

**UNION PACIFIC RAILROAD COMPANY**  
**Eastern District**

Safety Is  No Accident

**WYOMING DIVISION**  
**TIME-TABLE**  
**No. 21**

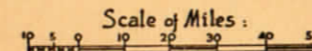
**Effective Sunday,**  
**September 26, 1954**

at 12:01 A. M. Mountain Time

*Careful Handling*  
*Prevents Damage*

**FOR EMPLOYEES ONLY**

**EASTERN DISTRICT**  
**WYOMING DIVISION**  
 CORRECTED TO MAY . 1, 1953



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various train classes (Passenger, Stream-liner, Mail and Express, etc.).

Thru Time From Omaha... Average speed per hour

E. H. BAILEY General Manager

H. E. SHUMWAY Genl. Supt. Transportation

G. A. CUNNINGHAM General Superintendent

- C. J. COLOMBO, Superintendent... Cheyenne, Wyo.
K. I. JONES, Asst. Superintendent... Cheyenne, Wyo.
J. E. HOGG, Terminal Superintendent... Cheyenne, Wyo.

FIRST SUBDIVISION AND BRANCHES

- C. A. VICK ROY, Chief Train Dispatcher... Denver, Colo.
E. E. CRUTCHFIELD, Asst. Chief Train Dispatcher... Denver, Colo.
J. F. BARRETT, Asst. Chief Train Dispatcher... Denver, Colo.

SECOND SUBDIVISION AND THIRD SUBDIVISION LARAMIE TO RAWLINS, AND BRANCHES

- J. M. KELLEY, Chief Train Dispatcher... Cheyenne, Wyo.
C. E. WHITE, Asst. Chief Train Dispatcher... Cheyenne, Wyo.
J. M. MARONEY, Asst. Chief Train Dispatcher... Cheyenne, Wyo.

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

- B. FOSTER, Chief Train Dispatcher... Green River, Wyo.
L. R. DEARDEN, Asst. Chief Train Dispatcher... Green River, Wyo.
W. E. HARDY, Asst. Chief Train Dispatcher... Green River, Wyo.

MILEAGE

Table showing Main Line (628.23) and Branches (372.31) mileage, totaling 1000.54.

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

Table with columns for stations (CO. BLUFFS, OMAHA, GRAND ISLAND, etc.) and times for various train classes (Passenger, Stream-liner, Mail and Express, etc.).

Thru Time From Omaha... Average speed per hour

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

Table with columns for Train, At, Discharge Passengers From, Pick Up Passengers Destined To, and corresponding information for Westward and Eastward directions.

WESTWARD		FIRST SUBDIVISION		SECOND CLASS		370 Mixed Daily	250 Time Freight Daily	Distance from Denver	Time-Table No. 21 September 26, 1954		STATIONS
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.											
YIP						7.00PM		0.0			DN-R DENVER YL UD 0.6 23RD STREET YL
ZP						7.25	6.10PM	1.7			DN-R 36TH ST. YL RA 0.5 PULLMAN YL
WCOTYZP						A 7.35PM	6.13	2.2			O. B. & Q. CROSSING 0.1 SAND CREEK JCT. YL
								4.9			ADAMS 1.0 DUPONT 1.8 ROLLA 1.4
IP							6.20	5.0			HAZELTINE 2.8 HENDERSON 1.9 NORTHWAY 0.3
7								6.0			DN BRIGHTON YL BI 3.7 POWARS 3.0
95 P							6.26	8.1			D LUPTON UP 4.3 IONE 4.7
23								9.9			D PLATTEVILLE PA 1.4 VASQUEZ 1.6 HOUSTON 2.2
57 P							6.31	11.3			D GILCREST GI 2.4 PECKHAM 0.8 HAMBERT 2.9
52 P							6.36	14.1			DN-R LA SALLE YL SA 2.1 EVANS 2.5
22								16.0			DN GREELEY YL HG 2.3 GREELEY JCT. 1.8
91 WYZP							6.43	19.1			D LUOERNE O 3.4 EATON YL UR 0.1 G. W. CROSSING 3.7
81 P								22.8			D AULT A 1.9 STAGE 1.9
94 P							6.52	25.8			D PIEROE BU 5.1 NUNN NU 5.1
53 P							6.58	30.1			D DOVER 4.9 DEOKER 4.1
95 P							7.04	34.8			DN OARR OR 4.4 WARREN 4.0 GLEASON 3.6
24								36.2			DN SPEER SP 5.3 BORIE (103.3)
42 P								37.8			
119 P							7.11	40.0			
24 P								42.4			
24								43.2			
192 WCTYP						A 7.20PM		46.1			
80 P								48.2			
247 WYZP								51.7			
YP								54.0			
81 P								55.8			
80 P								59.2			
I								59.8			
65 P								63.0			
22								64.9			
64 WYP								66.8			
52 P								71.9			
96 P								77.0			
51 P								81.9			
94 WCYP								86.0			
97 P								90.4			
52 P								94.4			
138 XWP								98.0			
P								103.3			

(0.35) (1.10) .....Thru Time  
3.8 38.1 .....Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 72.  
On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89.  
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
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		FIRST SUBDIVISION		FIRST CLASS		17 Passenger Daily	37 Passenger Daily	10 Streamliner Passenger Daily	86 Passenger Daily	112 Streamliner Passenger Daily	8 C.R.I.&P. Rocket Passenger Daily	18 Passenger Daily	57 Passenger Daily	9 Streamliner Passenger Daily	Distance from Denver	Time-Table No. 21 September 26, 1954		STATIONS
						7.45PM	7.35PM	6.50PM	6.00PM	3.30PM	12.50PM	9.00AM	8.30AM	8.25AM	0.0			DN-R DENVER YL UD 0.6 23RD STREET YL
						7.49	7.39	6.54	6.05	3.34	12.54	9.04	8.35	8.29	1.7			DN-R 36TH ST. YL 0.5 PULLMAN YL RA
						7.50	7.40	A 6.55PM	6.06	3.35	A 12.55PM	A 9.05AM	8.37	8.30	2.2			O. B. & Q. CROSSING 0.1 SAND CREEK JCT. YL
						7.54	7.44		6.10	3.39			8.42	8.34	5.0			ADAMS 1.0 DUPONT 1.8 ROLLA 1.4
						7.59	7.48		6.14	3.42			8.47	8.38	8.1			HAZELTINE 2.8 HENDERSON 1.9 NORTHWAY 0.3
						8.03	7.52		6.17	3.44			f 8.50	8.41	11.8			DN BRIGHTON YL BI 3.7 POWARS 3.0
						8.06	7.54		6.20	3.46			f 8.53	8.43	14.1			D LUPTON UP 4.3 IONE 4.7
						8.12	7.59		6.26	3.51			s 9.04	8.48	19.1			D PLATTEVILLE PA 1.4 VASQUEZ 1.6 HOUSTON 2.2
						8.19	8.04		6.33	3.57			f 9.11	8.54	25.8			D GILCREST GI 2.4 PECKHAM 0.8 HAMBERT 2.9
						8.23	8.08		6.37	4.01			f 9.16	8.58	30.1			DN-R LA SALLE YL SA 2.1 EVANS 2.5
						8.28	8.12		6.41	4.05			f 9.21	9.02	34.8			DN GREELEY YL HG 2.3 GREELEY JCT. 1.8
						8.33	8.17		6.46	4.09			f 9.26	9.07	40.0			D LUOERNE O 3.4 EATON YL UR 0.1 G. W. CROSSING 3.7
						8.40	8.24		A 6.52PM	A 4.15PM <sup>52</sup>			s 9.35	9.14	46.1			D AULT A 1.9 STAGE 1.9
						8.43	8.27						f 9.38	9.17	48.2			D PIEROE BU 5.1 NUNN NU 5.1
						s 8.52	s 8.35						s 9.49	s 9.25	51.7			D DOVER 4.9 DEOKER 4.1
						8.57	8.40						f 9.55	9.30	55.8			DN OARR OR 4.4 WARREN 4.0 GLEASON 3.6
						9.01	8.44						f 10.00	9.34	59.2			DN SPEER SP 5.3 BORIE (103.3)
						9.05	8.48						f 10.05	9.38	63.0			
						9.09	8.52						f 10.10	9.42	66.8			
						9.14	8.57						f 10.16	9.47	71.9			
						9.19 <sup>334</sup>	9.02 <sup>334</sup>						f 10.22	9.53	77.0			
						9.24	9.07						10.27	9.58	81.9			
						9.29	9.12						f 10.32	10.04	86.0			
						9.34	9.17						10.38	10.10	90.4			
						9.39	9.22						f 10.44	10.16	94.4			
						A 9.47PM	A 9.27PM						f 10.50AM	A 10.20AM	98.0			
															103.3			

(2.02) (1.52) (0.05) (0.52) (0.45) (0.05) (0.05) (2.20) (1.55) .....Thru Time  
48.8 53.2 26.4 53.2 61.4 26.4 26.4 42.6 51.8 .....Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction, except that Nos. 10 and 111 are superior to westward trains of the same class.—See Rule 72.  
On First Subdivision the time of Nos. 9, 10, 17, 111 and 112 must be cleared by Nos. 18, 37, 38, 52, 57, 85 and 86 as provided by Operating Rules 86 and S-89.  
Between Denver and La Salle, all extra trains will run via Lupton unless otherwise instructed.  
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**

SECOND CLASS				Distance from Council Bluffs	Time-Table No. 21 September 26, 1954	FIRST CLASS				
Car Capacity of Sidings, etc. See Rule 6 (A), page 31.	334					107	17	37		
	Mixed					Streamliner Passenger	Passenger	Passenger		
STATIONS				Daily	Daily	Daily				
WOOTY PZ	X		7.45PM	509.5	DN-R CHEYENNE YL N			11.27PM		
	IP			510.8	DN TOWER A AY					
138	XWP		A 8.10PM	519.0	DN SPEER SP		9.47PM	9.27PM		
132	WP			525.8	EMKAY					
137	P			534.2	LYNOH					
143	CWP			542.7	HARRIMAN					
124				549.5	PERKINS					
131	P									
109	XP			519.1	BORIE					
22				528.6	GRANITE					
88	XWP			536.6	BUFORD					
123	WP			540.4	SHERMAN					
	YP									
	WXP			554.3	DALE					
132	P			544.8	HERMOSA					
126	WP			547.9	RED BUTTES					
				556.8						
104	WP			554.0	COLORES					
284	P			563.0	FORELLE					
WOOTY PZ	X			566.0	DN-R LARAMIE YLK-KI		12.44AM	11.13PM	10.50PM	

(0.25) Thru Time..... (1.17) (1.26) (1.23)  
 18.5 ..... Average speed per hour..... 44.0 39.4 48.1

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

**WESTWARD SECOND SUBDIVISION**

FIRST CLASS									Distance from Council Bluffs	Time-Table No. 21 September 26, 1954
23	5	52	9	27	103	101	11	105		
Passenger	Mail and Express	Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	
7.45PM	6.20PM	2.45PM		10.10AM	9.35AM	9.20AM	8.50AM	8.05AM	509.5	DN-R CHEYENNE YL N
									510.8	DN TOWER A AY
		f 3.00PM	10.20AM						519.0	DN SPEER SP
									525.8	EMKAY
									534.2	LYNOH
									542.7	HARRIMAN
									549.5	PERKINS
									519.1	BORIE
									528.6	GRANITE
									536.6	BUFORD
									540.4	SHERMAN
									554.3	DALE
									544.8	HERMOSA
									547.9	RED BUTTES
									556.8	
									554.0	COLORES
									563.0	FORELLE
A 9.30PM	A 7.55PM		A 11.40AM	A 11.35AM	A 10.54AM	A 10.39AM	A 10.12AM	A 9.24AM	566.0	DN-R LARAMIE YLK-KI

(1.45) (1.35) (0.15) (1.20) (1.25) (1.19) (1.19) (1.22) (1.19)  
 32.3 35.7 25.6 49.9 39.8 42.9 42.9 41.3 42.9 ..... Thru Time  
 ..... Average speed per hour

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 21**  
September 26, 1954

**FIRST CLASS**

38	18	6	24	57	108	10	28	12
Passenger	Passenger	Mail and Express	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger

STATIONS	Mile Post	FIRST CLASS									
		38	18	6	24	57	108	10	28	12	
DN-R CHEYENNE YL N 1.3 DN TOWER A AY 8.2	509.5 510.8			A 6.35AM	A 8.15AM	A 11.05AM	A 3.15PM		A 5.05PM	A 5.40PM	
DN SPEER SP 6.8 EMKAY 8.4 LYNOH 8.5 HARRIMAN 6.8 PERKINS 4.8	519.0 525.8 534.2 542.7 549.5	A 5.19AM	A 5.44AM			10.50AM		A 4.13PM			
BORIE 8.3 9.5 GRANITE 8.0 BUFORD 3.8 SHERMAN	519.1 528.6 536.6 540.4				f 7.40 f 7.27						
DALE 4.4 8.1 HERMOSA 8.9 RED BUTTES 9.2	554.8 544.8 547.9 556.8				f 7.03						
COLORES 6.1 9.0 FORELLE 3.0 DN-R LARAMIE YLK-KI 3.0 (56.5)	554.0 563.0 566.0										
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

Thru Time.....	(1.19)	(1.19)	(1.30)	(1.40)	(0.15)	(1.10)	(1.15)	(1.22)	(1.20)
Average speed per hour.....	50.5	50.5	37.7	33.9	25.6	48.4	53.2	41.3	42.4

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

**SECOND SUBDIVISION EASTWARD**

**Time-Table No. 21**  
September 26, 1954

**FIRST CLASS**

104	102	106
Streamliner Passenger	Streamliner Passenger	Streamliner Passenger

STATIONS	Mile Post	FIRST CLASS			Car Capacity of Seating, etc. See Rule 6 (A), page 31.
		104	102	106	
DN-R CHEYENNE YL N 1.3 DN TOWER A AY 8.2	509.5 510.8	A 6.20PM	A 6.30PM	A 6.40PM	WCOTY X PZ
DN SPEER SP 6.8 EMKAY 8.4 LYNOH 8.5 HARRIMAN 6.8 PERKINS 4.8	519.0 525.8 534.2 542.7 549.5				138 XWP 132 WP 137 P 143 CWP 124
BORIE 8.3 9.5 GRANITE 8.0 BUFORD 3.8 SHERMAN	519.1 528.6 536.6 540.4				109 XP 22 88 XWP 123 WP YP
DALE 4.4 8.1 HERMOSA 8.9 RED BUTTES 9.2	554.8 544.8 547.9 556.8				WXP 132 P 126 WP
COLORES 6.1 9.0 FORELLE 3.0 DN-R LARAMIE YLK-KI 3.0 (56.5)	554.0 563.0 566.0	5.10PM	5.20PM	5.30PM	104 WP 284 P WCOTY X PZ
		Daily	Daily	Daily	

Thru Time.....	(1.10)	(1.10)	(1.10)	.....
Average speed per hour.....	48.4	48.4	48.4	.....

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



THIRD SUBDIVISION EASTWARD

Time-Table No. 21

September 26, 1954

FIRST CLASS

Table with 10 columns for stations: 24, 108, 10, 28, 12, 104, 102, 106, 38, 18. Includes sub-columns for Passenger and Streamliner.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Main table with 11 columns for stations and 10 columns for times. Includes station names like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROOK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, RAMSEY, HANNA, PEROY, DANA, EDSON, WALCOTT, FORT STEELE, SINOLAIR, RAWLINS, HADSELL, DALEY'S RANOH, RINER, OBEROKEE, ORESTON, LATHAM, WAMSBUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALVILL, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER.

Summary table with 2 rows: Thru Time and Average speed per hour. Values range from 6.10 to 12.15 and 40.9 to 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. For conditional stops to discharge or pick up revenue passengers.—See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Time-Table No. 21

September 26, 1954

Table with 10 columns for stations: 6, 24, 108, 10, 28, 12, 104, 102, 106, 38, 18. Includes sub-columns for Mail and Express and Passenger.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Main table with 11 columns for stations and 10 columns for times. Includes station names like LARAMIE, HOWELL, WYOMING, BOSLER, COOPER LAKE, LOOKOUT, HARPER, ROOK RIVER, WILCOX, RIDGE, MEDICINE BOW, COMO, RAMSEY, HANNA, PEROY, DANA, EDSON, WALCOTT, FORT STEELE, SINOLAIR, RAWLINS, HADSELL, DALEY'S RANOH, RINER, OBEROKEE, ORESTON, LATHAM, WAMSBUTTER, FREWEN, RED DESERT, TIPTON, ROBINSON, TABLE ROCK, MONELL, BITTER CREEK, BLACK BUTTES, HALVILL, POINT OF ROCKS, THAYER JUNCTION, SALT WELLS, BAXTER, ROCK SPRINGS, KANDA, GREEN RIVER.

Summary table with 2 rows: Thru Time and Average speed per hour. Values range from 5.00 to 12.06 and 50.2 to 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. For conditional stops to discharge or pick up revenue passengers.—See Page 3.



**WESTWARD FOURTH SUBDIVISION**

**SECOND CLASS**

Table with columns for train numbers 263, 225, 259, 257 and their respective freight times and frequencies.

Distance from Council Bluffs

Time-Table No. 21  
September 26, 1954

**FIRST CLASS**

Table for First Class with column 11 and Passenger.

**STATIONS**

Daily

Main table for Second Class listing train numbers (e.g., COPTWXZY, WS 56 PX) and their arrival/departure times at various stations.

Table listing stations (e.g., DN-R GREEN RIVER YL GR, RIVIEW, PERU) and their corresponding times.

Table for First Class listing arrival/departure times for various stations.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table showing Thru Time and Average speed per hour for various train services.

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.

**WESTWARD FOURTH SUBDIVISION**

**FIRST CLASS**

Table with columns for train numbers 27, 9, 103, 101, 105, 107, 17, 23, 37, 5 and their respective passenger, streamliner, and mail/express times and frequencies.

Distance from Council Bluffs

Time-Table No. 21  
September 26, 1954

**STATIONS**

Daily

Main table for First Class listing train numbers and their arrival/departure times at various stations.

Table listing stations (e.g., DN-R GREEN RIVER YL GR, RIVIEW, PERU) and their corresponding times.

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

Summary table showing Thru Time and Average speed per hour for various train services.

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.

FOURTH SUBDIVISION

EASTWARD

Time-Table No. 21

September 26, 1954

FIRST CLASS

	12	108	10	28	104	102	106	38	18	24
Passenger	Streamliner Passenger	Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger	Passenger	Passenger	Passenger	Passenger

S.TATIONS

Mile Post

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

BLOCK SIGNALS

Double Track

DN-R GREEN RIVERTLGR	817.0	A 9.40AM	A 9.50AM	A 10.20AM	A 10.45AM	A 12.55PM	A 1.05PM	A 1.15PM	A 10.45PM	A 11.05PM	A 11.40PM
RIVIEW	821.1	9.33	9.40	10.13	10.35	12.45	12.55	1.07	10.36	10.57	11.34
PERU	824.9	9.28	9.36	10.09	10.31	12.41	12.51	1.03	10.32	10.53	11.30
BRYAN	830.2	9.22	9.31	10.04	10.26	12.36	12.46	12.58	10.27	10.47	11.24
WESTVACO	837.8	9.15	9.25	9.57	10.19	12.30	12.40	12.51	10.20	10.40	11.12
DN GRANGER YL GN	847.2	f 9.05AM	9.17	9.48	10.10	12.22	12.32	12.42PM	10.11	10.30PM	f 10.58
VERNE	854.0		9.11	9.41	10.03	12.16	12.26		10.04		10.49
CHURCH BUTTES	858.7		9.07	9.37	9.58	12.12	12.22		9.59		10.43
HAMPTON	865.9		9.02	9.31	9.51	12.07	12.17		9.52		10.35
ELKHURST	869.7		8.59	9.28	9.47	12.04PM	12.14		9.48		10.31
DN CARTER YL Q	875.4		8.54	9.22	9.41	11.59AM	12.09		9.41		f 10.23
ANTELOPE	880.9		8.49	9.17	9.35	11.54	12.04PM		9.35		10.14
BRIDGER	885.6		8.44	9.13	9.30	11.49	11.59AM		9.30		10.09
LEEBOY	890.5		8.39	9.09	9.26	11.44	11.54		9.25		10.05
RAGAN	894.8		8.35	9.05	9.22	11.40	11.50		9.20		9.59
SPRING VALLEY	897.6		8.33	9.02	9.19	11.38	11.48		9.16		9.55
ASPEN	901.8		8.29	8.58	9.16	11.34	11.44		9.12		f 9.49
D ALTAMONT AP	908.6		8.24	8.52	9.10	11.29	11.39		9.07		f 9.43
KNIGHT	908.7		8.19	8.45	9.03	11.24	11.34		9.00		9.34
MILLIS	912.7		8.15	8.40	8.57	11.20	11.30		8.54		9.27
EVANSTON YL NA	917.2		s 8.09	8.34	8.50	a 11.14	a 11.24		8.47		9.20
ALMY JCT.	918.4			8.30	8.45				8.42		9.15
WYUTA	921.7		8.01	8.23	8.37	11.06	11.16		8.35		9.06
D WAHSA TOH YL WH	927.6		7.56	8.17	8.31	11.01	11.11		8.29		f 8.59
CURVO	932.6		7.49	8.08	8.22	10.54	11.04		8.20		8.47
CASTLE ROCK	936.7		7.44	8.02	8.16	10.49	10.59		8.14		8.40
EMORY	943.3		7.36	7.52	8.06	10.41	10.51		8.04		8.28
BASKIN	947.9										
DN ECHO YL HO	952.7		7.23	7.38	7.51	10.28	10.38		7.50		f 8.11
HENEFER	956.5		7.19	7.33	7.46	10.24	10.34		7.45		8.04
D DEVIL'S SLIDE ON	960.6		7.15	7.28	7.41	10.20	10.30		7.40		7.59
MORGAN WB	968.0		7.08	7.20	7.32	10.13	10.23		7.31		f 7.50
STODDARD	970.6										
PETERSON	975.5		7.02	7.13	7.25	10.07	10.17		7.24		7.41
STRAWBERRY	977.7										
GATEWAY	980.1		6.57	7.07	7.19	10.02	10.12		7.18		7.34
UINTAH	985.1		6.50	7.01	7.12	9.55	10.05		7.12		7.27
RIVERDALE YL	989.9										
DN-R OGDEN YL OG	992.6		6.40AM	6.50AM	7.00AM	9.45AM	9.55AM		7.00PM		7.15PM
(175.6)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

Thru Time	(0.35)	(3.10)	(3.30)	(3.45)	(3.10)	(3.10)	(0.33)	(3.45)	(0.35)	(4.25)
Average speed per hour	51.8	55.5	50.2	46.8	55.5	55.5	54.9	46.8	51.8	39.8

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.

FOURTH SUBDIVISION

EASTWARD

FIRST CLASS

6	Mail and Express
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Time-Table No. 21

September 26, 1954

SECOND CLASS

254	264	226	262
Time Freight	Time Freight	Local Freight	Time Freight

S.TATIONS

Mile Post

Car Capacity of Sidings, etc. See Rule 6 (A), page 81.

A 11.35PM	817.0	DN-R GREEN RIVERTLGR	A 8.00AM	A 8.05AM	A 9.50PM	COPTWXZY
11.29	821.1	RIVIEW				WS 56 PX
11.25	824.9	PERU				CS 70 P
11.19	830.2	BRYAN				CS 120 P
11.12 24	837.8	WESTVACO				CS 113 P
11.03	847.2	DN GRANGER YL GN	6.20AM	7.30PM		WS94 IPWXY ES 120 RCS
10.56	854.0	VERNE				CS 120 P
10.51	858.7	CHURCH BUTTES				CS 99 P
10.44	865.9	HAMPTON				CS 99 P
10.40	869.7	ELKHURST				CS 90 P
s 10.34	875.4	DN CARTER YL Q				CS 130 CPW
10.26 *	880.9	ANTELOPE				CS 98 P
10.23	885.6	BRIDGER				CS 126 P
10.18	890.5	LEEBOY				WS 78 CS 72 PW
10.13	894.8	RAGAN				WS 66 PX
10.10	897.6	SPRING VALLEY				CS 122 P
10.06	901.8	ASPEN				ES 47 X
10.00	903.6	D ALTAMONT AP				ES 117 PX
9.53	908.7	KNIGHT				ES 84 PX
9.47	912.7	MILLIS				CS 113 P
9.40	917.2	DN-R EVANSTON YL NA				PTWXYZC
9.35	918.4	ALMY JCT.				ES 120 P
9.29	921.7	WYUTA				CS 120 P
9.23	927.6	D WAHSA TOH YL WH				CS 85 PWY
9.12	932.6	CURVO				P
9.06	936.7	CASTLE ROCK				WS 113-59 ES 96 PW
8.56	943.3	EMORY				CS 120 PX
	947.9	BASKIN				
8.40	952.7	DN ECHO YL HO	A 9.05AM			WS 114 CS 120 ES 101 CPTW
8.35	956.5	HENEFER	f 8.55			CS 113 P
8.30	960.6	D DEVIL'S SLIDE ON	s 8.45			CS 113 P
8.21	968.0	DN MORGAN WB	s 8.30			CS 115 PW
	970.6	STODDARD				
8.13	975.5	PETERSON	f 8.10			WS 113 CS 113 P
	977.7	STRAWBERRY				P
8.05	980.1	GATEWAY	8.00			PW
7.58	985.1	UINTAH	f 7.50			WS 47 ES 57 P
	989.9	RIVERDALE YL				X
7.45PM	992.6	DN-R OGDEN YL OG	1.00AM	7.35AM		COPTWYZ
Daily		(175.6)	Daily	Daily	Daily Ex. Sun.	Daily

(3.50)	..... Thru Time.....	(7.00)	(1.45)	(1.30)	(2.20)
45.8	.....Average speed per hour.....	25.1	17.2	27.3	12.9

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					
SECOND CLASS				Time-Table No. 21				SECOND CLASS					
212				September 26, 1954				211					
Mixed								Mixed					
Daily Except Sunday				STATIONS									
IP			5.0	SAND CREEK JCT YL	5.0								
15			8.2	WELBY	8.2								
31	P		9.8	QUIMBY	9.8								
36	P		13.8	EAST LAKE	13.8								
31	P		18.1	DARLOW	18.1								
55	IPWY		22.2	ST. VRAINS YL VS	22.2								
			22.2	U. P. CROSSING	22.2								
42			24.3	GRADEN	24.3								
53	YP		26.1	FREDERICK YL FR	26.1								
	P		27.8	FIRESTONE	27.8								
19	P		30.2	HARNEY	30.2								
31	P		34.6	GOWANDA	34.6								
	P		38.3	WILD OAT	38.3								
21	WYP		42.8	DENT YL	42.8			A 9.43AM					
	WCTYP	A	5.05PM	LA SALLE YL SA	50.6			9.30AM					
				(45.6)				Daily Except Sunday					
		(0.30)	15.6	.....Thru Time.....				(0.18)					
				.....Average speed per hour.....				36.0					

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. At Dent No. 211 and No. 212 need not go to depot.

WESTWARD—Fort Collins Branch—EASTWARD			
Time-Table No. 21			
September 26, 1954			
211		212	
Mixed		Mixed	
Daily Except Sunday			
21	WYP	9.43AM	0.0
	P	f 9.48	1.7
			2.0
	P	f 10.01	7.3
			9.0
	P	f 10.05	9.1
		f 10.15	18.5
		f 10.21	16.4
42	P	f 10.27	19.5
136	WCTYZP	A 10.40AM	25.0
			25.2
	P		25.3
			27.9
	P		30.0
	P		38.5
	Y		41.7
			(41.7)

WESTWARD—Boulder Branch—EASTWARD			
Time-Table No. 21			
September 26, 1954			
STATIONS			
55	WYZP	0.0	DN-R BRIGHTON YL BI
	P	4.2	YOXALL
21		7.1	DICK
	IWYP	8.1	ST VRAINS YL VS
		8.1	U. P. CROSSING
		10.1	NATIONAL
	P	10.9	STATE COAL MINE JCT YL
	P	11.4	PARKDALE JCT YL
	P	15.1	ERIE
	P	15.1	C. B. & Q. CROSSING
		16.4	TABOR
		17.8	LEYNER
		19.6	LIGGETT
	P	24.0	VALMONT YL
		26.0	O. & S. CROSSING
	WYP	26.1	ARA YL
	P	27.6	DN-R BOULDER YL BR
			(27.6)

Westward trains are superior to trains of the same class in the opposite direction.—See Rule 72. At Dent No. 211 and No. 212 need not go to depot. Union Pacific trains will be governed by Colorado and Southern Railway Time-Table and Rules while using their tracks between Ara and Boulder.

WESTWARD—Greeley Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
247	WYZP	0.0	DN	GREELEY YL HG	0.0
	YP	2.8		GREELEY JCT. YL	2.8
34	YP	6.0		CLOVERLY	6.0
		8.4		ALDEN	8.4
37	P	10.4	D	GILL GI	10.4
		13.8		MATTHEWS	13.8
		14.5		BARNESVILLE	14.5
29	YP	28.1		BRIGGSDALE	28.1
				(28.1)	

WESTWARD—Pleasant Valley Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
34	YP	0.0		CLOVERLY	0.0
		3.1		LOWE	3.1
	P	5.1	D	GALETON GN	5.1
				(5.1)	

WESTWARD—Coalmont Branch—EASTWARD							
Time-Table No. 21							
September 26, 1954							
221		222					
Mixed		Mixed					
Monday Wednesday Friday							
	PYZ	9.30AM	0.0	LARAMIE	N	0.0	A 4.15PM
22	PZ	f 10.15	14.5	MILLER	V	14.5	f 3.30
21	P	f 10.30	17.8	MILBROOK	S	17.8	f 3.15
17	PW	f 10.42	21.8	HATTON	F	21.8	f 3.03
20	P	s 11.07	29.7	CENTENNIAL	G	29.7	s 2.30
42	Y	f 11.22	34.5	DEERWOOD		34.5	f 2.15
	PW	f 11.32AM	35.6	SPRING CREEK		35.6	f 2.08
19	PW	f 12.02PM	40.4	ALBANY	MI	40.4	f 1.38
24	W	12.44	47.8	LAKE	B	47.8	12.56
76	YOWP	s 1.30	54.6	FOX PARK	MS	54.6	s 12.11PM
25	P	f 2.26	63.9	WYOCOLO	H	63.9	f 11.14AM
39	PYW	f 3.07	70.8	CAMP	HL	70.8	f 10.32
18	P	f 3.27	73.8	KINGS CANON	LH	73.8	f 10.12
76	PYW	f 4.03	79.8	NORTHGATE	X	79.8	f 9.36
6		f 4.15	88.5	COWDREY		88.5	f 9.24
27		f 4.30	88.2	BROWNLEE		88.2	f 9.09
82	P	s 4.40	92.2	WALDEN	U	92.2	s 9.01
82		f 5.02	100.7	LARAND		100.7	f 8.20
17		f 5.29	107.6	HEBRON		107.6	f 8.01
80	PYCW	A 5.50PM	111.1	COALMONT		111.1	7.45AM
				(111.1)			Tuesday Thursday Saturday
		(8.20)	12.3	.....Thru Time.....			(8.30)
				.....Average speed per hour.....			13.1

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

WESTWARD—Encampment Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
6		0.0	R	WALCOTT WA	0.0
7		6.8		MEADS	6.8
		12.3		OVERLAND	12.3
1		20.6		FISH HATCHERY	20.6
26	WY	24.1		SARATOGA	24.1
		27.8		DAHLSTROM	27.8
1		29.7		DAVIS	29.7
13		32.7		COO CREEK	32.7
15		39.3		CANYON	39.3
43	WY	44.4	R	ENCAMPMENT	44.4
				(44.4)	

WESTWARD—Superior Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
	XPY	0.0		THAYER JUNCTION YL	0.0
WP		7.6	D	SUPERIOR SU	7.6
				END OF TRACK	9.1
				(9.1)	

WESTWARD—South Pass Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
WB74 WCY		0.0	DN-R	ROCK SPRINGS YL	SG 0.0
96 TZZ		3.4		LIONKOL JUNCTION	3.4
		5.5		RELIANE JUNCTION	5.5
		7.9		STANSBURY JUNCTION	7.9
		9.5		WINTON JUNCTION	9.5
				(9.5)	

WESTWARD—Reliance Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
		0.0		RELIANE JUNCTION	0.0
		1.7		RELIANE MINE	1.7
		2.1		END OF TRACK	2.1
				(3.1)	

WESTWARD—Winton Branch—EASTWARD					
Time-Table No. 21					
September 26, 1954					
STATIONS					
		0.0		WINTON JUNCTION	0.0
		2.4		HAY	2.4
		5.0		WINTON YL	5.0
		5.2		END OF TRACK	5.2
				(5.2)	

**WESTWARD—Puritan Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Parkdale Jct.	Time-Table No. 21 September 26, 1954	Mile Post
	0.0	<b>PARKDALE JCT YL</b>	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 9(A), Page 31.	Distance from Lionkol Jct.	Time-Table No. 21 September 26, 1954	Mile Post
	0.0	<b>LIONKOL JUNCTION</b>	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 9(A), Page 31.	Distance from Stansbury Jct.	Time-Table No. 21 September 26, 1954	Mile Post
	0.0	<b>STANSBURY JUNCTION</b>	0.0
	1.9	STANSBURY MINE	1.9
	2.1	END OF TRACK (2.1)	2.1

**WESTWARD—Dines Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Day	Time-Table No. 21 September 26, 1954	Mile Post
	0.0	<b>HAY</b>	0.0
	1.6	DINES	1.6
	1.9	END OF TRACK (1.9)	1.9

**WESTWARD—Park City Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	SECOND CLASS 226 Local Freight Daily Except Sunday	Distance from Echo	Time-Table No. 21 September 26, 1954	Mile Post	SECOND CLASS 225 Local Freight
WS120CS120 ES101CPTW		0.0	<b>ECHO YL HO</b>	0.0	<b>2.10PM</b>
18	P	5.7	COALVILLE YL VE	5.7	1.45
16	P	10.20	WANSHIP	10.20	1.10
12	P	10.50	ATELSON	10.50	12.40
16	PW	11.07	<b>KEETLEY JCT. YL</b>	11.07	12.20
3		26.0	BEGGS SPUR	26.0	
47		27.2	BROADWATER SPUR	27.2	
PWY	A	28.4	<b>D-B PARK CITY YL KD</b>	28.4	<b>12.01PM</b>
			(28.4)		Daily Except Sunday
	(2.15) 12.6	..... Thru Time .....		(2.09) 13.9	Average speed per hour.....

**WESTWARD—Ontario Branch—EASTWARD**

Car Capacity of Sidings, etc. See Rule 9(A), Page 31.	Distance from Keetley Jct.	Time-Table No. 21 September 26, 1954	Mile Post
	0.0	<b>KEETLEY JCT. YL</b>	0.0
	5.2	KEETLEY YL	5.2
	7.0	CRANMER YL	7.0

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

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		

**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 steam locomotive and all passenger train equipment; 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 diesel passenger locomotive is operated without train, a speed of 60 miles per hour must not be exceeded, and all lesser speed restrictions specified for "Psgr." trains will govern.

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	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
Inspection bus cars.		40	40	Trains handling company roadway machines on their own wheels except wrecking derricks. On straight track. On curves. Branch lines except Dent Branch.			30 25 15
When caboose is handled in train consisting of passenger train equipment.		60		Trains handling dead steam locomotives: With a side rod or main rod removed. With side rods and main rods in place.			15 25
Within yard limits protected by block signals where not otherwise restricted. Within yard limits not protected by block signals, passing fueling stations, on Dent Branch and at Riverdale. Other branch lines.	60	50	25	Trains handling air-dump cars.			35
Diesel locomotives in road or helper service— Backing up shoving a train. (Speed of train being helped will govern.) Backing up pulling train. Backing up light.	40	40	40	Trains handling scale test cars: On main line. On branch lines except Dent branch.			30 20
1500 class diesel locomotives in road service.	50	50	50	Trains handling U. P. ore cars series 8000 to 8499.			40
Diesel yard switch locomotives in road service.		35	35	Coal trains originating at Rock Springs, Thayer Jct. and Hanna, for the first ten miles.			15
Diesel locomotives running light, dynamic brake not in operation.			35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power: On main line and Dent Branch. On other branch lines. (Slower speed must be observed where conditions require.)			25 15
7000 and 7800 class engines.		75	50	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
3800 and 3900 class engines.		60	50	When using other cross-overs or turn-outs: 9000 class engines; Forward movement. Back-up movement. All other classes engines; Forward movement. Back-up movement.			10 6 15 10 15 10
5000 and 9000 class engines.		50	50	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
MacArthur type engines with 63-in. drivers.		55	50	All wye tracks.	6	6	6
MacArthur type engines with 57-in. drivers.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
Consolidation and Ten-Wheeler type engines.		35	35				
Mallet type engines Nos. 3500 to 3599 inclusive, and 3670 to 3674 inclusive.		35	35				
3500 and 5000 class engines on any coal mine lead or track.			10				
0-6-0 and 0-8-0 type yard engines.		20	20				
Steam engines running backward: As helper engine on rear of train. Under other conditions.	40	35	20				
When more than 50% of the tonnage is gravel.			40				

FIRST SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	79	75	50	<b>LaSalle</b> 47.8 and 48.0	70	60	50
4000 class engines.		45	45	<b>Evans</b> 49.4 and 49.7	70	60	50
Freight engines not otherwise shown.		50		<b>Warren</b> 91.8 and 92.2	70	60	50
Light engines.		45	45	<b>Gleason</b> 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40 40
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				<b>Cheyenne Side</b> 97.73 and 97.76	30	30	20
Denver, within city limits over street crossings.	35	35	25	<b>Borie Side</b> 97.73 and 97.76	30	30	20
Between Mile Posts— <b>Denver Yard</b> 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				

SECOND SUBDIVISION

Cheyenne to West Speer, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 3 track	60	60	50	When more than 50% of the tonnage is gravel.			30
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	Cheyenne passenger sheds.	10	10	10
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
Dale to Cheyenne, No. 1 and 2 tracks	70	60	40	Westward solid express trains, between M. P. 549.7 and 557.0		30	
Light engines.			40				
4000 class engines.		45	40				

ON NO. 3 TRACK				ON NO. 1 TRACK			
Between Mile Posts— <b>Perkins</b> 553.5 and 554.0	60	50	40	<b>Forelle</b> 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS				<b>Laramie</b>	ON NO. 2 TRACK		
Between Mile Posts— <b>Cheyenne</b> 515.6 and 515.7	60	50	40	<b>Hermosa</b> 563.6 and 550.0	70	60	40
518.8 and 519.1	60	50	40	550.0 and 549.3	50	40	30
<b>Borie</b> 522.1 and 522.3	60	50	40	<b>Laramie</b>			
523.3 and 523.6	60	50	40				
524.5 and 525.6	60	50	40				
<b>Granite</b> 528.7 and 529.5	55	45	35				
530.0 and 530.2	50	40	30				
530.2 and 535.1	60	50	40				
535.6 and 537.5	50	40	30				
537.9 and 545.1	55	45	35				
Hermosa Tunnel	50	40	30				
547.0 and 548.1	55	45	35				
<b>Hermosa</b>							

THIRD SUBDIVISION

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
Maximum speed.	90	80	50	<b>Laramie, ice house tracks 1, 2, 3 and 4.</b>			6
Trains handled by diesel locomotives.			55	<b>Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.</b>			10
4000 class engines.		50	50	<b>Sinclair, refining company tracks.</b>			6
Freight engines not otherwise shown.		50		<b>Rawlins, east standpipe.</b>	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				

ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— <b>Laramie</b> 566.8 and 567.2				<b>Green River</b> 817.0 and 816.3	50	40	25
<b>Bosler</b> 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
<b>Cooper Lake</b> 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
<b>Lookout</b> 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
<b>Harper</b> 601.1 and 602.2	60	50	40	<b>Kanda</b> 807.8 and 807.5	55	50	40
602.7 and 603.1	75	55	50	807.1 and 806.6	70	60	50
603.9 and 604.6	60	50	40	<b>Rock Springs</b> 803.5 and 801.0	50	40	25
<b>Wilcox</b> 609.5 and 611.6	70	60	50	800.5 and 799.5	60	50	40
615.9 and 616.4	55	45	40	798.4 and 797.3	55	45	35
<b>Ridge</b> 617.2 and 617.6	70	60	50	<b>Baxter</b> 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
<b>Calvin</b> 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	<b>Point of Rocks</b> 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
<b>Ramsey</b> 639.3 and 640.2	60	50	40	773.2 and 773.0	60	50	40
642.5 and 643.7	50	40	25	772.3 and 771.8	70	65	50
<b>Hanna</b> 645.1 and 646.3	70	60	50	<b>Hallville</b> 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	<b>Black Buttes</b> 765.6 and 765.2	60	50	40
<b>Percy</b> 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
<b>Dana</b> 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 757.0	50	40	25

OTTO C. PERRY  
#3 FOX STREET  
DENVER 23, COLORADO

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Edson</b> 657.2 and 658.1	55	45	35	<b>Robinson</b> 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	<b>Tipton</b> 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	<b>Frewen</b> 725.6 and 725.1	65	55	45
<b>Walcott</b> 662.8 and 666.5	70	60	50	<b>Wamsutter</b> 719.8 and 719.5	70	60	50
<b>Sinclair</b> 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	<b>Latham</b> 715.3 and 715.0	60	50	40
<b>Riner</b> 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
<b>Cherokee</b> 708.6 and 709.0	70	60	50	<b>Creston</b> 709.0 and 708.6	70	60	50
<b>Creston</b> 713.7 and 714.3	80	70	50	<b>Cherokee</b> 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	<b>Rawlins</b> 682.5 and 680.4	50	40	25
<b>Latham</b> 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	<b>Sinclair</b> 668.5 and 667.7	70	60	50
<b>Wamsutter</b> 725.1 and 725.6	65	55	45	<b>Fort Steele</b> 666.5 and 662.8	70	60	50
<b>Red Desert</b> 733.9 and 737.3	65	55	45	<b>Walcott</b> 661.5 and 661.0	70	60	50
<b>Tipton</b> 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	<b>Edson</b> 656.4 and 652.2	60	50	40
<b>Monell</b> 752.9 and 753.3	70	60	50	<b>Dana</b> 650.7 and 650.2	70	60	50
<b>Bitter Creek</b> 757.0 and 757.3	50	40	25	<b>Percy</b> 648.0 and 647.5	70	60	50
760.5 and 761.0	70	60	50	646.3 and 645.1	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.	Fr.		Str.	Psgr.	Fr.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Black Buttes</b> 768.8 and 769.3	60	50	40	<b>Hanna</b> 643.7 and 642.5	50	40	25
<b>Hallville</b> 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	<b>Ramsey</b> 637.8 and 630.9	70	60	50
774.3 and 775.0	70	65	50	629.9 and 629.4	60	50	40
775.8 and 776.6	65	55	45	628.7 and 627.1	50	45	35
<b>Point of Rocks</b> 777.8 and 778.9	60	50	40	<b>Medicine Bow</b> 622.4 and 621.8	75	65	50
780.0 and 780.2	60	50	40	617.6 and 617.2	70	60	50
781.3 and 781.7	70	60	50	<b>Ridge</b> 616.4 and 615.9	55	45	40
<b>Baxter</b> 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	<b>Rock River</b> 604.6 and 603.9	60	50	40
801.0 and 803.5	50	40	25	602.2 and 601.1	60	50	40
806.6 and 807.0	70	60	50	599.7 and 598.5	70	60	50
807.5 and 807.8	55	50	40	<b>Harper</b> 596.8 and 596.5	70	60	50
<b>Kanda</b> 809.6 and 813.9	55	45	35	<b>Lookout</b> 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	<b>Cooper Lake</b> 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	<b>Howell</b> 567.2 and 566.8	50	40	25
816.3 and 817.0	50	40	25	<b>Laramie</b>			
<b>Green River</b>							

FOURTH SUBDIVISION

Maximum speed between: Green River and Evanston Evanston and Ogden	90 79	80 75	50 50	Green River, all trains and engines from Green River bridge to cross-overs at east end of passenger station.	20	20	20
4000 class engines		45	45	Outside of yard limits 1360 class diesel locomotives running light will be governed by speed restrictions for passenger trains but a speed of 45 MPH must not be exceeded.			
Freight engines not otherwise shown.		50	50				
Light engines.			45				

Between Green River and Evanston

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

**FOURTH SUBDIVISION (Continued)**  
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psgr.	Frnt.		Str.	Psgr.	Frnt.
<b>ON WESTWARD TRACK</b>				<b>ON EASTWARD TRACK</b>			
Between Mile Posts—				Between Mile Posts—			
<b>Bryan</b> 831.2 and 831.5	65	55	45	<b>Altamont</b> Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	<b>Aspen</b> 901.3 and 896.7	60	50	40
<b>Westvaco</b> 844.9 and 845.3	60	50	40	<b>Ragan</b> 894.4 and 894.0	70	60	50
<b>Granger</b> 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	<b>Leroy</b> 890.2 and 889.3	50	40	35
<b>Church Buttes</b> 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
<b>Hampton</b> 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	<b>Bridger</b> 885.0 and 884.6	60	50	40
<b>Elkhurst</b> 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
<b>Carter</b> 878.2 and 878.5	70	60	50	<b>Antelope</b> 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
<b>Antelope</b> 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	<b>Carter</b> 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	<b>Elkhurst</b> 869.2 and 868.0	55	45	35
<b>Bridger</b> 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	<b>Hampton</b> 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	<b>Verne</b> 850.2 and 849.9	70	60	50
<b>Leroy</b> 891.6 and 895.1	70	60	50	<b>Granger</b> 847.9 and 846.3	60	50	25
<b>Ragan</b> 896.1 and 900.6 901.7 and 903.5	60 50	50 40	40 30	845.3 and 844.9	60	50	40
<b>Altamont</b> 904.9 and 905.3	60	50	40	<b>Westvaco</b> 834.1 and 833.6	70	60	50
906.3 and 908.6	50	40	30	831.5 and 831.2	65	55	45
<b>Knight</b> 909.3 and 910.4	79	70	50	<b>Bryan</b> 828.4 and 827.9	70	60	50
<b>Millis</b> 913.1 and 913.4	70	60	50	826.6 and 825.4	70	60	50
915.4 and 915.6	70	60	50	<b>Peru</b> 823.6 and 822.4	60	50	40
915.9 and 919.1	60	50	25	<b>Riview</b> 820.7 and 819.3	60	50	40
<b>Evanston</b>				818.5 and 817.0 Green River	50	40	25

**FOURTH SUBDIVISION (Continued)**  
Between Evanston and Ogden

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

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 Name	Miles Per Hour	Location	Miles Per Hour
<b>Boulder Branch</b> Maximum Speed	25	<b>Encampment Branch</b> Maximum speed.	15
Trains handling outfit cars.	20	Between Mile Posts— 24.25 and 24.47 37.58 and 37.75	10 10
Between St. Vrain and Parkdale Jct. with 3500 and 5000 class engines.	15	<b>Pleasant Valley Branch</b>	15
Between Parkdale Jct. and Erie	15	<b>Puritan Branch</b>	15
Valmont Spur, M. P. 1, over C. & S. crossing	10	<b>Lionkol Branch</b>	10
<b>Dent Branch:</b> Maximum speed.	60	<b>Superior Branch, on yard tracks at Thayer Jct.</b>	15
800 class engines.	45	<b>Branches not otherwise shown.</b>	15
3900, 5000 and 9000 class and Mallet type engines.	40	<b>Stansbury Spur</b>	5
Freight engines not otherwise shown.	50	<b>Spurs not otherwise shown.</b>	10
Trains handling outfit cars.	20	5000 class engines through turn-outs on South Pass, Lionkol, Reliance, Stansbury, Winton and Dines Branches.	4
Westward Signal M-51, Sand Creek Jct. to paved road.	20	5000 class engines on curves as follows: South Pass Branch, between M.P. 0.2 and 1.5; Reliance Branch, between M.P. 0.0 and 0.2 and at M.P. 1.7; Dines Branch, at M.P. 0.0 and between M.P. 1.6 and 2.0; Winton Branch, at M.P. 4.3; Lionkol Branch, between M.P. 0.0 and 0.3 and at M.P. 2.5.	6
Between Mile Posts— <b>Quimby</b> 10.0 and 10.6	50	<b>Park City Branch</b> Maximum Speed	25
11.6 and 12.0	50	Trains handling outfit cars.	20
<b>East Lake</b> 14.3 and 14.6	50	Between Mile Posts— 0.0 and 4.3	15
<b>St. Vrain</b> 21.5 and 21.9	40	5.1 and 5.2	15
<b>Frederick</b> 25.6 and 25.8	40	13.2 and 13.5	15
<b>Gowanda</b> 37.9 and 38.0	50	14.8 and 21.0	15
<b>Wild Cat</b> 40.4 and 40.5	50	24.0 and 24.1	15
<b>Fort Collins Branch</b> Between Dent and Fort Collins.	30	25.1 and 25.2	15
Between Fort Collins and Buckeye.	25	26.3 and 28.4	15
Trains handling outfit cars.	20	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.	5
Dent, over west wye switch.	10	<b>Ontario Branch</b>	15
Fort Collins, within city limits.	15	<b>Cranmer spur, between Keetley and end of track.</b>	10
Fort Collins, over east cross-over switch.	5		
<b>Greeley Branch</b>	15		
<b>Coalmont Branch</b> Maximum speed.	20		
Between Mile Posts— 36 and 79	10		

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—coal  
 I—interlocking  
 O—oil  
 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  
 RCS—remote control switch

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.	P. E. Woodward	Surgeon	Fort Morgan, Colo.
J. S. Benwell	District Surgeon	Denver, Colo.	J. W. Allely	Surgeon	Greeley, Colo.
Louis J. Taufer	District Surgeon	Salt Lake City, Utah	R. C. Stratton	Surgeon	Green River, Wyo.
P. R. Farrington	Surgeon	Boulder, Colo.	A. T. Stadman	Surgeon	Green River, Wyo.
J. W. Wells	Surgeon	Brighton, Colo.	W. L. Wilkinson	Surgeon	La Salle, Colo.
R. C. Gramlich	Surgeon	Cheyenne, Wyo.	E. R. Pearson	Surgeon	Lupton, Colo.
G. W. Koford	Surgeon	Cheyenne, Wyo.	Emory W. DeKay	Surgeon	Laramie, Wyo.
E. W. Newman	Oculist	Cheyenne, Wyo.	L. R. Evans	Physician	Laramie, Wyo.
G. W. Marbry	Aurist	Cheyenne, Wyo.	E. C. Pelton	Surgeon	Laramie, Wyo.
R. B. Stump	Oculist	Cheyenne, Wyo.	B. J. Sullivan	Surgeon	Laramie, Wyo.
R. I. Williams	Aurist	Cheyenne, Wyo.	R. F. Howe	Surgeon	Ogden, Utah
R. J. Parker	Surgeon	Coalville, Utah	Paul Southwick	Surgeon	Ogden, Utah
L. S. Frank	Surgeon	Denver, Colo.	G. H. Keyes	Surgeon	Ogden, Utah
J. R. Blair	Aurist	Denver, Colo.	K. A. Stratford	Surgeon	Ogden, Utah
A. T. Haley	Surgeon	Denver, Colo.	I. B. McQuarrie	Surgeon	Ogden, Utah
I. E. Hix	Oculist	Denver, Colo.	W. P. Daines	Physician	Ogden, Utah
I. E. Hix, Jr.	Oculist	Denver, Colo.	F. W. Seager	Surgeon	Ogden, Utah
H. W. Stuver	Surgeon	Denver, Colo.	H. F. De Mars	Aurist	Ogden, Utah
W. L. Bennett	Physician	Denver, Colo.	R. W. Pugmire	Oculist	Ogden, Utah
R. M. Maul	Surgeon	Denver, Colo.	J. A. Dixon	Surgeon	Ogden, Utah
H. T. High	Surgeon	Devils Slide, Utah	Dan Oniki	Surgeon	Park City, Utah
F. D. Kuykendall	Surgeon	Eaton, Colo.	R. B. Baker	Surgeon	Rawlins, Wyo.
J. S. Hellwell	Surgeon	Evanston, Wyo.	E. W. McNamara	Surgeon	Rawlins, Wyo.
Blair Liddell	Surgeon	Evanston, Wyo.	R. D. Paul	Surgeon	Rawlins, Wyo.
J. H. Waters	Surgeon	Evanston, Wyo.	G. M. Halsey	Surgeon	Rawlins, Wyo.
J. B. Bennett	Surgeon	Evanston, Wyo.	P. M. McCrann	Surgeon	Rock Springs, Wyo.
F. A. Humphrey	Surgeon	Fort Collins, Colo.	R. A. Corbett	Surgeon	Saratoga, Wyo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

Denver	"U. D." Telegraph Office	Laramie	Switchmen's Locker Room
Denver	Dispatcher's Office	Laramie	Passenger Enginemen Washroom
Denver 23rd Street	Register Room	Hanna	Telegraph Office
Denver	Conductors' Room, Freight Station	Rawlins	Telegraph Office
29th Street	Yard Office	Rawlins	Yard Office
36th Street	Telegraph Office	Rawlins	Engine Dispatcher's Office
36th Street	Register Room	Rock Springs	Telegraph Office
Pullman	Yard Office	Rock Springs	Switchmen's Locker Room
Pullman (Roundhouse)	Engine Dispatcher's Office	Green River	Train Dispatcher's Office
Brighton	Telegraph Office	Green River	Telegraph Office
La Salle	Telegraph Office	Green River	Engine Crew Dispatcher's Office
Greeley	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	Ogden	Telegraph Office, Union Depot
Cheyenne	Engine Dispatcher's Office	Ogden	YD—21st St. Telegraph Office
Laramie	Yard Office	Ogden	Engine Crew Dispatcher's Office, Roundhouse
Laramie	Depot Telegraph Office	Ogden	Enginemen's Wash Room
Laramie	Engine Dispatcher's Office	Ogden	RD—28th St. Telegraph Office
		Fort Collins	Telegraph Office