WS 53 XP | 11.34 | 10.07 | 11.59AM | 11.31 | 11.24 | 609.0 |
| ES 107 | 11.38 | 10.12 | 12.03PM | 11.36 | 11.28 | 616.8 |
| CS 70 P | 11.45 | 10.20 | 12.10 | 11.43 | 11.34 | 622.9 |
| CS 124 YP | 11.50 | 10.26 | 12.16 | 11.49 | 11.40 | 632.6 |
| CS 76 P | 11.59PM | 10.36 | 12.25 | 11.58AM | 11.49 | 638.7 |
| CS 75 P | 12.06AM | 10.43 | 12.31 | 12.04PM | 11.54 | 643.1 |
| WS 114 WC | 12.11 | 10.49 | 12.35 | 12.08 | 11.58AM | 648.4 |
| ES 247 YPX | 12.17 | 10.56 | 12.40 | 12.13 | 12.03PM | 651.8 |
| CS 66 P | 12.21 | 11.01 | 12.45 | 12.16 | 12.07 | 657.0 |
| CS 127 P | 12.26 | 11.07 | 12.50 | 12.21 | 12.12 | 661.9 |
| CS 63 P | 12.31 | 11.12 | 12.54 | 12.25 | 12.16 | 667.6 |
| CS 76 P | 12.36 | 11.18 | 12.59 | 12.30 | 12.21 | 676.8 |
| CS 119 P | 12.44 | 11.27 | 1.07 | 12.38 | 12.28 | 689.8 |
| WS 150 D | 12.55 | 11.40 | 1.15 | 12.49 | 12.36 | 690.2 |
| WCOTYZXP | 1.05 | 11.50 | 1.20 | 12.50 | 12.37 | 696.4 |
| CS 165 P | 1.14 | 11.59PM | 1.28 | 12.59 | 12.46 | 700.7 |
| WS 125 X | 1.22 | 12.08AM | 1.36 | 1.07 | 12.54 | 705.3 |
| ES 101 P | 1.26 | 12.12 | 1.40 | 1.11 | 12.58 | 712.0 |
| CS 76 P | 1.34 | 12.18 | 1.46 | 1.17 | 1.04 | 716.0 |
| WS 57 | 1.38 | 12.22 | 1.49 | 1.20 | 1.07 | 724.2 |
| CS 76 YP | 1.48 | 12.29 | 1.56 | 1.27 | 1.14 | 729.1 |
| CS 77 P | 1.52 | 12.33 | 2.00 | 1.31 | 1.18 | 732.7 |
| WS 119 W | 1.55 | 12.36 | 2.03 | 1.34 | 1.21 | 740.0 |
| ES 101 YXP | 2.03 | 12.44 | 2.09 | 1.41 | 1.28 | 743.4 |
| WS 116 XP | 2.09 | 12.50 | 2.14 | 1.47 | 1.34 | 751.7 |
| CS 67 P | 2.19 | 12.58 | 2.23 | 1.56 | 1.43 | 756.7 |
| WS 60 XP | 2.27 | 1.07 | 2.30 | 2.03 | 1.50 | 765.9 |
| WS 99 P | 2.32 | 1.12 | 2.34 | 2.07 | 1.54 | 771.2 |
| WS 119 | 2.39 | 1.19 | 2.40 | 2.13 | 2.00 | 777.1 |
| ES 100 P | 2.45 | 1.26 | 2.46 | 2.19 | 2.06 | 784.1 |
| WS 148 WC | 2.49 | 1.30 | 2.49 | 2.23 | 2.10 | 788.6 |
| ES 166 YXP | 2.55 | 1.36 | 2.55 | 2.29 | 2.16 | 795.7 |
| CS 118 P | s 3.05 | s 1.51 | 3.03 | f 2.37 | s 2.24 | 802.1 |
| WS 65 XP | 3.12 | 1.58 | 3.10 | 2.44 | 2.31 | 809.0 |
| WS 111 | A 3.35AM | A 2.30AM | A 3.25PM | A 3.05PM | A 2.50PM | 817.0 |
| CS 126 WP | | | | | | |
| YXP | | | | | | |
| CS 74 P | | | | | | |
| CS 117 P | | | | | | |
| WS 69 WCY | | | | | | |
| ES 93 XXP | | | | | | |
| CS 130 P | | | | | | |
| DFWCOYYPZ | | | | | | |

(4.40) (5.05) (4.00) (4.10) (4.00) Thru Time
53.8 49.0 62.8 60.2 62.8 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. 7 reduce speed to 5 MPH at Rock Springs to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

Time Table No. 36

September 24, 1961

STATIONS

| |
|-----------------------|
| DN-R LARAMIE YL KI-K |
| 8.1 |
| HOWELL |
| 3.6 |
| WYOMING |
| 7.6 |
| D BOSLER FY |
| 5.3 |
| COOPER LAKE |
| 3.3 |
| LOOKOUT |
| 5.9 |
| HARPER |
| 6.4 |
| DN ROCK RIVER OK |
| 3.7 |
| WILCOX |
| 7.8 |
| RIDGE |
| 6.1 |
| D MEDICINE BOW MB |
| 9.7 |
| COMO |
| 6.1 |
| RAMSEY |
| 4.4 |
| DN HANNA HN |
| 5.3 |
| PEROY |
| 3.4 |
| DANA |
| 5.2 |
| EDSON |
| 4.9 |
| WALCOTT |
| 5.7 |
| FORT STEELE |
| 8.7 |
| D SINOLAIR GV |
| 6.5 |
| DN-R RAWLINS YL RS |
| 7.4 |
| HADSELL |
| 6.2 |
| DALEY'S RANOH |
| 3.7 |
| RINER |
| 4.6 |
| CHEROKEE |
| 6.7 |
| ORESTON |
| 4.0 |
| LATHAM |
| 8.2 |
| 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 YLGR |

(251.0)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

THIRD SUBDIVISION EASTWARD

FIRST CLASS

| Time Table No. 36 September 24, 1961 | Mile Post | FIRST CLASS | | | | | Car Capacity of Seating, etc. See Rule 6(A), Page 28. |
|---|-----------|------------------|-----------|-----------------------|-----------------------|-----------------------|---|
| | | 6 | 8 | 106 | 10 | 104 | |
| | | Mail and Express | Passenger | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | |
| DFWCOYYPZ X | 566.0 | A 5.10AM | A 5.45AM | A 12.34PM | A 4.35PM | A 5.14PM | |
| CS 88 P | 574.1 | 4.56 | 5.31 | 12.25 | 4.25 | 5.04 | |
| WS 48 XP | 577.7 | 4.52 | 5.24 | 12.22 | 4.22 | 5.01 | |
| CS 88 P | 585.3 | 4.45 | 5.17 | 12.16 | 4.16 | 4.54 | |
| XP | 590.6 | 4.40 | 5.12 | 12.11 | 4.11 | 4.49 | |
| CS 150 P | 598.9 | 4.37 | 5.09 | 12.08 | 4.08 | 4.46 | |
| CS 76 P | 598.9 | 4.31 | 5.03 | 12.03PM | 4.03 | 4.40 | |
| CS 123 WC YPX | 605.3 | 4.24 | 4.55 | 11.57AM | 3.57 | 4.33 | |
| WS 53 XP | 609.0 | 4.20 | 4.50 | 11.54 | 3.54 | 4.30 | |
| ES 107 | 616.8 | 4.12 | 4.42 | 11.47 | 3.47 | 4.23 | |
| CS 70 P | 622.9 | 4.06 | 4.35 | 11.41 | 3.41 | 4.17 | |
| CS 124 YP | 632.6 | 3.57 | 4.26 | 11.32 | 3.32 | 4.08 | |
| CS 76 P | 638.7 | 3.51 | 4.20 | 11.26 | 3.26 | 4.02 | |
| CS 75 P | 643.1 | 3.46 | 4.14 | 11.22 | 3.22 | 3.59 | |
| WS 114 WC | 648.4 | 3.41 | 4.09 | 11.17 | 3.17 | 3.53 | |
| ES 247 YPX | 651.8 | 3.37 | 4.05 | 11.13 | 3.13 | 3.49 | |
| CS 66 P | 657.0 | 3.32 | 3.59 | 11.08 | 3.08 | 3.44 | |
| CS 127 P | 661.9 | 3.27 | 3.53 | 11.04 | 3.04 | 3.40 | |
| CS 63 P | 667.6 | 3.22 | 3.47 | 10.59 | 2.58 | 3.35 | |
| CS 76 P | 676.8 | 3.14 | 3.40 | 10.52 | 2.52 | 3.28 | |
| CS 119 P | 689.8 | 3.05 | 3.30 | 10.45 | 2.45 | 3.21 | |
| WS 150 D | 690.2 | 2.55 | 3.20 | 10.45 | 2.45 | 3.20 | |
| WCOTYZXP | 696.4 | 2.44 | 3.08 | 10.35 | 2.35 | 3.10 | |
| CS 165 P | 696.4 | | | | | | |
| WS 125 X | 700.7 | 2.36 | 2.58 | 10.27 | 2.27 | 3.02 | |
| ES 101 P | 705.3 | 2.31 | 2.54 | 10.23 | 2.23 | 2.58 | |
| CS 76 P | 712.0 | 2.25 | 2.47 | 10.17 | 2.17 | 2.52 | |
| WS 57 | 716.0 | 2.20 | 2.42 | 10.12 | 2.12 | 2.47 | |
| CS 76 YP | 718.0 | 2.20 | 2.42 | 10.12 | 2.12 | 2.47 | |
| CS 77 P | 724.2 | 2.12 | 2.33 | 10.04 | 2.04 | 2.39 | |
| WS 119 W | 729.1 | 2.07 | 2.28 | 10.00 | 2.00 | 2.35 | |
| ES 101 YXP | 732.7 | 2.03 | 2.25 | 9.57 | 1.57 | 2.32 | |
| WS 116 XP | 740.0 | 1.56 | 2.17 | 9.50 | 1.50 | 2.25 | |
| CS 67 P | 743.4 | 1.49 | 2.10 | 9.44 | 1.44 | 2.19 | |
| WS 60 XP | 748.4 | | | | | | |
| WS 99 P | 751.7 | | | | | | |
| WS 119 | 756.7 | 1.40 | 1.59 | 9.36 | 1.36 | 2.11 | |
| ES 100 P | 765.9 | 1.29 | 1.50 | 9.28 | 1.28 | 2.03 | |
| WS 148 WC | 771.2 | 1.24 | 1.45 | 9.23 | 1.23 | 1.58 | |
| ES 166 YXP | 777.1 | 1.19 | 1.39 | 9.18 | 1.18 | 1.53 | |
| CS 118 P | 784.1 | 1.12 | 1.31 | 9.11 | 1.11 | 1.46 | |
| WS 65 XP | 788.6 | 1.08 | 1.27 | 9.07 | 1.07 | 1.42 | |
| WS 111 | 795.7 | 1.02 | 1.20 | 9.01 | 1.01 | 1.36 | |
| CS 126 WP | 802.1 | s 12.55 | s 1.10 | f 8.55 | 12.55 | s 1.30 | |
| YXP | 809.0 | 12.40 | 12.55 | 8.45 | 12.45 | 1.20 | |
| CS 74 P | 817.0 | 12.30AM | 12.45AM | 8.35AM | 12.35PM | 1.10PM | |
| CS 117 P | | Daily | Daily | Daily | Daily | Daily | |
| WS 69 WCY | | | | | | | |
| ES 93 XXP | | | | | | | |
| CS 130 P | | | | | | | |
| DFWCOYYPZ | | | | | | | |

(251.0)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Thru Time..... (4.40) (5.00) (3.50) (4.00) (4.04)
Average speed per hour..... 53.8 50.0 63.0 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 MPH at Hanna to permit discharge of mail
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

| WESTWARD | | FOURTH SUBDIVISION | | | | | | Distance from Council Bluffs | Time Table No. 36 | |
|--|--|-----------------------|-----------------------|-----------------------|-----------|-----------|------------------|------------------------------|------------------------------|--|
| | | FIRST CLASS | | | | | | | September 24, 1961 | |
| Car Capacity of Sliding, etc. See Rule 6 (A), page 23. | | 9 | 105 | 103 | 17 | 7 | 5 | | STATIONS | |
| | | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Passenger | Mail and Express | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| DFOPTWXY | | 3.35PM | 3.15PM | 3.00PM | 4.30AM | 4.05AM | 2.50AM | 817.0 | DN-BGREEN RIVER YLGR | |
| WS 56 PX | | 3.40 | 3.20 | 3.07 | 4.37 | 4.12 | 2.57 | 821.1 | 4.1 RIVIEW | |
| CS 79 P | | 3.44 | 3.24 | 3.12 | 4.42 | 4.17 | 3.02 | 824.9 | 3.8 PERU | |
| CS 120 P | | 3.49 | 3.29 | 3.17 | 4.47 | 4.22 | 3.07 | 830.3 | 5.3 BRYAN | |
| | | | | | | | | 834.1 | 3.9 STAUFFER | |
| CS 113 P | | 3.55 | 3.35 | 3.23 | 4.54 | 4.28 | 3.13 | 837.8 | 3.7 WESTVACO | |
| WS 04 IPWXY | | 4.04 | A 3.45PM | 3.33 | A 5.05AM | 4.38 | 3.23 | 847.2 | 2.4 DN GRANGER GN | |
| CS 120 P | | 4.10 | | 3.40 | | 4.45 | 3.30 | 854.0 | 6.8 VERNE | |
| CS 99 P | | 4.14 | | 3.45 | | 4.50 | 3.35 | 858.7 | 4.7 CHURCH BUTTES | |
| CS 99 P | | 4.20 | | 3.51 | | 4.56 | 3.41 | 865.9 | 7.2 HAMPTON | |
| | | | | | | | | 869.7 | 3.8 ELKHURST | |
| CS 120 P | | 4.29 | | 4.00 | | 5.07 | 3.52 | 875.4 | 5.7 DN CARTER Q | |
| CS 98 P | | 4.35 | | 4.05 | | 5.12 | 3.59 | 880.9 | 5.5 ANTELOPE | |
| CS 120 P | | 4.39 | | 4.10 | | 5.17 | 4.04 | 885.6 | 4.7 BRIDGER | |
| WS 72 CS 78 PW | | 4.45 | | 4.16 | | 5.22 | 4.09 | 890.5 | 4.9 LEROY | |
| WS 66 PX | | | | | | | | 894.8 | 4.3 RAGAN | |
| CS 120 P | | 4.52 | | 4.24 | | 5.30 | 4.17 | 897.6 | 2.8 SPRING VALLEY | |
| ES 47 X | | 4.56 | | 4.29 | | 5.35 | 4.22 | 901.8 | 4.2 ASPEN | |
| ES 117 PX | | 5.00 | | 4.34 | | 5.40 | 4.27 | 908.6 | 1.8 D ALTAMONT AP | |
| ES 64 PX | | | | | | | | 908.7 | 5.1 KNIGHT | |
| CS 118 P | | 5.09 | | 4.43 | | 5.50 | 4.39 | 912.7 | 4.0 MILLIS | |
| PTWXYZ | | 5.16 | | 4.50 | | 5.57 | 4.46 | 917.2 | 4.5 DN-R EVANSTON YL NA | |
| | | 5.20 | | | | 6.02 | 4.55 | 918.4 | 1.2 ALMY JCT. | |
| CS 120 P | | 5.26 | | 4.57 | | 6.08 | 5.02 | 921.7 | 3.3 WYUTA | |
| CS 89 PY | | 5.32 | | 5.03 | | 6.14 | 5.08 | 927.6 | 5.9 D WAHSATOH YL WH | |
| | | | | | | | | 932.6 | 5.0 CURVO | |
| WS 118-59 ES 97 P | | 5.46 | | 5.18 | | 6.28 | 5.22 | 936.7 | 4.1 CASTLE ROCK | |
| CS 120 PX | | 5.54 | | 5.27 | | 6.37 | 5.31 | 943.8 | 6.8 EMORY | |
| | | | | | | | | 947.9 | 4.6 BASKIN | |
| WS 114 CS 115 ES 96 P | | 6.06 | | 5.40 | | 6.51 | 5.45 | 952.7 | 4.8 DN ECHO YL HO | |
| CS 113 P | | 6.10 | | 5.44 | | 6.55 | 5.49 | 956.5 | 3.8 HENEFER | |
| CS 113 P | | 6.14 | | 5.49 | | 6.59 | 5.53 | 960.6 | 4.1 D DEVIL'S SLIDE ON | |
| CS 115 P | | 6.23 | | 5.58 | | 7.09 | 6.03 | 968.0 | 7.4 D MORGAN WB | |
| WS 118 CS 113 P | | 6.30 | | 6.06 | | 7.18 | 6.12 | 975.5 | 7.5 PETERSON | |
| | | | | | | | | 980.1 | 4.6 GATEWAY | |
| ES 67 P | | 6.43 | | 6.20 | | 7.32 | 6.26 | 985.1 | 5.0 UINTAH | |
| | | | | | | | | 989.9 | 4.8 DN RIVERDALE YL RD | |
| DFOPTWYZ | | A 7.00PM | | A 6.40PM | | A 7.50AM | A 6.45AM | 992.6 | 2.7 DN-R OGDEN YL OG | |
| | | | | | | | | | (175.6) | |
| | | (3.25) | (0.30) | (3.40) | 0.35 | (3.45) | (3.55) | | Thru Time | |
| | | 51.4 | 60.4 | 47.9 | 51.8 | 45.9 | 44.8 | | 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.
 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 | | | | | | | |
| Time Table No. 36 | | 106 | 10 | 104 | 18 | 6 | 8 | Car Capacity of Sliding, etc. See Rule 6 (A), page 23. | |
| September 24, 1961 | | Streamliner Passenger | Streamliner Passenger | Streamliner Passenger | Passenger | Mail and Express | Passenger | | |
| STATIONS | Mile Post | | | | | | | | |
| DN-BGREEN RIVER YLGR | 817.0 | A 8.25AM | A 12.25PM | A 12.59PM | A 11.30PM | A 12.01AM | A 12.30AM | | DFCOPTW |
| 4.1 RIVIEW | 821.1 | 8.16 | 12.15 | 12.50 | 11.20 | 11.51PM | 12.21 | | XZY |
| 3.8 PERU | 824.9 | 8.12 | 12.11 | 12.46 | 11.16 | 11.47 | 12.17 | | WS 56 PX |
| 5.3 BRYAN | 830.3 | 8.07 | 12.06PM | 12.41 | 11.11 | 11.42 | 12.11 | | CS 79 P |
| 3.9 STAUFFER | 834.1 | | | | | | | | CS 120 P |
| 3.7 WESTVACO | 837.8 | 8.02 | 11.59AM | 12.34 | 11.04 | 11.35 | 12.04AM | | CS 113 P |
| 2.4 DN GRANGER GN | 847.2 | 7.55AM | 11.52 | 12.27 | 10.55PM | 11.27* | 11.56PM | | WS 04 IPWXY |
| 6.8 VERNE | 854.0 | | 11.46 | 12.21 | | 11.21 | 11.49 | | ES 120 P |
| 4.7 CHURCH BUTTES | 858.7 | | 11.42 | 12.17 | | 11.16 | 11.44 | | CS 120 P |
| 7.2 HAMPTON | 865.9 | | 11.37 | 12.12 | | 11.10 | 11.37 | | CS 99 P |
| 3.8 ELKHURST | 869.7 | | | | | | | | CS 99 P |
| 5.7 DN CARTER Q | 875.4 | | 11.29 | 12.04PM | | s 11.00 | 11.27 | | CS 120 PW |
| 5.5 ANTELOPE | 880.9 | | 11.24 | 11.59AM | | 10.55 | 11.21 | | CS 98 P |
| 4.7 BRIDGER | 885.6 | | 11.19 | 11.54 | | 10.50 | 11.16 | | CS 120 P |
| 4.9 LEROY | 890.5 | | 11.14 | 11.49 | | 10.46 | 11.11 | | WS 72 CS 78 PW |
| 4.3 RAGAN | 894.8 | | | | | | | | WS 66 PX |
| 2.8 SPRING VALLEY | 897.6 | | 11.08 | 11.43 | | 10.38 | 11.04 | | CS 120 P |
| 4.2 ASPEN | 901.8 | | 11.04 | 11.39 | | 10.34 | 11.00 | | ES 47 X |
| 1.8 D ALTAMONT AP | 903.6 | | 10.59 | 11.34 | | 10.29 | 10.54 | | ES 117 PX |
| 5.1 KNIGHT | 908.7 | | | | | | | | ES 64 PX |
| 4.0 MILLIS | 912.7 | | 10.50 | 11.25 | | 10.18 | 10.42 | | CS 113 P |
| 4.5 DN-R EVANSTON YL NA | 917.2 | | s 10.44 | s 11.19 | | 10.11 | 10.35 | | PTWXYZ |
| 1.2 ALMY JCT. | 918.4 | | | | | 10.06 | 10.30 | | |
| 3.3 WYUTA | 921.7 | | 10.35 | 11.10 | | 9.57 | 10.18 | | CS 120 P |
| 5.9 D WAHSATOH YL WH | 927.6 | | 10.30 | 11.05 | | 9.52 | 10.12 | | CS 89 PY |
| 5.0 CURVO | 932.6 | | | | | | | | P |
| 4.1 CASTLE ROCK | 936.7 | | 10.17 | 10.52 | | 9.38 | 9.56 | | WS 118-59 ES 97 P |
| 6.8 EMORY | 943.8 | | 10.08 | 10.43 | | 9.30 | 9.48 | | CS 120 PX |
| 4.6 BASKIN | 947.9 | | | | | | | | P |
| 4.8 DN ECHO YL HO | 952.7 | | 9.55 | 10.30 | | 9.17 | 9.34 | | WS 114 CS 115 ES 96 PT |
| 3.8 HENEFER | 956.5 | | 9.51 | 10.26 | | 9.13 | 9.29 | | CS 113 P |
| 4.1 D DEVIL'S SLIDE ON | 960.6 | | 9.47 | 10.22 | | 9.09 | 9.24 | | CS 113 P |
| 7.4 D MORGAN WB | 968.0 | | 9.40 | 10.15 | | 9.01 | 9.16 | | CS 115 P |
| 7.5 PETERSON | 975.5 | | 9.34 | 10.09 | | 8.54 | 9.09 | | WS 118 CS 113 P |
| 4.6 GATEWAY | 980.1 | | | | | | | | P |
| 5.0 UINTAH | 985.1 | | 9.21 | 9.56 | | 8.41 | 8.56 | | ES 67 P |
| 4.8 DN RIVERDALE YL RD | 989.9 | | | | | | | | X |
| 2.7 DN-R OGDEN YL OG | 992.6 | | 9.10AM | 9.45AM | | 8.30PM | 8.45PM | | DFOPTWYZ |
| | | Daily | Daily | Daily | Daily | Daily | Daily | | |
| Thru Time..... | | (0.30) | (3.15) | (3.14) | (0.35) | (3.31) | (3.45) | | |
| Average speed per hour..... | | 60.4 | 54.0 | 54.3 | 51.8 | 49.9 | 45.9 | | |

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

| WESTWARD | | | DENT BRANCH | | | EASTWARD | | |
|--|-----------|---|-------------|-------------------|-----|----------|--|-----------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Mile Post | Time Table No. 36 September 24, 1961 | | | | | | Mile Post |
| | | STATIONS | | | | | | |
| | | IP | 5.0 | SAND CREEK JCT YL | 5.0 | | | |
| 15 | 6.2 | 3.2 WELBY | 6.2 | | | | | |
| 31 | 9.8 | 1.6 QUILBY | 9.8 | | | | | |
| 36 | 13.8 | 4.3 EAST LAKE | 13.8 | | | | | |
| 31 | 18.1 | 4.3 DARLOW | 18.1 | | | | | |
| 35 | 22.2 | 4.1 D ST. VRAINS YL VS | 22.2 | | | | | |
| | 22.2 | 3.9 U. P. CROSSING | 22.2 | | | | | |
| 33 | 26.1 | 1.7 D FREDERICK YL FR | 26.1 | | | | | |
| | 27.8 | 1.7 FIRESTONE | 27.8 | | | | | |
| 19 | 30.2 | 2.4 HARNEY | 30.2 | | | | | |
| 31 | 34.6 | 4.4 GOWANDA | 34.6 | | | | | |
| | 38.3 | 3.7 WILD OAT | 38.3 | | | | | |
| 31 | 42.8 | 4.5 DENT YL | 42.8 | | | | | |
| WTYP | 50.6 | 7.8 DN-R LA SALLE YL DY | 50.6 | | | | | |

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

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

| WESTWARD—Fort Collins Branch—EASTWARD | | | |
|--|-----------|---|-----|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Mile Post | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | 21 | 0.0 |
| | 1.7 | 1.7 D MILLIKEN YL M | |
| | 2.0 | 0.3 G. W. CROSSING | |
| | 7.3 | 5.3 KONIG | |
| | 9.0 | 1.7 G. W. CROSSING | |
| | 9.1 | 0.1 KELIM | |
| | 16.4 | 7.3 REDMOND | |
| 43 | 19.5 | 3.1 HARMONY | |
| 136 | 26.6 | 7.1 D-R FORT COLLINS YL FC | |
| | 25.2 | 0.2 O. & S. CROSSING | |
| | 25.3 | 0.1 O. & S. CROSSING | |
| | 4.7 | BOETTCHER YL | |
| | 38.5 | 8.5 RIPPLE | |
| Y | 41.7 | 3.2 BUCKEYE YL | |

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

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

| WESTWARD—Boulder Branch—EASTWARD | | | |
|--|-----------|---|-----|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Mile Post | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | 55 | 0.0 |
| | 4.2 | 4.2 YOXALL | |
| 21 | 7.1 | 2.9 DICK | |
| | 8.1 | 1.0 D ST VRAINS YL VS | |
| | 8.1 | 0.0 U. P. CROSSING | |
| | 10.1 | 2.0 NATIONAL | |
| | 10.9 | 0.8 STATE COAL MINE JCT YL | |
| | 11.4 | 0.5 PARKDALE JCT | |
| | 15.1 | 3.7 ERIE | |
| | 15.1 | 0.0 O. B. & Q. CROSSING | |
| | 16.4 | 1.3 TABOR | |
| | 17.8 | 1.4 LEYNER | |
| | 19.6 | 1.8 LIGGETT | |
| | 24.0 | 4.4 VALMONT | |
| | 26.0 | 2.0 O. & S. CROSSING | |
| P | 26.1 | 0.1 DN-R BOULDER YL BR | |

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

| WESTWARD—Greeley Branch—EASTWARD | | | |
|--|-----------------------|---|------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Distance from Greeley | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | 247 | 0.0 |
| | 2.3 | 2.3 GREELEY JCT. YL | 2.3 |
| 24 | 6.0 | 3.7 CLOVERLY | 6.0 |
| | 8.4 | 2.4 ALDEN | 8.4 |
| 37 | 10.4 | 2.0 D GILL | 10.4 |
| | 13.8 | 3.4 MATTHEWS | 13.8 |
| | 14.5 | 0.7 BARNESVILLE | 14.5 |
| 29 | 28.1 | 13.6 BRIGSDALE YL | 28.1 |

WESTWARD—Pleasant Valley Branch—EASTWARD

| | | | |
|--|------------------------|---|-----|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Distance from Cloverly | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | 24 | 0.0 |
| | 3.1 | 3.1 LOWE | 3.1 |
| P | 5.1 | 2.0 GALFON YL | 5.1 |

| WESTWARD—Encampment Branch—EASTWARD | | | |
|--|-----------------------|---|------|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Distance from Walcott | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | | 0.0 |
| 6 | 6.8 | 6.8 MEADS | 6.8 |
| 7 | 12.3 | 5.5 OVERLAND | 12.3 |
| 26 | 24.1 | 11.8 SARATOGA | 24.1 |
| 1 | 29.7 | 5.6 DAVIS | 29.7 |
| 13 | 32.7 | 3.0 COO CREEK | 32.7 |
| 15 | 39.3 | 6.6 CANYON | 39.3 |
| 43 | 44.4 | 5.1 ENCAMPMENT YL | 44.4 |

WESTWARD—Superior Branch—EASTWARD

| | | | |
|--|---------------------------|---|-----|
| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Distance from Thayer Jct. | Time Table No. 36 September 24, 1961 | |
| | | STATIONS | |
| | | XPY | 0.0 |
| W | 7.6 | 7.6 SUPERIOR YL | 7.6 |
| | 9.1 | 1.5 END OF TRACK | 9.1 |

WESTWARD—Coalmont Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6 (A), page 23. | Distance from Laramie | Time Table No. 36 September 24, 1961 | | SECOND CLASS | | |
|--|-----------------------|---|-----------|------------------------|-------|-----------------|
| | | STATIONS | Mile Post | 221 | 224 | |
| | | | | Mixed | Mixed | |
| DFWCOTY | | 9.00AM | 6.0 | DN-R LARAMIE YL K | 0.0 | A 3.20PM |
| 27 | P | f 9.31 | 14.5 | 14.5 MILLER | 14.5 | f 2.49 |
| 22 | P | f 9.38 | 17.8 | 3.3 MILBROOK | 17.8 | f 2.40 |
| | PW | f 9.46 | 21.3 | 3.5 HATTON | 21.3 | f 2.33 |
| | YP | s 10.08 | 29.7 | 8.4 CENTENNIAL | 29.7 | s 2.13 |
| | PW | f 10.24 | 34.5 | 4.8 DEERWOOD | 34.5 | f 1.53 |
| 6 | PW | f 10.27 | 35.6 | 1.5 SPRING CREEK | 35.6 | f 1.50 |
| | | f 10.58 | 40.4 | 4.8 ALBANY | 40.4 | f 1.30 |
| | | 11.40AM | 47.3 | 6.9 LAKE | 47.3 | 12.44 |
| 17 | YWF | s 12.35PM | 54.6 | 7.3 D FOX PARK MS | 54.6 | s 12.01PM |
| 9 | P | f 1.29 | 63.9 | 0.8 WYOOLO | 63.9 | f 10.58AM |
| 31 | PY | f 1.54 | 70.8 | 4.4 CAMP | 70.8 | f 10.28 |
| 6 | P | f 2.12 | 78.8 | 5.5 KINGS CANON | 78.8 | f 10.10 |
| 17 | PY | f 2.40 | 79.8 | 6.0 NORTHGATE | 79.8 | f 9.32 |
| 6 | | f 2.48 | 88.5 | 3.7 COWDREY | 83.5 | f 9.20 |
| 10 | | f 2.58 | 88.2 | 4.7 BROWNLEE | 88.2 | f 9.10 |
| 10 | PW | A 3.25 | 92.2 | 2.2 D-R WALDEN YL U | 92.2 | 9.00AM A 6.05PM |
| 12 | | f 3.55 | 100.7 | 8.5 LALAND | 100.7 | f 5.36 |
| 6 | | f 4.25 | 107.6 | 6.9 HEBON | 107.6 | f 5.15 |
| 25 | P | A 4.45PM | 111.1 | 3.5 COALMONT YL | 111.1 | 5.01PM |

(7.45)
14.3

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

(6.20)
14.6

(1.04)
17.7

Westward trains are superior to trains of 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. 36 September 24, 1961 | Mile Post |
|---|-----------------------------|---|-----------|
| | | STATIONS | |
| | 0.0 | PARKDALE JCT | 0.0 |
| | 1.9 | PURITAN | 1.9 |
| | 8.1 | END OF TRACK (8.1) | 8.1 |

WESTWARD—Lionkol Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Lionkol Jct. | Time Table No. 36 September 24, 1961 | Mile Post |
|---|----------------------------|---|-----------|
| | | STATIONS | |
| | 0.0 | LIONKOL JUNCTION | 0.0 |
| | 2.0 | LIONKOL | 2.0 |
| | 2.5 | END OF TRACK (2.5) | 2.5 |

WESTWARD—Stansbury Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Stansbury Jct. | Time Table No. 36 September 24, 1961 | Mile Post |
|---|------------------------------|---|-----------|
| | | STATIONS | |
| | 0.0 | STANSBURY JUNCTION | 0.0 |
| | 1.9 | STANSBURY MINE | 1.9 |
| | 2.1 | END OF TRACK (2.1) | 2.1 |

WESTWARD—South Pass Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Rock Springs | Time Table No. 36 September 24, 1961 | Mile Post |
|---|----------------------------|---|-----------|
| | | STATIONS | |
| WB74 WCY ES96 XZP | 0.0 | DN-R ROCK SPRINGS YL SQ | 0.0 |
| | 3.4 | LIONKOL JUNCTION | 3.4 |
| | 5.5 | RELIANCE JUNCTION | 5.5 |
| | 7.9 | STANSBURY JUNCTION | 7.9 |
| | 9.5 | WINTON JUNCTION (9.5) | 9.5 |

WESTWARD—Hill Field Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(a), Page 23. | Distance from Ogden Jct. | Time Table No. 36 September 24, 1961 | Mile Post |
|---|--------------------------|---|-----------|
| | | 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—Park City Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Echo | Time Table No. 36 September 24, 1961 | Mile Post |
|---|--------------------|---|-----------|
| | | STATIONS | |
| WB114 CS115 ES96 PI | 0.0 | DN-R ECHO YL HO | 0.0 |
| | 5.7 | COALVILLE VE | 5.7 |
| 18 P | 18.4 | WANSHIP | 18.4 |
| 13 P | 20.8 | ATKINSON | 20.8 |
| 18 P | 24.5 | KEETLEY JCT. | 24.5 |
| | 26.0 | BEGGS SPUR | 26.0 |
| | 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. 36 September 24, 1961 | Mile Post |
|---|----------------------------|---|-----------|
| | | STATIONS | |
| | 0.0 | KEETLEY JCT. | 0.0 |
| | 5.2 | KEETLEY | 5.2 |
| | 7.0 | CRANMER YL (7.0) | 7.0 |

WESTWARD—Reliance Branch—EASTWARD

| Car Capacity of Sidings, etc. See Rule 6(A), Page 23. | Distance from Reliance Jct. | Time Table No. 36 September 24, 1961 | Mile Post |
|---|-----------------------------|---|-----------|
| | | STATIONS | |
| | 0.0 | RELIANCE JUNCTION | 0.0 |
| | 1.7 | RELIANCE MINE | 1.7 |
| | 2.1 | END OF TRACK (2.1) | 2.1 |

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

- Designation "Str." — Train with diesel locomotive and all light-weight roller-bearing passenger train equipment.
- Designation "Psgr." — Train with diesel locomotive and all passenger train equipment, any car of which is not light-weight roller-bearing.
- Designation "Frt." — Train with freight cars; train with caboose only; locomotive without cars.

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

GENERAL

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|----------|----------|--|----------------|-------|----------------|
| | Str. | Psgr. | Frt. | | Str. | Psgr. | Frt. |
| Moving against the normal current of traffic on a main track, unless otherwise specified by train order. | 30 | 30 | 30 | When more than 50% of the tonnage is gravel or ore. | | | 40 |
| When caboose is handled in train consisting of passenger train equipment. | | 60 | | Trains handling U. P. ore cars series 8000 or 26000 to 26499 loaded or empty. | | | 45 |
| When using No. 20 turn-outs. When using No. 14 turn-outs. | 40 25 | 40 25 | 40 20 | Trains with one Diesel unit handling ore between Echo and Ogden. | | | 35 |
| When using other cross-overs or turn-outs. | 15 | 15 | 15 | Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles. | | | 15 |
| Over spring switches, when not using turnouts, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch. | 20 | 20 | 20 | Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks. For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with.) | | | 40 35 20 |
| Within yard limits protected by continuous block signal system. | 60 | 50 | 25 | Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines. | | | 30 20 |
| Within yard limits not protected by continuous block signal system: Main line; Branch lines. | 50 | 40 30 | 25 15 | Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.) | | | 25 |
| Passing fueling stations located within yard limits. | 50 | 40 | 25 | Jordan spreaders and other machines of spreader type, when in operation. | | | 15 |
| Passing fueling stations located outside yard limits. | 50 | 40 | 40 | Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place. | | | 15 25 |
| Diesel road freight and road switch locomotives. | 65 | 65 | | Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco, Baldwin or Fairbanks-Morse type. | | | 35 45 45 |
| Gas turbine locomotives. | 65 | 65 | | All wye tracks. | 6 | 6 | 6 |
| Diesel yard-switch locomotives in road service: 1000-1100 class; 1800 class. | 35 50 | 35 50 | 35 50 | | | | |
| Steam engines. Steam engines backing up. When leading unit at front of train is gas turbine or car body unit backing up. | | 45 20 | 45 20 | | | | |
| Multiple unit engine when controlled from other than leading unit. | 30 | 30 | 30 | | | | |
| Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent. | | | 35 | | | | |

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

| FIRST SUBDIVISION | | | | BORIE SUBDIVISION | | | |
|--|----------------------------------|----------------------------------|----------------------------------|---|----------------|-------|----------|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| Maximum speed. | 79 | 79 | 50 | Maximum speed. | 79 | 75 | 50 |
| Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver. | | | | Light engines. | | 45 | 45 |
| Denver, within city limits over street crossings. | 35 | 35 | 25 | Between Mile Posts— Carr 86.30 and 86.45 | 70 | 60 | 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 20 30 30 20 30 | 30 20 30 30 20 30 | 25 25 25 25 25 25 | Warren 91.8 and 92.2 | 70 | 60 | 50 |
| Brighton within city limits. | 40 | 40 | 25 | Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains. | 60 | 50 | 40 40 |
| LaSalle 45.8 and 47.1 47.8 and 48.0 | 20 70 | 20 60 | 20 50 | Cheyenne Side 97.73 and 97.76 | 30 | 30 | 20 |
| Evans 49.4 and 49.7 | 70 | 60 | 50 | Borie Side 97.73 and 97.76 | 30 | 30 | 20 |
| Greeley 50.8 and 52.4 | 20 | 20 | 20 | | | | |
| SECOND SUBDIVISION | | | | | | | |
| Cheyenne to West Speer, No. 4 track | 60 | 60 | 50 | Buford to Granite, No. 1 and 2 tracks. | 70 | 60 | 30 |
| Cheyenne to Dale, No. 3 track | 60 | 60 | 50 | Granite to Cheyenne, No. 1 and 2 tracks | 50 | 50 | 40 |
| Dale to Cheyenne, No. 3 track | 60 | 60 | 50 | Light engines. | | | 40 |
| West Speer to Cheyenne, No. 4 track | 60 | 60 | 50 | 4000 class engines. | | | 40 |
| Cheyenne to Dale, No. 1 and 2 tracks | 70 | 60 | 40 | When more than 50% of the tonnage is gravel. | | | 30 |
| Dale to Laramie, No. 1 track. | 70 | 60 | 40 | Cheyenne passenger sheds. | 10 | 10 | 5 |
| Dale to Laramie, No. 2 track. | 70 | 60 | 40 | Tower A, through cross-overs. | 10 | 10 | 10 |
| Laramie to Dale, No. 1 track | 70 | 60 | 40 | Granite on No. 1, 2, 3, 4 and 5 pit tracks. | | | 6 |
| Laramie to Dale, No. 2 track. | 70 | 60 | 40 | Westward solid express trains, between M. P. 549.7 and 557.0 | | | 30 |
| Dale to Buford, No. 1 and 2 tracks. | 70 | 60 | 40 | | | | |
| ON NO. 3 TRACK Between Mile Posts— Perkins 553.5 and 554.0 | 60 | 50 | 40 | Granite 528.7 and 529.5 | 55 | 45 | 35 |
| ON NO. 1 AND 2 TRACKS Between Mile Posts— Cheyenne 515.6 and 515.7 | 60 | 50 | 40 | 530.0 and 530.2 | 50 | 40 | 30 |
| 518.8 and 519.1 | 60 | 50 | 40 | 530.2 and 535.1 | 60 | 50 | 40 |
| Borie 522.1 and 522.3 | 60 | 50 | 40 | 535.6 and 537.5 | 50 | 40 | 30 |
| 523.3 and 523.6 | 60 | 50 | 40 | 537.9 and 545.1 | 55 | 45 | 35 |
| 524.5 and 525.6 | 60 | 50 | 40 | Hermosa Tunnel | 50 | 40 | 30 |
| | | | | 547.0 and 548.1 | 55 | 45 | 35 |
| | | | | Hermosa | | | |
| ON NO. 1 TRACK Forelle 549.8 and 562.2 | 60 | 50 | 40 | ON NO. 2 TRACK Hermosa 563.6 and 550.0 | 70 | 60 | 40 |
| Laramie | | | | 550.0 and 549.3 | 50 | 40 | 30 |
| | | | | Laramie | | | |

| THIRD SUBDIVISION | | | | | | | |
|--|----------------|-------|-------|---|----------------|-------|-------|
| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| Maximum speed. | 90 | 80 | 50 | Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A. | | | 10 |
| Laramie, long leads 1, 2 and 3. | | | 10 | Sinclair, refining company tracks. | | | 6 |
| Laramie, ice house tracks 1, 2, 3 and 4. | | | 6 | Rawlins, east standpipe. | 15 | 15 | 15 |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Laramie 566.8 and 567.2 | 50 | 40 | 25 | Green River 817.0 and 816.3 | 50 | 40 | 25 |
| Bosler 587.7 and 588.4 | 70 | 60 | 50 | 816.3 and 816.1 | 35 | 30 | 25 |
| Cooper Lake 593.3 and 593.7 | 70 | 60 | 50 | 816.1 and 814.1 | 40 | 40 | 25 |
| Lookout 598.5 and 599.7 | 70 | 60 | 50 | 813.9 and 809.6 | 55 | 45 | 35 |
| Harper 601.1 and 602.2 | 60 | 50 | 40 | Kanda 807.8 and 807.5 | 55 | 50 | 40 |
| 603.9 and 604.6 | 60 | 50 | 40 | 807.1 and 806.6 | 70 | 60 | 50 |
| Wilcox 609.5 and 611.6 | 70 | 60 | 50 | Rock Springs 803.5 and 801.0 | 50 | 40 | 25 |
| 615.9 and 616.4 | 55 | 45 | 40 | 800.5 and 799.5 | 60 | 50 | 40 |
| Ridge 617.2 and 617.6 | 70 | 60 | 50 | 798.4 and 797.3 | 55 | 45 | 35 |
| 621.8 and 622.4 | 75 | 65 | 50 | Baxter 781.7 and 781.3 | 70 | 60 | 50 |
| Calvin 627.1 and 628.7 | 50 | 45 | 35 | 780.2 and 780.0 | 60 | 50 | 40 |
| 629.4 and 629.9 | 60 | 50 | 40 | 778.9 and 777.8 | 60 | 50 | 40 |
| 630.9 and 637.8 | 70 | 60 | 50 | Point of Rocks 776.5 and 775.8 | 65 | 55 | 45 |
| Ramsey 639.3 and 640.2 | 60 | 50 | 40 | 775.0 and 774.3 | 70 | 65 | 50 |
| 642.5 and 643.5 | 50 | 40 | 40 | 773.2 and 773.0 | 60 | 50 | 40 |
| 643.5 to 643.7 | 60 | 50 | 40 | 772.3 and 771.8 | 70 | 65 | 50 |
| Hanna 645.1 and 646.3 | 70 | 60 | 50 | Hallville 769.3 and 768.8 | 60 | 50 | 40 |
| 647.5 and 648.0 | 70 | 60 | 50 | Black Buttes 765.6 and 765.2 | 60 | 50 | 40 |
| Percy 650.2 and 650.7 | 70 | 60 | 50 | 762.3 and 762.0 | 70 | 60 | 50 |
| Dana 652.2 and 652.5 | 60 | 50 | 40 | 761.0 and 760.5 | 70 | 60 | 50 |
| 653.1 and 656.4 | 70 | 60 | 50 | 757.3 and 757.1 | 50 | 40 | 40 |
| | | | | 755.7 and 755.4 | 60 | 40 | 40 |

THIRD SUBDIVISION (Continued)

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

THIRD SUBDIVISION (Continued)

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|--|----------------|-------|-------|--|----------------|-------|-------|
| | Str. | Psgr. | Frnt. | | Str. | Psgr. | Frnt. |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Black Buttes 768.8 and 769.3 | 60 | 50 | 40 | Hanna 643.5 and 642.5 | 50 | 40 | 40 |
| Hallville 771.8 and 772.3 | 70 | 65 | 50 | 643.7 and 643.5 | 50 | 40 | 40 |
| 773.0 and 773.2 | 60 | 50 | 40 | 640.2 and 639.3 | 60 | 50 | 40 |
| 774.3 and 775.0 | 70 | 65 | 50 | Ramsey 637.8 and 630.9 | 70 | 60 | 50 |
| 775.8 and 776.6 | 65 | 55 | 45 | 629.9 and 629.4 | 60 | 50 | 40 |
| Point of Rocks 777.8 and 778.9 | 60 | 50 | 40 | 628.7 and 627.1 | 50 | 45 | 35 |
| 780.0 and 780.2 | 60 | 50 | 40 | Medicine Bow 622.4 and 621.8 | 75 | 65 | 50 |
| 781.3 and 781.7 | 70 | 60 | 50 | 617.6 and 617.2 | 70 | 60 | 50 |
| Baxter 797.3 and 798.4 | 55 | 45 | 35 | Ridge 616.4 and 615.9 | 55 | 45 | 40 |
| 799.5 and 800.5 | 60 | 50 | 40 | 611.6 and 609.5 | 70 | 60 | 50 |
| 801.0 and 803.5 | 50 | 40 | 25 | Rock River 604.6 and 603.9 | 60 | 50 | 40 |
| 806.6 and 807.0 | 70 | 60 | 50 | 602.2 and 601.1 | 60 | 50 | 40 |
| 807.5 and 807.8 | 55 | 50 | 40 | 599.7 and 598.5 | 70 | 60 | 50 |
| Kanda 809.6 and 813.9 | 55 | 45 | 35 | Harper 596.8 and 596.5 | 70 | 60 | 50 |
| 814.1 and 816.1 | 40 | 40 | 25 | Lookout 593.7 and 593.3 | 70 | 60 | 50 |
| 816.1 and 816.3 | 35 | 30 | 25 | Cooper Lake 588.4 and 587.7 | 70 | 60 | 50 |
| 816.3 and 817.0 | 50 | 40 | 25 | Howell 567.2 and 566.8 | 50 | 40 | 25 |
| Green River | | | | Laramie | | | |

FOURTH SUBDIVISION

| | | | | | | | |
|---|----|----|----|--|----|----|----|
| Maximum speed between: Green River and Evanston. | 90 | 80 | 50 | Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station. | 20 | 20 | 20 |
| Evanston and Ogden. | 79 | 75 | 50 | | | | |

Between Green River and Evanston

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

| 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 | | |

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

| Location | Miles Per Hour | | | Location | Miles Per Hour | | |
|---|----------------|-------|-----|------------------------------------|----------------|-------|-----|
| | Str. | Psgr. | Fr. | | Str. | Psgr. | Fr. |
| ON WESTWARD TRACK | | | | ON EASTWARD TRACK | | | |
| Between Mile Posts — | | | | Between Mile Posts — | | | |
| Bryan 831.2 and 831.5 | 65 | 55 | 45 | Altamont Aspen Tunnel | 25 | 25 | 20 |
| 833.6 and 834.1 | 70 | 60 | 50 | Aspen 901.3 and 896.7 | 60 | 50 | 40 |
| Westvaco 844.9 and 845.3 | 60 | 50 | 40 | Ragan 894.4 and 894.0 | 70 | 60 | 50 |
| Granger 847.2 and 847.3 | 60 | 50 | 40 | 893.4 and 890.9 | 70 | 60 | 50 |
| 849.9 and 850.2 | 70 | 60 | 50 | Leroy 890.2 and 889.3 | 50 | 40 | 35 |
| Church Buttes 860.1 and 860.3 | 70 | 60 | 50 | 888.7 and 888.3 | 70 | 60 | 50 |
| 862.2 and 862.5 | 70 | 60 | 50 | 887.5 and 887.3 | 65 | 55 | 45 |
| Hampton 866.7 and 866.9 | 75 | 65 | 50 | 886.7 and 886.4 | 70 | 60 | 50 |
| 868.0 and 869.2 | 65 | 55 | 45 | Bridger 885.0 and 884.6 | 60 | 50 | 40 |
| Elkhurst 870.9 and 873.6 | 70 | 60 | 50 | 883.9 and 882.5 | 60 | 50 | 40 |
| 874.0 and 874.5 | 70 | 60 | 50 | 881.7 and 881.4 | 70 | 60 | 50 |
| Carter 878.2 and 878.5 | 70 | 60 | 50 | Antelope 880.3 and 880.1 | 60 | 50 | 40 |
| 880.1 and 880.3 | 60 | 50 | 40 | 878.5 and 878.2 | 70 | 60 | 50 |
| Antelope 881.4 and 881.7 | 70 | 60 | 50 | 874.5 and 874.0 | 70 | 60 | 50 |
| 882.5 and 883.9 | 60 | 50 | 40 | Carter 873.6 and 870.9 | 70 | 60 | 50 |
| 884.6 and 885.0 | 60 | 50 | 40 | Elkhurst 869.2 and 868.0 | 55 | 45 | 35 |
| Bridger 886.4 and 886.7 | 70 | 60 | 50 | 866.9 and 866.7 | 75 | 65 | 50 |
| 887.3 and 887.5 | 65 | 55 | 45 | Hampton 862.5 and 862.2 | 70 | 60 | 50 |
| 888.3 and 888.7 | 70 | 60 | 50 | 860.3 and 860.1 | 70 | 60 | 50 |
| 889.3 and 890.2 | 50 | 40 | 35 | Verne 850.2 and 849.9 | 70 | 60 | 50 |
| Leroy 891.6 and 895.1 | 70 | 60 | 50 | Granger 847.3 and 847.2 | 60 | 50 | 40 |
| Ragan 896.1 and 900.6 | 60 | 50 | 40 | 845.3 and 844.9 | 60 | 50 | 40 |
| 901.7 and 903.5 | 50 | 40 | 30 | Westvaco 834.1 and 833.6 | 70 | 60 | 50 |
| Altamont 904.9 and 905.3 | 60 | 50 | 40 | 831.5 and 831.2 | 65 | 55 | 45 |
| 906.3 and 908.6 | 50 | 40 | 30 | Bryan 828.4 and 827.9 | 70 | 60 | 50 |
| Knight 909.3 and 910.4 | 79 | 70 | 50 | 826.6 and 825.4 | 70 | 60 | 50 |
| Millis 913.1 and 913.4 | 70 | 60 | 50 | Peru 823.6 and 822.4 | 60 | 50 | 40 |
| 915.4 and 915.6 | 70 | 60 | 50 | Riview 820.7 and 819.3 | 60 | 50 | 40 |
| 915.9 and 919.1 | 60 | 50 | 25 | 818.5 and 817.0 | 50 | 40 | 25 |
| Evanston | | | | Green River | | | |

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

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

BRANCHES

| Branch | Miles Per Hour | Branch | Miles Per Hour |
|--|----------------|---|----------------|
| Boulder Branch Maximum Speed. | 25 | Encampment Branch Maximum speed. | 15 |
| Trains handling outfit cars. | 20 | Between Mile Posts — 24.25 and 24.47 | 10 |
| Between Parkdale Jct. and Erie. | 15 | 37.58 and 37.75 | 10 |
| Valmont Spur, M. P. 1, over C. & S. crossing. | 10 | Pleasant Valley Branch | 15 |
| Dent Branch: Maximum speed. | 40 | Puritan Branch | 15 |
| Trains handling outfit cars. | 30 | Lionkol Branch | 10 |
| Sand Creek Jct. to paved road. | 20 | Superior Branch, on yard tracks at Thayer Jct. | 15 |
| Over bridges 0.53, 1.57, 1.91 and 2.68 | 5 | Branches not otherwise shown. | 15 |
| St. Vrain 21.5 and 21.9 | 40 | Stansbury Spur | 5 |
| Frederick 25.6 and 25.8 | 40 | Spurs not otherwise shown. | 10 |
| Fort Collins Branch Between Dent and Fort Collins. | 30 | Park City Branch Maximum Speed. | 25 |
| Between Fort Collins and Buckeye. | 25 | Trains handling outfit cars. | 20 |
| Trains handling outfit cars. | 20 | Between Mile Posts — 0.0 and 4.3 | 15 |
| Dent, over west wye switch. | 10 | 5.1 and 5.2 | 15 |
| Fort Collins, within city limits. | 15 | 13.2 and 13.5 | 15 |
| Fort Collins, over east cross-over switch. | 5 | 14.8 and 21.0 | 15 |
| Greeley Branch Maximum Speed | 15 | 24.0 and 24.1 | 15 |
| Between Barnesville and Briggsdale. | 5 | 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 | 20 | Ontario Branch | 15 |
| 20.5 and 21 | 25 | Cranmer spur, between Keetley and end of track. | 10 |
| 29.50 and 30 | 20 | Hill Field Branch Maximum speed. | 25 |
| 37 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 and 109.7 | 20 | | |
| 109.7 and 110.3 | 5 | | |
| 110.3 and 111 | 20 | | |
| Coalmont—Around track Balloon | 5 | | |

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

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

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

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

| NAME | TITLE | PLACE | NAME | TITLE | PLACE |
|---------------------|--------------------|----------------------|-----------------|-----------|---------------------|
| W. A. Buntan | 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. Fugisaki | 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. L. Wilkinson | 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. | L. R. Evans | Physician | Laramie, Wyo. |
| R. B. Stump | Oculist and Aurist | Cheyenne, Wyo. | E. C. Pelton | Surgeon | Laramie, Wyo. |
| T. L. Johnston | Oculist | Cheyenne, Wyo. | B. J. Sullivan | Surgeon | Laramie, Wyo. |
| R. I. Williams | Aurist | Cheyenne, Wyo. | M. D. Gardner | Physician | Ogden, Utah |
| G. L. Smith | Aurist | Cheyenne, Wyo. | Leo W. Benson | Surgeon | Ogden, Utah |
| R. J. Parker | Surgeon | Coalville, Utah | G. F. Kearns | Surgeon | Ogden, Utah |
| J. H. Bechtold | Surgeon | Denver, Colo. | K. A. Stratford | Surgeon | Ogden, Utah |
| R. A. O'Dell | Surgeon | Denver, Colo. | C. S. Feeny | Physician | Ogden, Utah |
| F. J. Rust | Physician | Denver, Colo. | R. E. Nilsson | Surgeon | Ogden, Utah |
| J. R. Blair | Aurist | Denver, Colo. | G. B. Kearns | Surgeon | Ogden, Utah |
| A. T. Haley | Surgeon | Denver, Colo. | H. V. De Mars | Aurist | Ogden, Utah |
| I. E. Hix | Oculist | Denver, Colo. | R. W. Pugmire | Oculist | Ogden, Utah |
| I. E. Hix, Jr. | Oculist | Denver, Colo. | R. B. Baker | Surgeon | Rawlins, Wyo. |
| W. L. Bennett | Physician | Denver, Colo. | E. W. McNamara | Surgeon | Rawlins, Wyo. |
| R. M. Maul | Surgeon | Denver, Colo. | R. D. Paul | Surgeon | Rawlins, Wyo. |
| H. T. High | Surgeon | Devils Slide, Utah | G. M. Halsey | Surgeon | Rawlins, Wyo. |
| C. E. Sherwood, Jr. | Surgeon | Eaton, Colo. | G. M. Harrison | Surgeon | Rock Springs, Wyo. |
| J. S. Hellewell | Surgeon | Evanston, Wyo. | P. A. Kos | Surgeon | Rock Springs, Wyo. |
| D. R. Daines | Surgeon | Evanston, Wyo. | R. A. Corbett | Surgeon | Saratoga, Wyo. |
| J. H. Waters | Surgeon | Evanston, Wyo. | D. W. France | Surgeon | Walden, Colo. |
| J. B. Bennett | Surgeon | Evanston, Wyo. | | | |

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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