

UNION PACIFIC RAILROAD COMPANY
Eastern District



WYOMING DIVISION
TIME-TABLE
No. 42

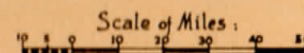
Effective Sunday,
February 26, 1967

at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MARCH 1, 1966



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Time-Table No. 42 February 26, 1967								Distance from Council Bluffs	STATIONS
9	17	27	105	111	5	103			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							0.0	CO. BLUFFS	
		11.40		11.35	10.45	2.45	2.8	OMAHA	
		2.25		1.55	1.50	4.55	146.9	GRAND ISLAND	
		5.00		4.00	4.20	6.55	284.1	NORTH PLATTE	
		4.15		3.05	3.35	6.00	365.3	JULESBURG	
				4.20			407.5	SIDNEY	
		6.25			5.50	7.44		KANSAS CITY	
	9.20	7.30						DENVER	
	8.10	6.10		7.55			562.5	CHEYENNE	
	8.40	6.45			7.45	9.30	509.5	LARAMIE	
		8.50	8.30		9.10	9.40	566.0	RAWLINS	
	11.45	11.01	10.25	11.10	10.40	11.00	682.8	GREEN RIVER	
	1.40	1.15		1.05	12.45	12.47	817.0	GRANGER	
	3.50	3.40		3.25	3.15	3.10	847.2	OGDEN	
	4.00	4.15		3.35	3.30	3.20	992.6	(992.6)	
		4.50		4.05					
	7.30				7.15	7.10			

Heavy Figures Indicate PM
Light Figures Indicate AM

(23.10) (22.20) (11.45) (7.45) (9.20) (21.30) (17.25) Thru Time
52.5 48.6 47.9 55.5 60.0 46.0 56.8 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Genl. Supt. Transportation

K. I. JONES
General Superintendent

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

FIRST SUBDIVISION AND BRANCHES

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

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

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

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

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

MILEAGE

Main Line	628.23
Branches	331.12
Total	959.35

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Time-Table No. 42 February 26, 1967								Mile Post	STATIONS
106	112	10	104	28	18	6			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
							0.0	CO. BLUFFS	
							2.8	OMAHA	
		1.40		3.10	7.00		5.45	GRAND ISLAND	
				1.00	3.55		2.55	NORTH PLATTE	
		9.25		11.05	1.00		12.10	JULESBURG	
		8.20		10.00	11.30		11.00	SIDNEY	
		7.00						KANSAS CITY	
				8.10	9.10		8.55	DENVER	
						9.25	11.10	CHEYENNE	
		3.30	3.50	8.40			10.15	LARAMIE	
				8.15			9.30	RAWLINS	
					6.40	7.10	7.00	GREEN RIVER	
					6.30	6.45	6.30	GRANGER	
		12.32		5.02	5.10	5.25	4.40	OGDEN	
		10.46		3.06	3.21		2.35		
							3.10		
		8.35		12.55	1.10		11.55		
		8.25		12.45	1.00		11.30		
							12.30		
							12.15		
							10.55		
				9.35	9.50		8.45		
		Daily	Daily	Daily	Daily	Daily	Daily		

Thru Time (7.35) (8.50) (22.50) (16.20) (12.35) (23.15) (20.00)
Average speed per hour 56.7 63.4 53.3 60.6 44.7 46.7 49.5

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD

Train	At	Discharge Passengers From	Pick Up Passengers Destined To
5	Rock River Medicine Bow Hanna Sinclair Wamsutter	Cheyenne or east.	
9	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.
17	La Salle	From east of Denver	Laramie or beyond where scheduled to stop.
17	Rock River Medicine Bow Hanna Sinclair Wamsutter	Denver or east.	
105	Greeley		Pocatello or beyond.

EASTWARD

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

WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS							Distance from Denver
	10	17	112	18	9	105		
	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily		
YIP	8.40 PM	6.45 PM	3.50 PM	10.15 AM	8.40 AM	8.20 AM	0.0	
D							0.6	
ZP							1.7	
DTYZP	A 8.45 PM	6.50	3.55	A 10.20 AM	8.45	8.25	2.2	
P							4.9	
P		6.54	3.59		8.50	8.29	5.0	
P							6.0	
88 P							8.1	
23 P							9.9	
166 P							11.3	
46 P							14.1	
166 YZP							19.1	
22 P							22.8	
33 P							25.8	
P							30.1	
166 P							34.8	
24 P							36.2	
113 P							40.0	
24 P							42.4	
20 P							43.2	
171 DYP		7.30	A 4.35 PM		9.25	9.03	46.1	
P							48.2	
151 ZPY		s 7.43			s 9.35	9.13	51.7	
P							54.0	
74 P							55.8	
71 P							59.2	
IP							59.3	
166 P							63.0	
18 P							64.9	
59 P							66.8	
166 P							71.9	
P							77.0	
153 P		A 8.20 PM			A 10.15 AM	A 9.50 AM	86.0	

(0.05) 26.4 (1.35) 54.3 (0.45) 61.4 (0.05) 26.4 (1.35) 54.3 (1.30) 57.3

Time-Table No. 42
February 26, 1967

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		
D	LUPTON	UP	
	4.3		
	IONE		
	4.7		
	PLATTEVILLE		
	1.4		
	VASQUEZ		
	3.8		
D	GILCREST	GI	
	2.4		
	PECKHAM		
	0.8		
	HAMBERT		
	2.9		
DN	LA SALLE	YL	DY
	2.1		
	EVANS		
	3.5		
DN	GREELEY	YL	HG
	2.3		
	GREELEY JCT.		
	1.8		
	LUCERNE		
	3.4		
D	EATON	YL	UR
	0.1		
	G. W. CROSSING		
	3.7		
D	AULT	A	
	1.9		
	STAGE		
	1.9		
	PIERCE		
	5.1		
	NUNN		
	5.1		
	DOVER		
	9.0		
	CARR		
	(86.0)		

Block Signals
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. 42 February 26, 1967	Mile Post	FIRST CLASS						Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		111	9	18	106	17	10	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
	0.0	A 7.55 AM	A 8.10 AM	A 9.30 AM	A 3.30 PM	A 6.10 PM	A 8.15 PM	YIP
	0.6							D
	1.7							ZP
	2.2	7.25	7.22 AM	9.05	3.12	5.47 PM	7.47	DTYZP
	4.9							P
	5.0	7.20		8.59	3.07		7.42	P
	6.0							P
	8.1							88 P
	9.9							23 P
	11.3							166 P
	14.1							46 P
	19.1							166 YZP
	22.8							22 P
	25.8							33 P
	30.1							P
	34.8							166 P
	36.2							24 P
	40.0							113 P
	42.4							24 P
	43.2							20 P
	46.1	6.45 AM		8.20	2.32		7.07	171 DYP
	48.2							P
	51.7		s 8.10	s 2.22		s 6.57		151 ZPY
	54.0							P
	55.8							74 P
	59.2							71 P
	59.3							IP
	63.0							166 P
	64.9							18 P
	66.8							59 P
	71.9							166 P
	77.0							P
	86.0			7.40 AM	1.47 PM		6.25 PM	153 P
		Daily	Daily	Daily	Daily	Daily	Daily	

Block Signals
CENTRALIZED TRAFFIC CONTROL

Thru Time (1.10) (0.48) (1.50) (1.48) (0.28) (1.50)
Average speed per hour 39.5 2.7 46.9 50.1 5.7 46.9

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								
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS							Distance from Council Bluffs	Time-Table No. 42	
									February 26, 1967	
	17	5	9	105	103	27	18		STATIONS	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Block Signals		
DFTYPZX		9.20 PM	9.10 PM		9.40 AM	8.55 AM	7.10 AM	509.5	DN-R CHEYENNE YL	N-OY
IP							510.8	DN TOWER A AY		
132 XP			10.27 AM	10.03 AM			519.0	SPEER		
129 P							525.8	EMKAY		
133 P							534.2	LYNOH		
134 P							542.7	HARRIMAN		
135 P							549.5	PERKINS		
127 P							514.5	WYCON		
P							519.1	BORIE		
109 XP							528.6	GRANITE		
222 XP							536.6	BUFORD		
86 XP							540.4	SHERMAN		
121 P							554.3	DALE		
YP							544.8	HERMOSA		
XP							547.9	RED BUTTES		
131 P							556.8	COLORES		
121 P							554.0	FORELLE		
99 P							563.0	LARAMIE YL KI-K		
280 P							566.0	(56.5)		
DFYPZX		A 10.50 PM	A 10.30 PM	A 11.30 AM	A 11.09 AM	A 10.59 AM	A 10.25 AM			
		(1.30)	(1.20)	(1.03)	(1.06)	(1.19)	(1.30)	(0.13) Thru Time	
		37.7	42.4	53.8	51.4	43.0	37.7	43.8 Average speed per hour	

WESTWARD		BORIE SUBDIVISION				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS			Distance from Denver	Time-Table No. 42	
					February 26, 1967	
	17	9	105		STATIONS	
	Passenger	Passenger	Passenger	C.T.C.		
133 P		8.20 PM	10.15 AM	9.50 AM	86.0	CARR
82 P					90.4	WARREN
132 XP		A 8.35 PM	A 10.27 AM	A 10.03 AM	98.0	SPEER
P					103.3	BORIE
						(17.3)
		(0.15)	(0.12)	(0.13)	 Thru Time
		48.0	60.0	55.4	 Average speed per hour

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

		SECOND SUBDIVISION							EASTWARD	
Time-Table No. 42	February 26, 1967	FIRST CLASS							Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		18	6	106	10	104	28	17		
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
STATIONS									DFTYPZX	
Block Signals		509.5	A 6.00 AM	A 6.30 AM			A 6.30 PM	A 6.45 PM	A 8.50 PM	IP
DN-R CHEYENNE YL		510.8								
DN TOWER A AY		519.0			A 1.34 PM	A 6.10 PM			8.35 PM	132 XP
SPEER		525.8								129 P
EMKAY		534.2								133 P
LYNOH		542.7								134 P
HARRIMAN		549.5								135 P
PERKINS										127 P
WYCON		514.5								P
BORIE		519.1								109 XP
GRANITE		528.6								86 XP
BUFORD		536.6								121 P
SHERMAN		540.4								YP
DALE		554.3								XP
HERMOSA		547.9								131 P
RED BUTTES		556.8								121 P
COLORES		554.0								99 P
FORELLE		563.0								280 P
LARAMIE YL KI-K		566.0	4.40 AM	5.15 AM	12.32 PM	5.02 PM	5.10 PM	5.25 PM		DFYPZX
			Daily	Daily	Daily	Daily	Daily	Daily		
			(1.20)	(1.15)	(1.02)	(1.08)	(1.20)	(1.20)	(0.15) Thru Time
			42.4	45.2	54.7	49.9	42.4	42.4	42.0 Average speed per hour

		BORIE SUBDIVISION			EASTWARD	
Time-Table No. 42	February 26, 1967	FIRST CLASS			Mile Post	Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.
		18	106	10		
		Passenger	Passenger	Passenger		
STATIONS						
C.T.C.		86.0	A 7.40 AM	A 1.47 PM	A 6.25 PM	153 P
CARR		90.4				82 P
WARREN		98.0	7.23 AM	1.34 PM	6.10 PM	132 XP
SPEER		103.3				P
BORIE						
			Daily	Daily	Daily	
			(0.17)	(0.13)	(0.15) Thru Time
			42.3	55.3	48.0 Average speed per hour

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

WESTWARD THIRD SUBDIVISION

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	17	5	9	105	103	
	Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
IDFYXPZ	11.01 PM	10.40 PM	11.45 AM	11.10 AM	11.00 AM	566.0
CS 88 P	11.10	10.49	11.53	11.19	11.08	574.1
WS 15 P	11.16	10.54	11.56 AM	11.22	11.11	577.7
CS 88 XP	11.22	11.01	12.02 PM	11.28	11.17	585.3
ES 13 XP	11.27	11.06	12.06	11.33	11.21	590.6
CS 150 P	11.31	11.10	12.10	11.36	11.24	593.9
CS 123 YPX	11.40	11.19	12.19	11.46	11.34	605.3
ES 107 P	11.45	11.23	12.23	11.51	11.38	609.0
CS 70 P	11.52	11.29	12.30	11.58 AM	11.44	616.8
CS 124 YP	11.58 PM	11.34	12.36	12.04 PM	11.49	622.9
CS 76 P	12.07 AM	11.42	12.45	12.13	11.58 AM	632.6
WS 114 ES 247 YPX	12.19	11.53	12.55	12.23	12.07 PM	643.1
XP	12.25	11.58 PM	1.00	12.28	12.12	648.4
CS 66 P	12.30	12.02 AM	1.05	12.31	12.16	651.8
CS 127 P	12.35	12.07	1.10	12.36	12.21	657.0
CS 63 P	12.40	12.12	1.14	12.40	12.25	661.9
CS 76 P	12.45	12.17	1.19	12.45	12.30	667.6
CS 119 XP	12.54	12.25	1.27	12.53	12.37	676.3
WS 159 IDTYZXP	1.05	12.35	1.35	1.04	12.46	682.8
CS 165 P	1.24	12.53	1.48	1.14	12.56	690.2
P						696.7
WS 125 ES 101 XP	1.32	1.01	1.56	1.22	1.04	700.7
CS 76 P	1.36	1.05	2.00	1.26	1.08	705.3
WS 57 CS 76 YP	1.44	1.11	2.06	1.32	1.14	712.0
CS 77 P	1.48	1.14	2.09	1.35	1.17	716.0
WS 119 ES 101 YXP	1.58	1.21	2.16	1.42	1.24	724.2
WS 116 XP	2.02	1.25	2.20	1.46	1.28	729.1
CS 67 P	2.05	1.28	2.23	1.49	1.31	732.7
WS 60 XP	2.13	1.34	2.29	1.56	1.38	740.0
WS 99 P						743.4
WS 119 ES 100 P	2.19	1.39	2.34	2.02	1.44	746.7
P						751.7
WS 148 ES 166 YXP	2.29	1.48	2.43	2.11	1.53	756.7
CS 118 P	2.36	1.55	2.50	2.18	2.00	765.9
WS 65 XP	2.40	1.59	2.54	2.22	2.04	771.2
CS 126 P	2.46	2.05	3.00	2.28	2.10	777.1
XP	2.52	2.11	3.06	2.34	2.16	784.1
P						788.6
CS 117 P	3.02	2.21	3.16	2.44	2.26	795.7
WS 129 ES 93 YZXP	3.15	2.45	3.24	2.52	2.34	802.1
CS 130 P	3.22	2.52	3.31	2.59	2.41	809.0
IDFTYXPZ	A 3.40 AM	A 3.15 AM	A 3.50 PM	A 3.25 PM	A 3.10 PM	817.0

Time-Table No. 42
February 26, 1967

STATIONS	
DN-R	LARAMIE YL KI-K
	8.1
	HOWELL
	3.6
	WYOMING
	7.6
	BOSLER
	5.3
	COOPER LAKE
	3.3
	LOOKOUT
	11.4
DN	ROCK RIVER OK
	3.7
	WILCOX
	7.8
	RIDGE
	6.1
D	MEDICINE BOW MB
	9.3
	OOMO
	10.5
DN	HANNA HN
	5.3
	PEROY
	3.4
	DANA
	5.2
	EDSON
	4.9
	WALCOTT
	5.7
	FORT STEELE
	8.7
D	SINCLAIR GV
	6.5
DN-R	RAWLINS YL RS
	7.4
	HADSELL
	6.5
	DALEY'S RANCHO
	4.0
	RINER
	4.6
	CHEROKEE
	6.7
	CRESTON
	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 YL GR
	(250.6)

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

THIRD SUBDIVISION EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	6	106	10	104	18	
	Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	
IDFYXPZ	5.05 AM	12.31 PM	4.50 PM	5.09 PM	4.35 AM	566.0
CS 88 P	4.52	12.22	4.41	5.00	4.23	574.1
WS 15 P	4.49	12.19	4.38	4.57	4.20	577.7
CS 88 XP	4.42	12.13	4.32	4.50	4.13	585.3
ES 13 XP	4.37	12.08	4.27	4.45	4.08	590.6
CS 150 P	4.34	12.05 PM	4.24	4.41	4.05	593.9
CS 123 YPX	4.22	11.54 AM	4.13	4.30	3.51	605.3
ES 107 P	4.19	11.51	4.10	4.27	3.47	609.0
CS 70 P	4.12	11.44	4.03	4.20	3.40	616.8
CS 124 YP	4.07	11.39	3.58	4.15	3.34	622.9
CS 76 P	3.58	11.30	3.50	4.06	3.25	632.6
WS 114 ES 247 YPX	3.48	11.21	3.41	3.57	3.15	643.1
XP	3.43	11.16	3.36	3.52	3.10	648.4
CS 66 P	3.40	11.13	3.33	3.49	3.06	651.8
CS 127 P	3.35	11.08	3.28	3.44	3.01	657.0
CS 63 P	3.31	11.04	3.24	3.40	2.56	661.9
CS 76 P	3.26	10.59	3.18	3.34	2.51	667.6
CS 119 XP	3.18	10.52	3.12	3.27	2.43	676.3
WS 159 IDTYZXP	3.10	10.46	3.06	3.21	2.35	682.8
CS 165 P	3.00	10.45	3.05	3.20	2.25	690.2
P	2.50	10.35	2.55	3.10	2.15	696.7
WS 125 ES 101 XP	2.40	10.27	2.47	3.02	2.05	700.7
CS 76 P	2.36	10.23	2.43	2.58	2.01	705.3
WS 57 CS 76 YP	2.29	10.17	2.37	2.52	1.54	712.0
CS 77 P	2.24	10.12	2.32	2.47	1.49	716.0
WS 119 ES 101 YXP	2.15	10.04	2.24	2.39	1.40	724.2
WS 116 XP	2.10	10.00	2.20	2.35	1.35	729.1
CS 67 P	2.07	9.57	2.17	2.32	1.32	732.7
WS 60 XP	1.59	9.50	2.10	2.25	1.24	740.0
WS 99 P						743.4
WS 119 ES 100 P	1.52	9.44	2.04	2.19	1.17	746.7
P						751.7
WS 148 ES 166 YXP	1.41	9.36	1.56	2.11	1.06	756.7
CS 118 P	1.32	9.28	1.48	2.03	1.06	765.9
WS 65 XP	1.27	9.23	1.43	1.58	1.02	771.2
CS 126 P	1.21	9.18	1.38	1.53	0.98	777.1
XP	1.13	9.11	1.31	1.46	0.94	784.1
P						788.6
CS 117 P	1.02	9.01	1.21	1.36	0.87	795.7
WS 129 ES 93 YZXP	12.52	8.55	1.15	1.30	12.17	802.1
CS 130 P	12.40	8.45	1.05	1.20	12.05 AM	809.0
IDFTYXPZ	12.30 AM	8.35 AM	12.55 PM	1.10 PM	11.55 PM	817.0

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

WESTWARD

FOURTH SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	9	105	103	17	5	
	Passenger	Passenger	Passenger	Passenger	Passenger	
DFPTXZY	4.00PM	3.35PM	3.20PM	4.15AM	3.30AM	817.0
WS 56 PX	4.05	3.40	3.27	4.22	3.37	821.1
CS 79 P	4.09	3.44	3.32	4.27	3.42	824.9
CS 120 P	4.14	3.49	3.37	4.32	3.47	830.2
PX						834.1
						835.1
CS 113 P	4.20	3.55	3.43	4.39	3.53	837.8
WS 94 ES 120 IPXY	4.29	A 4.05PM	3.53	A 4.50AM	4.03	847.2
CS 120 P	4.35		4.00		4.10	854.0
CS 99 P	4.39		4.05		4.15	858.7
CS 99 P	4.45		4.11		4.21	865.9
						869.8
CS 130 P	4.54		4.20		4.32	875.4
CS 98 P	5.00		4.25		4.37	880.9
CS 126 P	5.04		4.30		4.42	885.6
CS 78 P	5.10		4.36		4.47	890.5
CS 120 P	5.17		4.44		4.55	897.6
ES 47 IPX	5.21		4.49		4.59	901.8
ES 112 IPX	5.25		4.54		5.05	903.6
CS 113 P	5.34		5.03		5.15	912.7
ES 180 WS 185 PTXYZ	5.41		5.10		5.27	917.2
P	5.45					918.4
CS 89 PY	5.57		5.23		5.39	927.6
P						932.6
WS 113 ES 97 P	6.11		5.38		5.53	936.7
CS 120 PX	6.19		5.47		6.02	943.3
P						947.9
WS 111 ES 140 XP	6.31		6.00		6.16	952.7
CS 113 P	6.35		6.04		6.20	956.5
CS 113 P	6.39		6.09		6.24	960.6
CS 115 P	6.48		6.18		6.34	968.0
WS 114 CS 114 P	6.55		6.26		6.43	975.5
P						980.1
ES 58 P	7.08		6.40		6.57	985.1
PIX						989.9
DFPTYZX	A 7.30PM		A 7.10PM		A 7.15AM	992.6

(3.30) (0.30) (3.50) (0.35) (3.45)
 50.2 60.4 46.0 51.8 46.8

Time-Table No. 42
 February 26, 1967

STATIONS

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

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	FIRST CLASS					Distance from Council Bluffs
	106	10	104	18	6	
	Passenger	Passenger	Passenger	Passenger	Passenger	
DFPTXZY	8.25AM	12.45PM	1.00PM	11.30PM	12.15AM	817.0
WS 56 PX	8.16	12.36	12.52	11.20	12.05	821.1
CS 79 P	8.12	12.32	12.48	11.16	12.01AM	824.9
CS 120 P	8.07	12.27	12.43	11.11	11.56PM	830.2
PX						834.1
						835.1
CS 113 P	8.02	12.20	12.36	11.04	11.49	837.8
WS 94 ES 120 IPXY	7.55AM	12.13	12.29	10.55PM	11.41	847.2
CS 120 P		12.07	12.23		11.35	854.0
CS 99 P		12.03PM	12.19		11.30	858.7
CS 99 P		11.58AM	12.14		11.24	865.9
						869.8
CS 130 P		11.50	12.06		11.14	875.4
CS 98 P		11.45	12.01PM		11.08	880.9
CS 126 P		11.40	11.56AM		11.03	885.6
CS 78 P		11.35	11.51		10.58	890.5
CS 120 P		11.29	11.45		10.50	897.6
ES 47 IPX		11.25	11.41		10.46	901.8
ES 112 IPX		11.20	11.36		10.41	903.6
CS 113 P		11.11	11.27		10.30	912.7
WS 185 ES 180 PTXYZ		11.05	11.21		10.23 10.18	917.2
P						918.4
CS 89 PY		10.53	11.09		10.04	927.6
P						932.6
WS 113 ES 97 P		10.42	10.58		9.51	936.7
CS 120 PX		10.33	10.49		9.43	943.3
P						947.9
WS 111 ES 140 XP		10.20	10.36		9.30	952.7
CS 113 P		10.15	10.31		9.25	956.5
CS 113 P		10.10	10.26		9.20	960.6
CS 115 P		10.02	10.18		9.12	968.0
WS 114 CS 114 P		9.55	10.11		9.05	975.5
P						980.1
ES 58 P		9.43	9.58		8.53	985.1
PIX						989.9
DFPTYZX	9.35AM	9.50AM			8.45PM	992.6

(0.30) (3.10) (3.10) (0.35) (3.30)
 60.4 56.0 56.0 51.8 50.2

Time-Table No. 42
 February 26, 1967

STATIONS

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

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

WESTWARD		DENT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Time-Table No. 42 February 26, 1967		Mile Post	
		STATIONS			
P	5.0	COMMERCE CITY	YL	5.0	
	8.2	WELBY		8.2	
31	9.8	QUIMBY		9.8	
36	13.8	EAST LAKE		13.8	
55	22.2	ST. VRAINS	YL VS	22.2	
	22.2	U. P. CROSSING		22.2	
53	26.1	FREDERICK	YL	26.1	
	27.8	FIRESTONE		27.8	
19	30.2	HARNEY		30.2	
31	34.6	GOWANDA		34.6	
10	38.3	WILD CAT		38.3	
21	42.8	DENT	YL	42.8	
	50.6	LA SALLE	YL DY	50.6	
		(45.6)			

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

WESTWARD		FORT COLLINS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 42 February 26, 1967			
		STATIONS			
21	0.0	DENT	YL		
	1.7	MILLIKEN	YL M		
	2.0	G. W. CROSSING			
	9.0	G. W. CROSSING			
	9.1	KELIM			
	16.4	REDMOND			
42	19.5	HARMONY			
65	25.0	FORT COLLINS	YL FO		
	25.2	C. & S. CROSSING			
	25.3	C. & S. CROSSING			
	27.9	POUDRE	YL		
	30.0	BOETTSCHER	YL		
	30.8	END OF TRACK	YL		
		(30.8)			

WESTWARD		BOULDER BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 42 February 26, 1967			
		STATIONS			
	5.2	END OF TRACK			
	7.1	DIOK			
	8.1	ST. VRAINS	YL VS		
	8.1	U. P. CROSSING			
	10.1	NATIONAL			
50	10.9	STATE COAL MINE JCT.	YL		
	11.4	PARKDALE JCT.			
	15.1	ERIE			
	15.1	C. B. & Q. CROSSING			
	17.8	LEYNER			
	19.6	LIGGETT			
22	24.0	VALMONT			
	26.0	C. & S. CROSSING			
	26.1	BOULDER	YL		
		(20.9)			

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

WESTWARD		GREELEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Greeley	Time-Table No. 42 February 26, 1967		Mile Post	
		STATIONS			
247	0.0	DN	GREELEY	YL HG	0.0
	2.3		GREELEY JCT.	YL	2.3
34	6.0		CLOVERLY		6.0
	8.4		ALDEN		8.4
37	10.4		GILL		10.4
	13.8		MATTHEWS		13.8
	14.2		END OF TRACK		14.2

WESTWARD		ENCAMPMENT BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Walcott	Time-Table No. 42 February 26, 1967		Mile Post	
		STATIONS			
	0.0	P	WALCOTT		0.0
6	6.8		MEADS		6.8
7	12.3		OVERLAND		12.3
26	24.1	Y	SARATOGA	D	24.1
13	32.7		COW CREEK		32.7
15	39.3		CANYON		39.3
43	44.4	Y	ENCAMPMENT	YL	44.4
			(44.4)		

WESTWARD		COALMONT BRANCH		EASTWARD				
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Laramie	Time-Table No. 42 February 26, 1967		Mile Post				
		STATIONS						
DFYPZX	9.00AM	0.0	DN-R	LARAMIE	YL K	0.0	A	3.20PM
27	f 9.31	14.7		MILLER		14.7	f	2.49
	f 9.46	21.3		HATTON		21.3	f	2.33
	s 10.08	29.7		CENTENNIAL		29.7	s	2.13
	f 10.27	35.6		SPRING CREEK		35.6	f	1.50
6	f 10.58	40.4		ALBANY		40.4	f	1.30
	11.40AM	47.3		LAKE		47.3	f	1.24
17	s 12.20PM	54.6		FOX PARK		54.6	s	12.01PM
9	f 1.14	63.8		WYOCOLO		63.8	f	11.08AM
31	f 1.54	70.8		CAMP		70.8	f	10.28
6	f 2.12	73.6		KINGS CANON		73.6	f	10.10
17	f 2.40	79.8		NORTHGATE		79.8	f	9.32
6	f 2.48	83.4		COWDREY		83.4	f	9.20
	f 2.58	88.3		BROWNLEE		88.3	f	9.10
10	A 3.25PM	92.2	D-R	WALDEN	YL U	92.2		9.00AM
12		100.7		LARAND	YL	100.7		
6		107.6		HEBRON	YL	107.6		
		108.0		END OF TRACK	YL	108.0		
				(108.0)				
	(8.25)			Thru Time		(6.20)		
	14.4			Average speed per hour		14.6		

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

WESTWARD PURITAN BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 42		Mile Post
		February 26, 1967		
		STATIONS		
		0.0	PARKDALE JCT.	
	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. 42		Mile Post
		February 26, 1967		
		STATIONS		
		34	CLOVERLY	
YP	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. 42		Mile Post
		February 26, 1967		
		STATIONS		
		WS 129 ES 93	ROCK SPRINGS YL	
XZP	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. 42		Mile Post
		February 26, 1967		
		STATIONS		
		0.0	OGDEN JUNCTION YL	
0.9	ORCHARD YL	0.9		
3.4	COZYDALE YL	3.4		
4.2	ROY YL	4.2		
5.3	SUNSET YL	5.3		
6.3	ARSENAL YL	6.3		
6.8	END OF TRACK YL	6.8		
(6.8)				

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

WESTWARD PARK CITY BRANCH EASTWARD

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Echo	Time-Table No. 42		Mile Post
		February 26, 1967		
		STATIONS		
		WS 111 ES 140	DN-R ECHO YL HO	
P	5.7	COALVILLE	5.7	
18	13.4	WANSHIP	13.4	
P	20.3	ATKINSON	20.3	
P	24.5	KEETLEY JCT.	24.5	
P	27.2	BROADWATER SPUR	27.2	
PY	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. 42		Mile Post
		February 26, 1967		
		STATIONS		
		P	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 "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
 When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		When more than 50% of the tonnage is gravel, ore or grain.		40
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50
When using No. 20 turn-outs.	40	40	Trains with one Diesel unit handling ore between Echo and Ogden.		35
When using No. 14 turn-outs.	25	20	Coal trains originating at Rock Springs and Hanna, for the first ten miles.		15
When using other cross-overs or turn-outs.	15	15	Trains handling wrecking derricks: Derricks with 6-wheel trucks.		40
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	Derricks with 4-wheel trucks.		35
Within yard limits protected by continuous block signal system.	60	35	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		20
Within yard limits not protected by continuous block signal system: Main line;	50	25	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks):		30
Branch lines.	30	15	On main line;		20
Diesel road freight and road switch locomotives.	65		On branch lines.		
Gas turbine locomotives.	65		Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Diesel yard-switch locomotives in road service: 1000-1100 class:	35	35	Jordan spreaders and other machines of spreader type, when in operation.		15
1800 class	50	50	Trains handling diesel units dead in train: Yard-switch units of any type;		35
When leading unit at front of train is gas turbine or car body unit backing up.	30	30	Foreign line, government, export or commercial diesel units other than yard-switch type;		45
Multiple unit engine when controlled from other than leading unit.	30	30	Union Pacific road-switch units of Alco or Baldwin type.		45
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.		35	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
			All wye tracks.	6	6

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

SECOND SUBDIVISION					
Between Cheyenne and Laramie, No. 1 and 2 tracks.	70	40			
Between Cheyenne and Dale, No. 3 track.	60	50			
Between Cheyenne and West Speer, No. 4 track.	60	50			
ON NO. 1 AND 2 TRACKS			ON NO. 2 TRACK Between Mile Posts — Hermosa 549.3 and 550.0	50	30
Between Mile Posts — Borie 522.1 and 525.6	60	40	ON NO. 1 TRACK Between Mile Posts — Forelle 549.8 and 559.2	60	40
Granite 530.0 and 543.5	55	35	Laramie		
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	60	Hanna, spur to Monolith Coal Co., U. P. Coal Co. 4-A.		10
Laramie, ice house tracks 1, 2, 3 and 4.		6	Sinclair, refining company tracks.		6
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Laramie 566.8 and 567.2	60	35	Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	35	25
Cooper Lake 593.3 and 593.7	70	55	816.1 and 814.1	40	25
Lookout 598.5 and 599.7	70	55	813.9 and 809.6	55	35
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	55	40
603.9 and 604.6	60	45	807.1 and 806.6	70	55
Wilcox 611.2 and 611.6	70	55	Rock Springs 803.5 and 801.0	50	35
615.9 and 616.4	55	40	800.5 and 799.5	60	45
Ridge 617.2 and 617.6	70	55	798.4 and 797.3	55	40
621.8 and 622.4	75	55	Barter 781.7 and 781.3	70	55
Medicine Bow			780.2 and 780.0	60	45
633.0 and 637.8	70	55	778.9 and 777.8	60	45
639.3 and 640.2	60	45	Point of Rocks 776.5 and 775.8	70	55
642.5 and 643.5	50	40	775.0 and 774.3	70	55
Hanna 643.5 and 643.7	60	40	773.2 and 773.0	60	45
645.1 and 646.3	70	55	772.3 and 771.8	70	55
647.5 and 648.0	70	55	Hallville 769.3 and 768.8	60	45
Percy 650.2 and 650.7	70	55	Black Buttes 765.6 and 765.2	60	45
Dana 652.2 and 652.5	60	45	762.3 and 762.0	70	55
653.1 and 656.4	70	55	761.0 and 760.5	70	55
			757.3 and 757.1	70	55

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Edson 657.2 and 658.1		55	40	Robinson 740.8 and 740.2		70	55
658.4 and 659.2		70	55	Tipton 737.3 and 733.9		70	55
661.0 and 661.5		70	55	Frewen 725.6 and 725.1		70	55
Walcott 662.8 and 666.5		70	55	Wamsutter 719.8 and 719.5		70	55
Sinclair 678.2 and 678.5		70	55	718.1 and 717.8		70	55
Riner 703.0 and 704.2		70	55	Latham 715.3 and 715.0		70	55
Cherokee 708.6 and 709.0		70	55	714.3 and 713.7		80	55
Creston 713.7 and 714.3		80	55	Creston 709.0 and 708.6		70	55
715.0 and 715.3		70	55	Cherokee 704.2 and 703.0		70	55
Latham 717.8 and 718.1		70	55	Sinclair 668.5 and 667.7		70	55
719.5 and 719.8		70	55	678.5 and 678.2		70	55
Wamsutter 725.1 and 725.6		70	55	Fort Steele 666.5 and 662.8		70	55
Red Desert 733.9 and 737.3		70	55	Walcott 661.5 and 661.0		70	55
Tipton 740.2 and 740.9		70	55	659.2 and 658.4		70	55
741.4 and 741.6		60	45	658.1 and 657.2		55	40
742.7 and 743.1		70	55	Edson 656.4 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		60	40
				643.5 and 642.5		50	40

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

THIRD SUBDIVISION (Continued)

Location		Miles Per Hour		Location		Miles Per Hour	
		Psg.	Fr.			Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —				ON EASTWARD TRACK Between Mile Posts —			
Black Buttes 768.8 and 769.3		60	45	Hanna 640.2 and 639.3		60	45
Hallville 771.8 and 772.3		70	55	637.8 and 633.0		70	55
773.0 and 773.2		60	45	Medicine Bow 622.4 and 621.8		75	55
774.3 and 775.0		70	55	617.6 and 617.2		70	55
775.8 and 776.6		70	55	Ridge 616.4 and 615.9		55	40
Point of Rocks 777.8 and 778.9		60	45	611.6 and 611.2		70	55
780.0 and 780.2		60	45	Rock River 604.6 and 603.9		60	45
781.3 and 781.7		70	55	602.2 and 601.1		60	45
Baxter 797.3 and 798.4		55	40	599.7 and 598.5		70	55
799.5 and 800.5		60	45	596.8 and 596.5		70	55
801.0 and 803.5		50	35	Lookout 593.7 and 593.3		70	55
806.6 and 807.0		70	55	Cooper Lake 588.4 and 587.7		70	55
807.5 and 807.8		55	40	Howell 567.2 and 566.8		60	35
Kanda 809.6 and 813.9		55	35	Laramie			
814.1 and 816.1		40	25				
816.1 and 816.3		35	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 Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Bryan 831.2 and 831.5	65	50	Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	75	55	886.7 and 886.4	70	55
868.0 and 869.2	65	50	Bridger 885.0 and 884.6	60	45
Elkhurst 870.9 and 871.4	70	55	883.9 and 882.5	60	45
872.3 and 872.5	70	55	881.7 and 881.4	70	55
873.0 and 873.6	70	55	Antelope 880.3 and 880.1	60	45
874.0 and 874.5	70	55	878.5 and 878.2	70	55
Carter 878.2 and 878.5	70	55	874.5 and 874.0	70	55
880.1 and 880.3	60	45	Carter 873.6 and 873.0	70	55
Antelope 881.4 and 881.7	70	55	872.5 and 872.3	70	55
882.5 and 883.9	60	45	871.4 and 870.9	70	55
884.6 and 885.0	60	45	Elkhurst 869.2 and 868.0	55	40
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	75	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 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 Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Evanston 920.6 and 921.2	70	50	Ogden 989.0 and 987.9	65	45
925.9 and 926.2	70	50	985.7 and 985.4	60	45
926.5 and 928.8	60	35	Uintah 984.8 and 984.4	60	45
928.8 and 935.8	35	30	Gateway 983.5 and 981.0	50	35
Castle Rock 937.0 and 939.4	50	35	981.0 and 980.7	35	30
941.1 and 941.9	55	40	980.7 and 978.7	40	30
Emory 942.9 and 945.5	50	35	977.3 and 977.0	60	45
946.9 and 951.1	50	35	976.1 and 974.1	55	35
952.1 and 952.5	35	25	Peterson 972.6 and 972.4	75	50
Echo 953.3 and 954.5	60	45	Morgan 967.8 and 967.2	60	45
Henefer 958.1 and 959.5	70	45	965.1 and 963.1	45	30
959.8 and 962.8	60	45	962.8 and 959.8	60	45
963.1 and 965.1	45	30	Devils Slide 959.5 and 958.1	70	45
967.2 and 967.8	60	45	Henefer 954.5 and 953.3	60	45
972.4 and 972.6	75	50	Echo 952.5 and 952.1	35	25
974.1 and 976.1	55	35	951.1 and 946.9	50	35
977.0 and 977.3	60	45	945.5 and 942.9	50	35
978.7 and 980.7	40	30	Emory 941.6 and 940.9	60	45
980.7 and 981.0	40	30	939.1 and 929.2	60	45
981.0 and 983.7	40	30	Curvo 928.8 and 927.6	60	35
Uintah 985.5 and 985.8	70	50	Wahsatch 927.6 and 926.5	60	35
987.9 and 989.0	65	45	926.2 and 925.9	70	50
Ogden			921.2 and 920.6	70	50
			919.1 and 915.9	60	25
			Evanston		

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

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

BRANCHES

Branch Name	Location	Speed	Branch Name	Location	Speed
Boulder Branch Maximum Speed.		25	Encampment Branch Maximum speed.		15
Trains handling outfit cars.		20	Between Mile Posts — 25.2 and 24.5		10
Between Parkdale Jct. and Erie.		15	37.5 and 37.8		10
Valmont Spur, M. P. 1, over C. & S. crossing.		10	Pleasant Valley Branch		15
Dent Branch Maximum Speed	40	40	Puritan Branch		15
Trains handling outfit cars.		30	Branches not otherwise shown.		15
Commerce City to paved road.	20	20	Stauffer Spur		15
Between Mile Posts — 21.5 and 21.9	30	15	Spurs not otherwise shown.		10
25.6 and 25.8	30	15	Park City Branch Maximum Speed.		25
Fort Collins Branch Between Dent and Fort Collins.		30	Trains handling outfit cars.		20
Between Fort Collins and 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. Taufer	District Surgeon	Salt Lake City, Utah	P. E. Woodward	Surgeon	Fort Morgan, Colo.
E. B. Craven	Surgeon	Boulder, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
C. J. Fujisaki	Surgeon	Brighton, Colo.	D. G. Allely	Surgeon	Greeley, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	R. C. Stratton	Surgeon	Green River, Wyo.
G. H. Joder	Surgeon	Cheyenne, Wyo.	A. T. Sudman	Surgeon	Green River, Wyo.
J. E. Hartsaw	Surgeon	Cheyenne, Wyo.	H. P. Linton	Surgeon	Julesburg, Colo.
R. E. Benner	Surgeon	Cheyenne, Wyo.	W. P. Ordelheide	Surgeon	La Salle, Colo.
D. G. Iverson	Oculist	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
L. J. Stadnik	Oculist	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	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.	J. R. Nye	Surgeon	Laramie, Wyo.
G. L. Smith	Aurist	Cheyenne, Wyo.	R. H. Jesson	Oculist	Laramie, Wyo.
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
J. R. Blair	Aurist	Denver, Colo.	I. H. Moncrief	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
A. P. Ley	Oculist	Denver, Colo.	H. V. De Mars	Aurist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	J. W. Baltzell	Surgeon	Rawlins, Wyo.
A. C. Sudan	Surgeon	Denver, Colo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
R. C. Spangler	Surgeon	Denver, Colo.	R. D. Paul	Surgeon	Rawlins, Wyo.
H. T. High	Surgeon	Devils Slide, Utah	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. S. Hellewell	Surgeon	Evanston, Wyo.	G. M. Harrison	Surgeon	Rock Springs, Wyo.
D. R. Daines	Surgeon	Evanston, Wyo.	P. A. Kos	Surgeon	Rock Springs, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	R. A. Corbett	Surgeon	Saratoga, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	D. W. France	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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