

UNION PACIFIC RAILROAD COMPANY
Eastern District



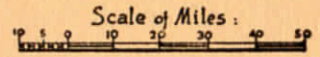
WYOMING DIVISION
TIME-TABLE
No. 24

Effective Sunday,
April 29, 1956
at 12:01 A. M. Mountain Time

Safety Always
Makes a Suggestion

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO MAY. 1, 1953



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

											Distance from Council Bluffs	Time-Table No. 24	
												April 29, 1956	
11	27	9	17	5	103	101	105	111				STATIONS	
Mall and Express	Passenger	Stream-liner Passenger	Passenger	Mall and Express	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
					9.20				0.0			OO. BLUFFS	
					9.55	3.10	2.55	1.10	12.55	2.8		OMAHA	
					12.40	5.10	4.55	3.15	3.00	146.9		GRAND ISLAND	
					2.55	6.55	6.40	5.05	4.50	284.1		NORTH PLATTE	
					2.05	6.00	5.45	4.10	3.55	365.3		JULESBURG	
					4.12	7.44	7.29	5.53	5.10	407.5		SIDNEY	
					8.40	8.00						KANSAS CITY	
					8.05	6.30			8.30	562.5		DENVER	
					8.35	7.00						CHEYENNE	
					8.45	6.05	9.30	9.15	7.35	509.5		LARAMIE	
					9.10	6.20	9.40	9.25	7.45	566.0		RAWLINS	
					10.50	11.55	10.20	8.05	11.01	10.46	9.10	GREEN RIVER	
					1.15	1.54	12.35	10.45	12.58	12.41	11.05	GRANGER	
					3.45	4.20	3.00	1.30	3.15	3.00	1.25	OGDEN	
					4.10	4.40	3.45	2.00	3.25	3.10	1.35		
					5.00	4.20							
					5.35								
					8.45	8.30	5.50	6.45	6.30				

(0.35) (23.15) (23.50) (21.20) (20.55) (16.35) (16.35) (13.55) (8.35) Thru Time From Omaha
 51.8 42.6 51.2 50.2 47.3 59.7 59.7 60.7 65.2 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.
 W. H. ANDERSON, Trainmaster.....Cheyenne, Wyo.
 C. T. ALFORD, Asst. Superintendent.....Denver, Colo.
 O. F. WILLINS, Acting Terminal Superintendent.....Denver, Colo.
 J. C. JOCHIM, Trainmaster.....Denver, Colo.
 M. L. MASON, Terminal Superintendent.....Laramie, Wyo.
 W. E. ROSS, Trainmaster.....Rawlins, Wyo.
 G. H. BAKER, Asst. Superintendent.....Green River, Wyo.
 H. G. HAGGLUND, Terminal Superintendent.....Green River, Wyo.
 W. C. SATTERFIELD, Trainmaster.....Ogden, Utah
 J. R. JOHNSON, Safety and Courtesy Representative.....Ogden, Utah
 C. T. ARMSTRONG, Master Mechanic.....Cheyenne, Wyo.
 R. F. WEISS, Master Mechanic.....Kansas City, Mo.
 D. P. CLIFFORD, Road Foreman of Engines.....Cheyenne, Wyo.
 R. S. AMES, Road Foreman of Engines.....Laramie, Wyo.
 G. L. LIEBAU, Road Foreman of Engines.....Laramie, Wyo.
 C. H. JOHNSON, Road Foreman of Engines.....Rawlins, Wyo.
 CHARLES SHIPMAN, Road Foreman of Engines.....Rawlins, Wyo.
 E. J. LENHART, Road Foreman of Engines.....Rawlins, Wyo.
 T. A. KELLEHER, Road Foreman of Engines.....Ogden, Utah
 H. C. LUSTY, Road Foreman of Engines.....Evanston, Wyo.
 J. W. GODFREY, Division Engineer.....Cheyenne, Wyo.
 C. MARRS, General Roadmaster.....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 AND BORIE SUBDIVISION

- J. M. KELLEY, Chief Train Dispatcher.....Cheyenne, Wyo.
 C. E. WHITE, Asst. Chief Train Dispatcher.....Cheyenne, Wyo.
 R. W. HAYES, 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

Main Line.....628.23
 Branches.....372.31
 Total.....1000.54

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

		Time Table No. 24										
		April 29, 1956										
		112	12	10	28	104	102	106	18	6		
		Stream-liner Passenger	Mall and Express	Stream-liner Passenger	Passenger	Stream-liner Passenger	Stream-liner Passenger	Stream-liner Passenger	Passenger	Mall and Express		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
												OO. BLUFFS
												OMAHA
												GRAND ISLAND
												NORTH PLATTE
												JULESBURG
												SIDNEY
												KANSAS CITY
												DENVER
												CHEYENNE
												LARAMIE
												RAWLINS
												GREEN RIVER
												GRANGER
												OGDEN

Thru Time From Omaha.....(8.00) (0.35) (23.20) (23.00) (16.20) (16.10) (13.38) (22.20) (19.55)
 Average speed per hour.....70.0 51.8 52.2 43.0 60.6 61.2 61.9 47.9 49.7

CONDITIONAL STOPS TO DISCHARGE OR PICK UP REVENUE PASSENGERS

WESTWARD				EASTWARD				
Train	At	Discharge Passengers From	Pick Up Passengers Destined To	Train	At	Discharge Passengers From	Pick Up Passengers Destined To	
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	10	Rook Springs.....	Sleeping car passengers from West of Ogden.....	Denver or beyond.	
9	Rook Springs.....	Denver or beyond..	Revenue passengers for West of Ogden.	18	Any station on First and Third Subdivision and Borie Subdivision.....		Granger or beyond.	
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	334	Any Station.....	Cheyenne or beyond.		
17	Rook Springs.....	} Denver or east.						
	Rock River.....							
	Medicine Bow.....							
	Sinclair.....							
	Wamsutter.....							

WESTWARD

FIRST SUBDIVISION

SECOND CLASS

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6 (A), page 23.	370		250		17		10		112		8		18		9		Distance from Denver
	Mixed	Time Freight	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	C.R.I.&P. Rocket Passenger	Passenger	Streamliner Passenger	
YIP	8.15PM		7:00PM	6.40PM	3.30PM	12.50PM	9.15AM	8.35AM	0.0								0.6
ZP	8.55	6.10PM	7.04	6.44	3.34	12.54	9.19	8.39	1.7								0.6
DWCOTYZP	A 9.01PM	6.13	7.05	A 6.45PM	3.35	A 12.55PM	A 9.20AM	8.40	2.2								0.6
IP		6.20	7.09		3.39			8.44	4.9								0.6
7									6.0								0.6
95 P		6.26	7.13		3.42			8.48	8.1								0.6
28									9.9								0.6
87 P		6.31	7.16		3.44			8.51	11.8								0.6
82 P		6.36	7.19		3.46			8.54	14.1								0.6
22									18.0								0.6
91 WYZP		6.43	7.24		3.51			8.59	19.1								0.6
31 P									22.8								0.6
94 P		6.52	7.31		3.57			9.06	25.8								0.6
88 P		6.58	7.35		4.01			9.10	30.1								0.6
95 P		7.04	7.40		4.05			9.15	34.8								0.6
34									36.3								0.6
42 P									37.8								0.6
110 P		7.11	7.46		4.09			9.21	40.0								0.6
24 P									42.4								0.6
24									43.2								0.6
192 WCTYPO		A 7.20PM	7.52		A 4.15PM			9.27	46.1								0.6
60 P			7.55					9.30	48.2								0.6
247 WYZP			8.03					9.38	51.7								0.6
YP									54.0								0.6
81 P			8.08					9.43	56.8								0.6
80 P			8.12					9.47	59.2								0.6
I									59.8								0.6
65 P			8.16					9.51	63.0								0.6
22									64.9								0.6
64 WYP			8.20					9.55	66.8								0.6
52 P			8.26					10.01	71.9								0.6
96 P			8.32					10.07	77.0								0.6
51 P			8.37					10.12	81.9								0.6
94 WYYP			A 8.44PM					A 10.19AM	86.0								0.6

..... Thru Time
Average speed per hour

(0.46)	(1.10)	(1.44)	(0.05)	(0.45)	(0.05)	(0.05)	(0.05)	(1.44)
2.9	38.1	49.6	26.4	61.4	26.4	26.4	26.4	49.6

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.
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.

FIRST SUBDIVISION

EASTWARD

FIRST CLASS

SECOND CLASS

Time-Table No. 24

April 29, 1956

STATIONS

Mile Post	FIRST CLASS						SECOND CLASS		Car Capacity of Sidings, etc. See Rule 6 (A), page 23.
	9 Streamliner Passenger	7 C.R.I.&P. Rocket Passenger	111 Streamliner Passenger	18 Passenger	10 Streamliner Passenger	17 Passenger	369 Mixed	334 Mixed	
0.0	A 8.05AM	A 8.25AM	A 8.30AM	A 8.45AM	A 6.05PM	A 6.30PM	A 6.15PM	A 11.50PM	YIP
0.6	7.49		8.22	8.30			5.55		ZP
1.7	7.46	8.17	8.20	8.28	5.41	6.11	5.50	11.32	DWCOTYZP
2.2	7.45AM	8.16AM	8.19	8.26	5.40	6.10PM	5.45PM	11.30	
4.9									IP
5.0			8.15	8.22	5.35			11.23	
6.0									7
8.1			8.10	8.17	5.32			11.17	95 P
9.9									28
11.3			8.07	8.14	5.29			11.12	87 P
14.1			8.05	8.11	5.26			11.08	53 P
16.0									22
19.1			7.59	8.06	5.21		f 11.01		81 WYZP
22.8									81 P
25.8			7.52	7.59	5.12		f 10.52		84 P
30.1			7.48	7.55	5.08		10.45		88 P
34.8			7.45	7.51	5.04		10.39		95 P
36.2									24
37.8									42 P
40.0			7.41	7.46	4.59		10.30		110 P
42.4									24 P
43.2									24
46.1			7.34AM	7.40	4.54		s 10.20		192 WCTYPO
48.2				7.37	4.50		9.55		60 P
51.7			s 7.32	s 4.46			s 9.50		247 WYZP
54.0									YP
55.8				7.25	4.40		9.37		81 P
59.2				7.21	4.37		s 9.32		80 P
59.8									I
63.0				7.17	4.33		s 9.25		65 P
64.9									22
66.8				7.13	4.30		9.18		64 WYP
71.9				7.08	4.25		9.10		53 P
77.0				7.03	4.20		9.00		96 P
81.9				6.58	4.15		8.52		51 P
86.0				6.54AM	4.11PM		s 8.44PM ¹⁷		94 WYYP

..... Thru Time
Average speed per hour

(0.20)	(0.09)	(0.56)	(1.51)	(1.54)	(0.20)	(0.30)	(3.06)
6.1	14.7	49.4	46.5	45.3	6.1	4.4	27.7

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.
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 THIRD SUBDIVISION

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	17	5	9	103	27	101	105		
	Passenger	Mail and Express	Streamliner Passenger	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DFWCOOTYPZ		10.20PM	8.05PM	11.55AM	11.01AM	10.50AM	10.46AM	9.10AM	566.0
CS 88	P	10.29	8.15	12.04PM	11.10	10.59	10.55	9.19	574.1
WS 40	XP	10.34	8.19	12.07	11.14	11.03	10.59	9.23	577.7
WS 34	P	10.40	8.27	12.13	11.20	11.09	11.05	9.29	585.3
ES 59	XP	10.45	8.32	12.19	11.24	11.14	11.09	9.33	590.6
CS 101	P	10.49	8.36	12.23	11.28	11.18	11.13	9.37	598.9
CS 78	P	10.54	8.43	12.28	11.32	11.23	11.17	9.41	598.9
CS 128	WC	11.03	8.50	12.34	11.38	11.29	11.23	9.47	605.8
ES 107	XP	11.08	8.55	12.37	11.42	11.33	11.27	9.51	609.0
CS 70	P	11.16	9.03	12.44	11.49	11.41	11.34	9.58	616.8
CS 128	YP	11.22	9.09	12.50	11.55AM	11.47	11.40	10.04	622.9
CS 76	P	11.32	9.19	12.58	12.03PM	11.57AM	11.48	10.12	632.6
CS 76	P	11.38	9.27	1.04	12.09	12.03PM	11.54	10.18	638.7
WS 118	WCZ	11.45	9.35	1.08	12.14	12.15	11.59AM	10.23	643.1
ES 150	YFX	11.53	9.43	1.14	12.20	12.22	12.05PM	10.29	648.4
CS 67	P	11.57PM	9.48	1.18	12.24	12.26	12.09	10.33	651.8
CS 127	P	12.02AM	9.55	1.22	12.29	12.31	12.14	10.38	657.0
CS 65	P	12.08	10.00	1.27	12.34	12.36	12.19	10.43	661.9
CS 79	P	12.13	10.09	1.32	12.39	12.42	12.24	10.48	667.6
CS 119	P	12.22	10.20	1.40	12.46	12.51	12.31	10.55	676.3
DF WOOTYZXP		12.30	10.35	1.49	12.55	1.05	12.40	11.04	682.8
CS 168	P	12.45	10.55	2.03	1.05	1.24	12.50	11.14	690.2
	P	12.50	11.00	2.07	1.10	1.31	12.55	11.19	696.4
WS 125	XW	12.54	11.04	2.10	1.14	1.35	12.59	11.23	700.7
ES 101	P	12.59	11.09	2.16	1.18	1.40	1.03	11.27	705.8
CS 76	P	1.06	11.17	2.24	1.24	1.48	1.09	11.33	712.0
WS 57	YP	1.10	11.21	2.28	1.27	1.52	1.12	11.36	716.0
CS 77	P	1.17	11.30	2.35	1.34	2.00	1.19	11.43	724.2
WS 124	W	1.21	11.35	2.39	1.38	2.04	1.23	11.47	729.1
ES 106	YXP	1.24	11.38	2.42	1.41	2.08	1.26	11.50	732.7
CS 67	P	1.32	11.47	2.50	1.48	2.16	1.33	11.57AM	740.0
WS 99	P	1.35	11.50	2.53	1.51	2.19	1.36	12.01PM	743.4
WS 119	P	1.38	11.54	2.56	1.54	2.22	1.39	12.04	746.7
ES 100	P	1.42	11.58PM	3.01	1.58	2.27	1.43	12.08	751.7
WS 56	P	1.47	12.05AM	3.05	2.03	2.32	1.48	12.12	756.7
ES 67	P	1.55	12.14	3.13	2.11	2.41	1.56	12.20	765.9
WS 166	WC	2.01	12.20	3.18	2.16	2.46	2.01	12.25	771.2
ES 148	YXP	2.07	12.29	3.24	2.22	2.52	2.07	12.31	777.1
CS 118	P	2.13	12.35	3.30	2.28	2.59	2.13	12.37	784.1
WS 65	XP	2.17	12.41	3.34	2.32	3.03	2.17	12.41	788.6
WS 111	WP	2.22	12.46	3.39	2.37	3.10	2.22	12.46	795.7
CS 136	XP	2.33	12.59	3.48	2.44	3.18	2.29	12.55	802.1
CS 74	P	2.40	1.07	3.55	2.51	3.25	2.36	1.03	809.0
CS 120	P	A 3.00AM	A 1.30AM	A 4.20PM	A 3.15PM	A 3.45PM	A 3.00PM	A 1.25PM	817.0

Thru Time..... (4.40) (5.25) (4.25) (4.14) (4.55) (4.14) (4.15)Thru Time
Average speed per hour..... 53.8 46.3 56.8 59.3 50.7 59.3 59.1

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. 101, No. 9 and No. 17 reduce speed to 5 MPH at Rock Springs to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

THIRD SUBDIVISION EASTWARD

FIRST CLASS

Car Capacity of Sidings, etc. See Rule 6(A), Page 23.	FIRST CLASS								Distance from Council Bluffs
	18	6	10	28	104	102	106		
	Passenger	Mail and Express	Streamliner Passenger	Passenger	Streamliner Passenger	Streamliner Passenger	Streamliner Passenger		
	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
DFWCOOTYPZ		5.15AM	5.35AM	2.35PM	4.25PM	4.49PM	5.11PM	5.24PM	566.0
CS 88	P	5.04	5.25	2.24	4.11	4.38	5.01	5.13	574.1
WS 40	XP	5.01	5.22	2.21	4.07	4.35	4.58	5.10	577.7
WS 34	P	4.54	5.14	2.14	3.59	4.28	4.52	5.04	585.3
ES 59	XP	4.49	5.09	2.10	3.54	4.24	4.49	4.59	590.6
CS 101	P	4.46	5.06	2.07	3.49	4.21	4.46	4.56	598.9
CS 78	P	4.41	5.01	2.02	3.43	4.16	4.41	4.51	598.9
CS 128	WC	4.33	4.53	1.56	3.34	4.10	4.35	4.45	605.8
ES 107	XP	4.28	4.48	1.53	3.29	4.06	4.32	4.42	609.0
CS 70	P	4.20	4.39	1.46	3.20	3.58	4.25	4.35	616.8
CS 128	YP	4.13	4.32	1.40	3.13	3.52	4.19	4.29	622.9
CS 76	P	4.04	4.21	1.31	3.03	3.44	4.11	4.21	632.6
CS 76	P	3.58	4.15	1.25	2.56	3.38	4.05	4.15	638.7
WS 118	WCZ	3.53	4.09	1.21	2.50	3.33	4.01	4.11	643.1
ES 150	YFX	3.46	4.02	1.16	2.44	3.27	3.56	4.06	648.4
CS 67	P	3.43	3.58	1.13	2.40	3.24	3.53	4.03	651.8
CS 127	P	3.38	3.53	1.08	2.35	3.19	3.48	3.58	657.0
CS 65	P	3.33	3.47	1.04	2.29	3.15	3.44	3.54	661.9
CS 79	P	3.27	3.41	1.00	2.23	3.10	3.39	3.49	667.6
CS 119	P	3.19	3.33	1.00	2.14	3.03	3.32	3.42	676.3
DF WOOTYZXP		3.10	3.25	1.00	2.05	2.55	3.25	3.35	682.8
CS 168	P	3.00	3.15	1.00	1.55	2.54	3.24	3.34	690.2
	P	2.50	3.05	1.00	1.43	2.42	3.15	3.25	696.4
WS 125	XW	2.43	2.57	1.00	1.35	2.36	3.09	3.19	700.7
ES 101	P	2.39	2.54	1.00	1.32	2.33	3.06	3.16	705.8
CS 76	P	2.35	2.50	1.00	1.27	2.28	3.02	3.12	712.0
WS 57	YP	2.29	2.43	1.00	1.20	2.22	2.56	3.06	716.0
CS 77	P	2.24	2.38	12.04PM	1.15	2.16	2.51	3.01	718.0
WS 124	W	2.16	2.29	11.56AM	1.06	2.08	2.43	2.53	724.2
ES 106	YXP	2.11	2.24	11.52	1.01	2.04	2.39	2.49	729.1
CS 118	P	2.07	2.21	11.49	1.00	2.01	2.36	2.46	732.7
WS 116	XP	2.00	2.13	11.42	1.00	1.54	2.29	2.39	740.0
WS 60	XP	1.56	2.09	11.39	1.00	1.51	2.25	2.35	743.4
WS 99	P	1.53	2.06	11.36	1.00	1.48	2.21	2.31	746.7
WS 119	P	1.49	2.01	11.31	1.00	1.43	2.15	2.25	751.7
ES 100	P	1.44	1.55	11.27	1.00	1.39	2.10	2.20	756.7
WS 56	P	1.34	1.46	11.19	1.00	1.30	2.02	2.12	765.9
ES 67	P	1.29	1.41	11.14	1.00	1.25	1.57	2.07	771.2
WS 166	WC	1.24	1.35	11.08	1.00	1.19	1.51	2.01	777.1
ES 148	YXP	1.17	1.27	11.00	12.04PM	1.11	1.44	1.54	784.1
CS 118	P	1.13	1.23	10.56	11.59AM	1.07	1.39	1.49	788.6
WS 65	XP	1.07	1.16	10.50	11.51	1.01	1.33	1.43	795.7
WS 111	WP	1.00	1.06	10.43	11.42	1.00	1.25	1.35	802.1
CS 74	P	12.50	12.56	10.35	11.30	12.46	1.15	1.25	809.0
CS 120	P	12.35AM	12.45AM	10.25AM	11.15AM	12.35PM	1.05PM	1.15PM	817.0

Thru Time..... (4.40) (4.50) (4.10) (5.10) (4.14) (4.06) (4.09)Thru Time
Average speed per hour..... 53.8 51.9 60.2 48.6 59.3 61.2 60.5

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. 102 reduce speed to 5 MPH at Rock Springs and No. 10 reduce speed to 5 MPH at Rock Springs and Hanna to permit exchange of mail.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD				DENT BRANCH				EASTWARD					
SECOND CLASS				Time-Table No. 24				SECOND CLASS					
212				April 29, 1956				211					
Local Freight				STATIONS				Local Freight					
Daily Except Sunday				BLOCK SIGNALS				Daily Except Sunday					
IP			5.0	SAND CREEK JCT YL	5.0								
15			8.2	WELBY	8.2								
31	P		9.8	QUIMBY	9.8								
38	P		13.8	EAST LAKE	13.8								
31	P		18.1	DARLOW	18.1								
55	IPWY		22.2	DN ST. VRAINS YL VS	22.2								
			22.2	U. P. CROSSING	22.2								
43			24.3	GRADEN	24.3								
53	YP		26.1	D 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		4.35PM	DENT YL	4.35PM								
	WCTYPO		5.05PM	DN-R LA SALLE YL SA	5.05PM								
				(45.6)									
			(0.30)	Thru Time	(0.13)								
			15.6	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					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
21	WYP	9.43AM	0.0	DENT YL	A 4.35PM
	P	9.48	1.7	MILLIKEN YL M	f 4.30
			2.0	G. W. CROSSING	
	P	10.01	7.3	KOENIG	f 4.11
			9.0	G. W. CROSSING	
	P	10.05	9.1	KELIM	f 4.07
		10.15	18.5	BOYD LAKE	f 3.58
		10.21	16.4	REDMOND	f 3.53
43	P	10.27	19.5	HARMONY	f 3.47
138	WUTYEP	10.40AM	38.0	D-R FORT COLLINS YL FC	3.35PM
			38.8	O. & S. CROSSING	
			38.8	O. & S. CROSSING	
	P		27.9	POUDRE YL	
	P		30.0	BOETTCHER YL	
	P		38.5	RIPPLE	
	Y		41.7	BUCKEYE YL	
				(41.7)	
			(0.57)	Thru Time	(1.00)
			26.3	Average speed per hour	25.0

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—Boulder Branch—EASTWARD					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
55	WYZP	0.0	0.0	DN-R BRIGHTON YL BI	
	P	4.2	4.2	YOKALL	
			7.1	DIOK	
21	IWYP	8.1	8.1	DN 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	
			15.1	O. B. & Q. CROSSING	
			16.4	TABOR	
			17.8	LEYNER	
			19.6	LIGGETT	
	P		24.0	VALMONT YL	
			26.0	C. & S. CROSSING	
	WYP		26.1	ARA YL	
	P		27.6	DN-R BOULDER YL BR	
				(27.6)	
			(0.57)	Thru Time	(1.00)
			26.3	Average speed per hour	25.0

WESTWARD—Greeley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
247	WYZP	0.0	0.0	DN GREELEY YL HG	0.0
	YP	2.3	2.3	GREELEY JCT. YL	2.3
34	YP	6.0	6.0	CLOVERLY	6.0
			8.4	ALDEN	8.4
37	P	10.4	10.4	D GILL GI	10.4
			13.8	MATTHEWS	13.8
			14.5	BARNESVILLE	14.5
29	YP	28.1	28.1	BRIGGS DALE	28.1
				(28.1)	
			(0.30)	Thru Time	(0.13)
			15.6	Average speed per hour	36.0

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

WESTWARD—Pleasant Valley Branch—EASTWARD					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
24	YP	0.0	0.0	CLOVERLY	0.0
			8.1	LOWE	8.1
	P		5.1	D GALETON GN	5.1
				(6.1)	
			(0.30)	Thru Time	(0.13)
			15.6	Average speed per hour	36.0

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

WESTWARD—Encampment Branch—EASTWARD					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
			0.0	R WALCOTT WA	0.0
			6.8	MEADS	6.8
6			12.3	OVERLAND	12.3
7			20.6	FISH HATCHERY	20.6
1			24.1	SARATOGA	24.1
26	WY		27.8	DAHLSTROM	27.8
1			29.7	DAVIS	29.7
13			32.7	OOW CREEK	32.7
15			39.3	CANYON	39.3
43	WY		44.4	R ENCAMPMENT	44.4
				(44.4)	
			(0.30)	Thru Time	(0.13)
			15.6	Average speed per hour	36.0

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

WESTWARD—Superior Branch—EASTWARD					
SECOND CLASS		Time-Table No. 24		SECOND CLASS	
211		April 29, 1956		212	
Local Freight		STATIONS		Local Freight	
Daily Except Sunday				Daily Except Sunday	
	XPY	0.0	0.0	THAYER JUNCTION YL	0.0
WP			7.6	D SUPERIOR SU	7.6
			9.1	END OF TRACK	9.1
				(9.1)	
			(0.30)	Thru Time	(0.13)
			15.6	Average speed per hour	36.0

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

WESTWARD—Puritan Branch—EASTWARD

Time-Table No. 24 April 29, 1956		STATIONS		Mile Post
0.0	PARKDALE JCT	YL	0.0	
1.9	PURITAN		1.9	
3.1	END OF TRACK		3.1	

WESTWARD—Lionkol Branch—EASTWARD

Time-Table No. 24 April 29, 1956		STATIONS		Mile Post
0.0	LIONKOL JUNCTION		0.0	
2.0	LIONKOL		2.0	
2.5	END OF TRACK		2.5	

WESTWARD—Stansbury Branch—EASTWARD

Time-Table No. 24 April 29, 1956		STATIONS		Mile Post
0.0	STANSBURY JUNCTION		0.0	
1.9	STANSBURY MINE		1.9	
2.1	END OF TRACK		2.1	

WESTWARD—Park City Branch—EASTWARD

Time-Table No. 24 April 29, 1956		STATIONS		Mile Post
9.15AM	ECHO	YL HO	0.0	2.10PM
9.45	COALVILLE	YL VE	5.7	1.45
10.20	WANSHIP		13.4	1.10
10.50	ATKINSON		20.8	12.40
11.07	KEETLEY JCT.	YL	24.5	12.20
	BEGGS SPUR		26.0	
	BROADWATER SPUR		27.2	
11.30AM	PARK CITY	YL KD	28.4	12.01PM

(2.15) Thru Time (3.09)
12.6 Average speed per hour 13.0

WESTWARD—Ontario Branch—EASTWARD

Time-Table No. 24 April 29, 1956		STATIONS		Mile Post
0.0	KEETLEY JCT.	YL	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 and Dent Branch. On other branch lines.			30 20
Gas turbine locomotives in road service.		50	50	Trains handling U. P. ore cars series 8000 to 8499: Loaded or empty.			45
1500 class diesel locomotives in road service.	50	50	50	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
3800 and 3900 class engines.		60	50	When using No. 20 turn-outs. When using No. 14 turn-outs.	40 25	40 20	40 20
5000 and 9000 class engines.		50	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 15 10 10
MacArthur type engines with 63-in. drivers.		55	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 57-in. drivers.		35	35	All wye tracks.	6	6	6
Consolidation and Ten-Wheeler type engines.		35	35	Jordan spreaders and other machines of spreader type, when in operation.			15
5000 class engines on any coal mine lead or track.			10				
0-6-0 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				BORIE SUBDIVISION			
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	79	75	50	Maximum speed.	79	75	50
4,000 class engines.		45	45	4,000 class engines.		45	45
Freight engines not otherwise shown.		50		Freight engines not otherwise shown.		50	
Light engines.		45	45	Light engines.		45	45
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.				Warren 91.8 and 92.2	70	60	50
Denver, within city limits over street crossings.	35	35	25	Gleason 93.3 and 97.4 93.3 and 97.4 mixed trains.	60	50	40
Between Mile Posts— Denver Yard				Cheyenne Side 97.73 and 97.76	30	30	20
0.4 and 0.7 westward track.	30	30	25	Borie Side 97.73 and 97.76	30	30	20
1.7 and 1.8 westward track.	20	20	25				
2.5 and 3.0 westward track.	30	30	25				
3.0 and 2.5 eastward track.	30	30	25				
1.8 and 1.7 eastward track.	20	20	25				
0.7 and 0.4 eastward track.	30	30	25				
LaSalle 47.8 and 48.0	70	60	50				
Evans 49.4 and 49.7	70	60	50				

SECOND SUBDIVISION							
Cheyenne to West Speer, No. 4 track	60	60	50	Granite to Cheyenne, No. 1 and 2 tracks	50	50	40
Cheyenne to Dale, No. 3 track	60	60	50	Light Engines.			40
Dale to Cheyenne, No. 3 track	60	60	50	4000 class engines.		45	40
West Speer to Cheyenne, No. 4 track	60	60	50	Freight engines not otherwise shown.		50	
Cheyenne to Dale, No. 1 and 2 tracks	70	60	40	When more than 50% of the tonnage is gravel.			30
Dale to Laramie, No. 2 track	70	60	40	Cheyenne passenger sheds.	10	10	10
Laramie to Dale, No. 1 track	70	60	40	Tower A, through cross-overs.	10	10	10
Dale to Buford, No. 1 and 2 tracks	70	60	40	Granite on No. 1, 2, 3, 4 and 5 pit tracks.			6
Buford to Granite, No. 1 and 2 tracks	70	60	30	Westward solid express trains, between M. P. 549.7 and 557.0		30	

ON NO. 3 TRACK				ON NO. 1 TRACK			
Between Mile Posts— Perkins 553.5 and 554.0	60	50	40	Forelle 549.8 and 562.2	60	50	40
ON NO. 1 AND 2 TRACKS				Laramie			
Between Mile Posts— Cheyenne 515.6 and 515.7	60	50	40	ON NO. 2 TRACK			
518.8 and 519.1	60	50	40	Hermosa 563.6 and 550.0	70	60	40
Borie				550.0 and 549.3	50	40	30
522.1 and 522.3	60	50	40	Laramie			
523.3 and 523.6	60	50	40				
524.5 and 525.6	60	50	40				
Granite							
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				
Hermosa							

THIRD SUBDIVISION							
Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
Maximum speed.	90	80	50	Laramie, ice house tracks 1, 2, 3 and 4.			6
Trains handled by diesel locomotives.			55	Hanna, spur to Monolith Coal Co., and U. P. Coal Co. 4-A.			10
4000 class engines.		50	50	Sinclair, refining company tracks.			6
Freight engines not otherwise shown.		50		Rawlins, east standpipe.	15	15	15
Light engines.			45				
Laramie, long leads 1, 2 and 3			10				
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts— Laramie 566.8 and 567.2				Between Mile Posts— Green River 817.0 and 816.3	50	40	25
Bosler 587.7 and 588.4	70	60	50	816.3 and 816.1	35	30	25
Cooper Lake 593.3 and 593.7	70	60	50	816.1 and 814.1	40	40	25
Lookout 598.5 and 599.7	70	60	50	813.9 and 809.6	55	45	35
Harper 601.1 and 602.2	60	50	40	Kanda 807.3 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	Rock Springs 803.5 and 801.0	50	40	25
Wilcox 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
Ridge 617.2 and 617.6	70	60	50	Barter 781.7 and 781.3	70	60	50
621.8 and 622.4	75	65	50	780.2 and 780.0	60	50	40
Calvin 627.1 and 628.7	50	45	35	778.9 and 777.8	60	50	40
629.4 and 629.9	60	50	40	Point of Rocks 776.5 and 775.8	65	55	45
630.9 and 637.8	70	60	50	775.0 and 774.3	70	65	50
Ramsey 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
Hanna 645.1 and 646.3	70	60	50	Hallville 769.3 and 768.8	60	50	40
647.5 and 648.0	70	60	50	Black Buttes 765.6 and 765.2	60	50	40
Percy 650.2 and 650.7	70	60	50	762.3 and 762.0	70	60	50
Dana 652.2 and 652.5	60	50	40	761.0 and 760.5	70	60	50
653.1 and 656.4	70	60	50	757.3 and 757.0	50	40	25

THIRD SUBDIVISION (Continued)

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Edson 657.2 and 658.1	55	45	35	Robinson 740.8 and 740.2	70	60	50
658.4 and 659.2	70	60	50	Tipton 737.3 and 733.9	65	55	45
661.0 and 661.5	70	60	50	Frewen 725.6 and 725.1	65	55	45
Walcott 662.8 and 666.5	70	60	50	Wamsutter 719.8 and 719.5	70	60	50
Sinclair 678.1 and 678.5	80	70	50	718.1 and 717.8	60	55	50
680.4 and 682.5	50	40	25	Latham 715.3 and 715.0	60	50	40
Riner 703.0 and 704.2	70	60	50	714.3 and 713.7	60	50	40
Cherokee 708.6 and 709.0	70	60	50	Creston 709.0 and 708.6	70	60	50
Creston 713.7 and 714.3	80	70	50	Cherokee 704.2 and 703.0	70	60	50
715.0 and 715.3	70	65	50	Rawlins 682.5 and 680.4	50	40	25
Latham 717.8 and 718.1	70	65	50	678.5 and 678.1	80	70	50
719.5 and 719.8	70	65	50	Sinclair 668.5 and 667.7	70	60	50
Wamsutter 725.1 and 725.6	65	55	45	Fort Steele 666.5 and 662.8	70	60	50
Red Desert 733.9 and 737.3	65	55	45	Walcott 661.5 and 661.0	70	60	50
Tipton 740.2 and 740.9	70	60	50	659.2 and 658.4	70	60	50
741.4 and 741.6	60	50	40	658.1 and 657.2	55	45	35
742.7 and 743.1	70	60	50	Edson 656.4 and 652.2	60	50	40
Monell 752.9 and 753.3	70	60	50	Dana 650.7 and 650.2	70	60	50
Bitter Creek 757.0 and 757.3	50	40	25	Percy 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.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Black Buttes 768.8 and 769.3	60	50	40	Hanna 643.7 and 642.5	50	40	25
Hallville 771.8 and 772.3	70	65	50	640.2 and 639.3	60	50	40
773.0 and 773.2	60	50	40	Ramsey 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
Point of Rocks 777.8 and 778.9	60	50	40	Medicine Bow 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	Edge 616.4 and 615.9	55	45	40
Barter 797.3 and 798.4	55	45	35	611.6 and 609.5	70	60	50
799.5 and 800.5	60	50	40	Rock River 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	Harper 596.8 and 596.5	70	60	50
Kanda 809.6 and 813.9	55	45	35	Lookout 593.7 and 593.3	70	60	50
814.1 and 816.1	40	40	25	Cooper Lake 588.4 and 587.7	70	60	50
816.1 and 816.3	35	30	25	Howell 567.2 and 566.8	50	40	25
816.3 and 817.0 Green River	50	40	25	Laramie			

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

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

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour			Location	Miles Per Hour		
	Str.	Psg.	Fr.		Str.	Psg.	Fr.
ON WESTWARD TRACK				ON EASTWARD TRACK			
Between Mile Posts—				Between Mile Posts—			
Bryan 831.2 and 831.5	65	55	45	Altamont Aspen Tunnel	25	25	20
833.6 and 834.1	70	60	50	Aspen 901.3 and 896.7	60	50	40
Westvaco 844.9 and 845.3	60	50	40	Ragan 894.4 and 894.0	70	60	50
Granger 846.3 and 847.9	60	50	25	893.4 and 890.9	70	60	50
849.9 and 850.2	70	60	50	Leroy 890.2 and 889.3	50	40	35
Church Buttes 860.1 and 860.3	70	60	50	888.7 and 888.3	70	60	50
862.2 and 862.5	70	60	50	887.5 and 887.3	65	55	45
Hampton 866.7 and 866.9	75	65	50	886.7 and 886.4	70	60	50
868.0 and 869.2	65	55	45	Bridger 885.0 and 884.6	60	50	40
Elkhurst 870.9 and 873.6	70	60	50	883.9 and 882.5	60	50	40
874.0 and 874.5	70	60	50	881.7 and 881.4	70	60	50
Carter 878.2 and 878.5	70	60	50	Antelope 880.3 and 880.1	60	50	40
880.1 and 880.3	60	50	40	878.5 and 878.2	70	60	50
Antelope 881.4 and 881.7	70	60	50	874.5 and 874.0	70	60	50
882.5 and 883.9	60	50	40	Carter 873.6 and 870.9	70	60	50
884.6 and 885.0	60	50	40	Elkhurst 869.2 and 868.0	55	45	35
Bridger 886.4 and 886.7	70	60	50	866.9 and 866.7	75	65	50
887.3 and 887.5	65	55	45	Hampton 862.5 and 862.2	70	60	50
888.3 and 888.7	70	60	50	860.3 and 860.1	70	60	50
889.3 and 890.2	50	40	35	Verne 850.2 and 849.9	70	60	50
Leroy 891.6 and 895.1	70	60	50	Granger 847.9 and 846.3	60	50	25
Ragan 896.1 and 900.6	60	50	40	845.3 and 844.9	60	50	40
901.7 and 903.5	50	40	30	Westvaco 834.1 and 833.6	70	60	50
Altamont 904.9 and 905.3	60	50	40	831.5 and 831.2	65	55	45
906.3 and 908.6	50	40	30	Bryan 828.4 and 827.9	70	60	50
Knight 909.3 and 910.4	79	70	50	826.6 and 825.4	70	60	50
Mills 913.1 and 913.4	70	60	50	Peru 823.6 and 822.4	60	50	40
915.4 and 915.6	70	60	50	Riview 820.7 and 819.3	60	50	40
915.9 and 919.1	60	50	25	818.5 and 817.0	50	40	25
Evanston				Green River			

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

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

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

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

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

6. The following letters placed before figures of a schedule indicate:
 —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—cooling station
 D—diesel oil station
 F—turbine fuel station
 I—interlocking
 O—fuel oil station
 P—dispatcher's telephone
 T—turntable
 W—water
 X—cross-over
- Y—wye
 Z—track scales
 AI—automatic interlocking signals
 CS—center siding
 ES—eastward siding
 WS—westward siding

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten.....	District Surgeon..	Cheyenne, Wyo.	J. B. Bennett.....	Surgeon.....	Evanston, Wyo.
J. S. Benwell.....	District Surgeon..	Denver, Colo.	F. A. Humphrey...	Surgeon.....	Fort Collins, Colo.
Louis J. Taufer...	District Surgeon..	Salt Lake City, Utah	R. N. Humphrey...	Surgeon.....	Fort Collins, Colo.
E. B. Craven.....	Surgeon.....	Boulder, Colo.	P. E. Woodward...	Surgeon.....	Fort Morgan, Colo.
J. W. Wells.....	Surgeon.....	Brighton, Colo.	J. W. Allely.....	Surgeon.....	Greeley, Colo.
R. C. Gramlich....	Surgeon.....	Cheyenne, Wyo.	R. C. Stratton....	Surgeon.....	Green River, Wyo.
J. D. Shingle.....	Surgeon.....	Cheyenne, Wyo.	A. T. Sudman.....	Surgeon.....	Green River, Wyo.
G. W. Koford.....	Surgeon.....	Cheyenne, Wyo.	H. P. Linton.....	Surgeon.....	Julesburg, Colo.
L. E. McGonigle...	Surgeon.....	Cheyenne, Wyo.	W. L. Wilkinson...	Surgeon.....	La Salle, Colo.
E. W. Newman.....	Oculist.....	Cheyenne, Wyo.	E. R. Pearson.....	Surgeon.....	Lupton, Colo.
L. J. Stadnick....	Oculist.....	Cheyenne, Wyo.	Emory W. DeKay..	Surgeon.....	Laramie, Wyo.
R. B. Stump.....	Oculist and Aurist.	Cheyenne, Wyo.	L. R. Evans.....	Physician.....	Laramie, Wyo.
R. I. Williams....	Oculist and Aurist.	Cheyenne, Wyo.	E. C. Pelton.....	Surgeon.....	Laramie, Wyo.
R. J. Parker.....	Surgeon.....	Coalville, Utah	B. J. Sullivan....	Surgeon.....	Laramie, Wyo.
J. H. Bechtold....	Surgeon.....	Denver, Colo.	D. G. Barker.....	Physician.....	Ogden, Utah
J. R. Blair.....	Aurist.....	Denver, Colo.	Leo W. Benson....	Surgeon.....	Ogden, Utah
A. T. Haley.....	Surgeon.....	Denver, Colo.	K. A. Stratford...	Surgeon.....	Ogden, Utah
I. E. Hix.....	Oculist.....	Denver, Colo.	L. S. Sycamore....	Surgeon.....	Ogden, Utah
I. E. Hix, Jr.....	Oculist.....	Denver, Colo.	Richard Nilsson..	Physician.....	Ogden, Utah
H. W. Stuver.....	Surgeon.....	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.	Dan Oniki.....	Surgeon.....	Park City, Utah
W. R. Anthony....	Surgeon.....	Denver, Colo.	R. B. Baker.....	Surgeon.....	Rawlins, Wyo.
H. T. High.....	Surgeon.....	Devils Slide, Utah	E. W. McNamara..	Surgeon.....	Rawlins, Wyo.
F. D. Kuykendall..	Surgeon.....	Eaton, Colo.	R. D. Paul.....	Surgeon.....	Rawlins, Wyo.
J. S. Hellewell...	Surgeon.....	Evanston, Wyo.	G. M. Halsey....	Surgeon.....	Rawlins, Wyo.
Blair Liddell....	Surgeon.....	Evanston, Wyo.	P. M. McCrann....	Surgeon.....	Rock Springs, Wyo.
J. H. Waters.....	Surgeon.....	Evanston, Wyo.	J. G. Wanner.....	Oculist and Aurist..	Rock Springs, Wyo.
			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	Rawlins.....	Telegraph Office
Denver.....	Conductors' Room, Freight Station	Rawlins.....	Yard Office
29th Street.....	Yard Office	Rawlins.....	Engine Dispatcher's Office
36th Street.....	Telegraph Office	Rock Springs.....	Telegraph Office
36th Street.....	Register Room	Rock Springs.....	Switchmen's Locker Room
Pullman.....	Yard Office	Green River.....	Train Dispatcher's Office
Pullman (Roundhouse).....	Engine Dispatcher's Office	Green River.....	Telegraph Office
Brighton.....	Telegraph Office	Green River.....	Engine Crew Dispatcher's Office
La Salle.....	Telegraph Office	Green River.....	Switchmen's Locker Room
Greeley.....	Telegraph Office	Evanston.....	Telegraph Office
Fort Collins.....	Telegraph Office	Evanston.....	Engine Crew Dispatcher's Office
Cheyenne.....	Dispatcher's Office	Riverdale.....	"R. D." Telegraph Office
Cheyenne.....	Telegraph Office	Ogden.....	Telegraph Office, Union Depot
Cheyenne.....	Yard Office	Ogden.....	YD-21st St. Telegraph Office
Cheyenne.....	Engine Dispatcher's Office	Ogden.....	Engine Crew Dispatcher's Office, Roundhouse
Laramie.....	Yard Office	Ogden.....	Enginemen's Wash Room
Laramie.....	Depot Telegraph Office		
Laramie.....	Engine Dispatcher's Office		