

UNION PACIFIC RAILROAD COMPANY
Eastern District



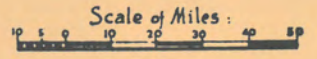
WYOMING DIVISION
TIME-TABLE
No. 45

Effective Sunday,
June 22, 1969
 at 12:01 A. M. Mountain Time

Safety Gains
Where Courtesy Reigns

FOR EMPLOYEES ONLY

EASTERN DISTRICT
WYOMING DIVISION
 CORRECTED TO JUNE 1, 1968



WESTWARD

CONDENSED TIME-TABLE

FIRST CLASS

						Distance from Council Bluffs	Time-Table No. 45 June 22, 1969											
							Mile Post	FIRST CLASS										
								106	112	104	10	18	6					
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger						
						Daily	Daily	Daily	Daily	Daily	Daily	Daily						
						STATIONS												
						0.0	CO. BLUFFS											
							OMAHA											
						11.50	GRAND ISLAND											
						2.50	NORTH PLATTE											
						5.35	JULESBURG											
						4.55	SIDNEY											
							KANSAS CITY											
						7.15	DENVER											
						8.00	CHEYENNE											
						6.45	LARAMIE											
						7.15	RAWLINS											
						9.30	GREEN RIVER											
						10.45	GRANGER											
						12.08	OGDEN											
						1.55	(992.6)											

Heavy Figures Indicate PM (25.00) (21.05) (17.50) (4.25) (19.44) (18.05) Thru Time
 Light Figures Indicate AM 49.2 51.4 47.6 63.0 50.2 54.7 Average speed per hour

O. A. DURRANT
General Manager

J. BOWEN
Gen. Supt. Transportation

S. D. GATCHELL
General Superintendent

FIRST SUBDIVISION AND BRANCHES

J. F. BARRETT, Chief Train Dispatcher..... Denver, Colo.
 J. E. MASON, Asst. Chief Train Dispatcher..... Denver, Colo.
 J. H. STORRS, Asst. Chief Train Dispatcher..... Denver, Colo.

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

A. E. HACKMAN, Chief Train Dispatcher..... Cheyenne, Wyo.
 C. E. WHITE, Asst. Chief Train Dispatcher..... Cheyenne, Wyo.

THIRD SUBDIVISION AND FOURTH SUBDIVISION
RAWLINS TO OGDEN, AND BRANCHES

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

MILEAGE

Main Line 628.23
 Branches 331.12
 Total 959.35

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

CONDENSED TIME-TABLE

EASTWARD

FIRST CLASS

						Mile Post	FIRST CLASS												
							Mile Post	FIRST CLASS											
								106	112	104	10	18	6						
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							
						Daily	Daily	Daily	Daily	Daily	Daily	Daily							
						STATIONS													
						0.0	CO. BLUFFS												
						2.8	OMAHA												
						146.9	GRAND ISLAND												
						284.1	NORTH PLATTE												
						365.3	JULESBURG												
						407.5	SIDNEY												
						KANSAS CITY												
						562.5	DENVER												
						509.5	CHEYENNE												
						566.0	LARAMIE												
						682.8	RAWLINS												
						817.0	GREEN RIVER												
						847.2	GRANGER												
						992.6	OGDEN												
							(992.6)												

Thru Time (15.45) (4.30) (17.25) (23.40) (22.35) (19.45)
 Average speed per hour 53.6 61.9 56.8 52.0 48.0 50.1
 Heavy Figures Indicate PM
 Light Figures Indicate AM

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
5	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter.....	Cheyenne or east.		6	Any station on Third Subdivision	Granger or beyond.	Cheyenne or beyond.
9	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.	18	Any station on First and Third Subdivision and Borie Subdivision....	Granger or beyond	Denver or beyond.
17	La Salle.....	From east of Denver	Laramie or beyond where scheduled to stop.				
17	Rock River..... Medicine Bow... Hanna..... Sinclair..... Wamsutter.....	Denver or east.					

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		WESTWARD					FIRST SUBDIVISION					Distance from Denver	Time-Table No. 45 June 22, 1969		STATIONS		Block Signals	Double Track
		FIRST CLASS					Passenger	Passenger	Passenger	Passenger	Passenger							
		10	17	112	18	9												
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
YIP					8.45 PM	6.40 PM	2.45 PM	7.45 AM	7.15 AM	0.0	DN-R	DENVER	YL UD	0.0				
D										0.6		23rd STREET	YL	0.6				
ZP										1.7	R	36th STREET	YL	1.7				
DTYZP					A 8.50 PM	6.44	2.50	A 7.50 AM	7.20	2.2		PULLMAN	YL	2.2				
P										4.9		C. B. & Q. CROSSING		4.9				
P						6.50	2.55		7.30	5.0		COMMERCE CITY	YL	5.0				
P										6.0		ADAMS		6.0				
78	P									8.1		DUPONT		8.1				
14	P									9.9		ROLLA		9.9				
144	P									11.3		HAZELTINE		11.3				
41	P									14.1		HENDERSON		14.1				
144	YZP									19.1	D	BRIGHTON	BI	19.1				
21	P									22.8		POWARS		22.8				
31	P									25.8		LUPTON		25.8				
P										30.1		IONE		30.1				
145	P									34.8		PLATTEVILLE		34.8				
14	P									36.2		VASQUEZ		36.2				
99	P									40.0		GILCREST		40.0				
16	P									42.4		PECKHAM		42.4				
17	P									43.2		HAMBERT		43.2				
165	DYP					7.30	A 3.30 PM		8.15	46.1	DN	LA SALLE	YL DY	46.1				
P										48.2		EVANS		48.2				
145	ZPY					s 7.42			s 8.27	51.7	DN	GREELEY	YL HG	51.7				
P										54.0		GREELEY JCT.		54.0				
68	P									55.8		LUCERNE		55.8				
65	P									59.2	D	EATON	YL UR	59.2				
IP										59.3		G. W. CROSSING		59.3				
143	P									63.0	D	AULT	A	63.0				
18	P									64.9		STAGE		64.9				
53	P									66.8		PIERCE		66.8				
144	P									71.9		NUNN		71.9				
P										77.0		DOVER		77.0				
133	P					A 8.15 PM			A 8.59 AM	86.0		CARR		86.0				
					(0.05)	(1.35)	(0.45)	(0.05)	(1.44)			 Thru Time					
					26.4	54.3	61.4	26.4	49.6			 Average speed per hour					

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

Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		FIRST SUBDIVISION					EASTWARD					Distance from Denver	Time-Table No. 45 June 22, 1969		STATIONS		Block Signals	Double Track
		FIRST CLASS					Passenger	Passenger	Passenger	Passenger	Passenger							
		9	18	111	17	10												
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
YIP					0.0	A 6.45 AM	A 7.00 AM	A 9.15 AM	A 6.10 PM	A 8.15 PM	0.0	DN-R	DENVER	YL UD	0.0			
D					0.6						0.6		23rd STREET	YL	0.6			
ZP					1.7						1.7	R	36th STREET	YL	1.7			
DTYZP					2.2	6.20 AM	6.30	9.00	6.05 PM	7.51	2.2		PULLMAN	YL	2.2			
P					4.9						4.9		C. B. & Q. CROSSING		4.9			
P					5.0		6.25	8.55		7.46	5.0		COMMERCE CITY	YL	5.0			
P					6.0						6.0		ADAMS		6.0			
78	P				8.1						8.1		DUPONT		8.1			
14	P				9.9						9.9		ROLLA		9.9			
144	P				11.3						11.3		HAZELTINE		11.3			
41	P				14.1						14.1		HENDERSON		14.1			
144	YZP				19.1						19.1	D	BRIGHTON	BI	19.1			
21	P				22.8						22.8		POWARS		22.8			
31	P				25.8						25.8		LUPTON		25.8			
P					30.1						30.1		IONE		30.1			
145	P				34.8						34.8		PLATTEVILLE		34.8			
14	P				36.2						36.2		VASQUEZ		36.2			
99	P				40.0						40.0		GILCREST		40.0			
16	P				42.4						42.4		PECKHAM		42.4			
17	P				43.2						43.2		HAMBERT		43.2			
165	DYP				46.1		5.45	8.20 AM		7.11	46.1	DN	LA SALLE	YL DY	46.1			
P					48.2						48.2		EVANS		48.2			
145	ZPY				51.7		s 5.35			s 7.01	51.7	DN	GREELEY	YL HG	51.7			
P					54.0						54.0		GREELEY JCT.		54.0			
68	P				55.8						55.8		LUCERNE		55.8			
65	P				59.2						59.2	D	EATON	YL UR	59.2			
IP					59.3						59.3		G. W. CROSSING		59.3			
143	P				63.0						63.0	D	AULT	A	63.0			
18	P				64.9						64.9		STAGE		64.9			
53	P				66.8						66.8		PIERCE		66.8			
144	P				71.9						71.9		NUNN		71.9			
P					77.0						77.0		DOVER		77.0			
133	P				86.0		5.01 AM			6.30 PM	86.0		CARR		86.0			
					(0.25)	(1.59)	(0.55)	(0.05)	(1.45)			 Thru Time					
					5.3	43.3	50.3	26.4	49.1			 Average speed per hour					

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

WESTWARD		SECOND SUBDIVISION									
		FIRST CLASS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	5	10	103	9	105	18	Distance from Council Bluffs	Time-Table No. 45	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		June 22, 1969	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
		9.00 PM	9.00 PM	6.00 PM	10.45 AM	10.45 AM	10.30 AM	4.30 AM	509.5	Block Signals	DN-R CHEYENNE YL
	IP								510.8	Block Signals	DN TOWER A AY
118	XP			A 6.13 PM				A 4.43 AM	519.0	Block Signals	SPEER
113	P								525.8	Block Signals	EMKAY
116	P								534.2	Block Signals	LYNCH
117	P								542.7	Block Signals	HARRIMAN
105	P								549.5	Block Signals	PERKINS
111	P								549.5	Block Signals	PERKINS
	P								514.5	Block Signals	WYCON
93	XP								519.1	Block Signals	BORIE
23	XP								528.6	Block Signals	GRANITE
75	XP								536.6	Block Signals	BUFORD
CS 106	P								540.4	Block Signals	SHERMAN
	YP								540.4	Block Signals	SHERMAN
	XP								554.3	Block Signals	DALE
	XP								544.8	Block Signals	HERMOSA
CS 115	P								547.9	Block Signals	RED BUTTES
106	P								556.8	Block Signals	RED BUTTES
	P								554.0	Block Signals	COLORES
87	P								563.0	Block Signals	FORELLE
242	P								563.0	Block Signals	FORELLE
	DYPZX	A 10.15 PM	A 10.15 PM		A 12.07 PM	A 12.07 PM	A 11.52 AM		566.0	Block Signals	DN-R LARAMIE KI-K
		(1.15)	(1.15)	(0.13)	(1.22)	(1.22)	(1.22)	(0.13)			Thru Time
		45.2	45.2	43.8	41.3	41.3	41.3	43.8			Average speed per hour

WESTWARD		BORIE SUBDIVISION					
		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	17	9			Time-Table No. 45	
		Passenger	Passenger			June 22, 1969	
		Daily	Daily			STATIONS	
133	P			8.15 PM	8.59 AM	86.0	CARR
73	P					90.4	WARREN
118	XP			A 8.30 PM	A 9.14 AM	98.0	SPEER
	P					103.3	BORIE
				(0.15)	(0.15)		(17.3)
		48.0	48.0				

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

WESTWARD		SECOND SUBDIVISION								EASTWARD	
		FIRST CLASS									
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	6	9	106	104	10	17	Mile Post	Time-Table No. 45	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		June 22, 1969	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS	
		4.00 AM	4.00 AM	9.30 AM	3.00 PM	5.10 PM	5.10 PM	8.45 PM	509.5	Block Signals	DN-R CHEYENNE YL
	IP								510.8	Block Signals	DN TOWER A AY
	XP			9.14 AM				8.30 PM	519.0	Block Signals	SPEER
	P								525.8	Block Signals	EMKAY
	P								534.2	Block Signals	LYNCH
	P								542.7	Block Signals	HARRIMAN
	P								549.5	Block Signals	PERKINS
	P								549.5	Block Signals	PERKINS
	P								514.5	Block Signals	WYCON
93	XP								519.1	Block Signals	BORIE
23	XP								528.6	Block Signals	GRANITE
75	XP								536.6	Block Signals	BUFORD
CS 106	P								540.4	Block Signals	SHERMAN
	YP								540.4	Block Signals	SHERMAN
	XP								554.3	Block Signals	DALE
	XP								544.8	Block Signals	HERMOSA
CS 115	P								547.9	Block Signals	RED BUTTES
106	P								556.8	Block Signals	RED BUTTES
	P								554.0	Block Signals	COLORES
87	P								563.0	Block Signals	FORELLE
242	P								563.0	Block Signals	FORELLE
	DYPZX	A 2.45 AM	A 2.45 AM		1.30 PM	3.50 PM	3.50 PM		566.0	Block Signals	DN-R LARAMIE KI-K
		(1.15)	(1.15)	(0.16)	(1.30)	(1.20)	(1.20)	(0.15)			Thru Time
		45.2	45.2	35.6	37.7	42.4	42.4	42.0			Average speed per hour

WESTWARD		BORIE SUBDIVISION				EASTWARD	
		FIRST CLASS					
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	DFTYPZX	18	10			Time-Table No. 45	
		Passenger	Passenger			June 22, 1969	
		Daily	Daily			STATIONS	
		5.01 AM	6.30 PM			86.0	CARR
	P					90.4	WARREN
	XP	4.43 AM	6.13 PM			98.0	SPEER
	P					103.3	BORIE
				(0.18)	(0.17)		(17.3)
		40.0	42.3				

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

		WESTWARD					THIRD SUBDIVISION								
		FIRST CLASS							FIRST CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.							Distance from Council Bluffs	Time-Table No. 45					Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		
								June 22, 1969							
			17	5	103	9		105	STATIONS						
	Passenger	Passenger	Passenger	Passenger	Passenger		DN-R	LARAMIE	KI-K						
	Daily	Daily	Daily	Daily	Daily			8.1	HOWELL						
								3.6	WYOMING						
								7.6	BOSLER						
								5.3	COOPER LAKE						
								3.3	LOOKOUT						
								11.4	ROCK RIVER	CK					
								3.7	WILCOX						
								13.6	MEDICINE BOW	MB					
								9.3	COMO						
								10.5	HANNA	HN					
								5.3	PERCY						
								3.4	DANA						
								5.2	EDSON						
								4.9	WALCOTT						
								5.7	FORT STEELE						
								8.7	SINCLAIR	GV					
								6.5	RAWLINS	YL RS					
								7.4	HADSELL						
								6.5	DALEY'S RANCH						
								4.0	RINER						
								4.6	CHEROKEE						
								6.7	CRESTON						
								4.0	LATHAM						
								8.2	WAMSUTTER	WM					
								4.9	FREWEN						
								3.6	RED DESERT						
								7.3	TIPTON						
								3.4	ROBINSON						
								3.3	TABLE ROCK						
								5.0	MONELL						
								5.0	BITTER CREEK	BK					
								9.2	BLACK BUTTES						
								5.3	HALLVILLE						
								5.9	POINT OF ROCKS						
								7.0	THAYER						
								4.5	SALT WELLS						
								7.1	BAXTER						
								6.4	ROCK SPRINGS	SG					
								6.9	KANDA						
								8.0	GREEN RIVER	YL GR					
								(250.6)							

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

		WESTWARD					THIRD SUBDIVISION								
		FIRST CLASS							FIRST CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.							Distance from Council Bluffs	Time-Table No. 45					Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.		
								June 22, 1969							
			106	104	10	6		18	STATIONS						
	Passenger	Passenger	Passenger	Passenger	Passenger		DN-R	LARAMIE	KI-K						
	Daily	Daily	Daily	Daily	Daily			8.1	HOWELL						
								3.6	WYOMING						
								7.6	BOSLER						
								5.3	COOPER LAKE						
								3.3	LOOKOUT						
								11.4	ROCK RIVER	CK					
								3.7	WILCOX						
								13.6	MEDICINE BOW	MB					
								9.3	COMO						
								10.5	HANNA	HN					
								5.3	PERCY						
								3.4	DANA						
								5.2	EDSON						
								4.9	WALCOTT						
								5.7	FORT STEELE						
								8.7	SINCLAIR	GV					
								6.5	RAWLINS	YL RS					
								7.4	HADSELL						
								6.5	DALEY'S RANCH						
								4.0	RINER						
								4.6	CHEROKEE						
								6.7	CRESTON						
								4.0	LATHAM						
								8.2	WAMSUTTER	WM					
								4.9	FREWEN						
								3.6	RED DESERT						
								7.3	TIPTON						
								3.4	ROBINSON						
								3.3	TABLE ROCK						
								5.0	MONELL						
								5.0	BITTER CREEK	BK					
								9.2	BLACK BUTTES						
								5.3	HALLVILLE						
								5.9	POINT OF ROCKS						
								7.0	THAYER						
								4.5	SALT WELLS						
								7.1	BAXTER						
								6.4	ROCK SPRINGS	SG					
								6.9	KANDA						
								8.0	GREEN RIVER	YL GR					
								(250.6)							

BLOCK SIGNALS AND AUTOMATIC CAB SIGNALS

Double Track

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

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

WESTWARD		FOURTH SUBDIVISION					EASTWARD	
		FIRST CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	103	9	105	17	5	Time-Table No. 45	
		Passenger	Passenger	Passenger	Passenger	Passenger	June 22, 1969	
		Daily	Daily	Daily	Daily	Daily	STATIONS	
		4.25 PM	4.25 PM	4.10 PM	3.30 AM	3.15 AM	DN-R	GREEN RIVER YL GR
		4.30	4.30	4.15	3.37	3.20		RIVIEW
WS 50 PX		4.34	4.34	4.19	3.42	3.24		PERU
CS 69 P		4.39	4.39	4.24	3.47	3.29		BRYAN
CS 104 P								STAUFFER
								ALCHEM
		4.45	4.45	4.30	3.54	3.35		WESTVACO
WS 83 ES 106 IPXY		4.55	4.55	A 4.40 PM	A 4.05 AM	3.45	DN	GRANGER GN
CS 105 P		5.01	5.01			3.51		VERNE
CS 87 P		5.05	5.05			3.55		CHURCH BUTTES
CS 87 P		5.11	5.11			4.01		HAMPTON
								ELKHURST
OS 114 P		5.20	5.20			4.10	DN	CARTER Q
CS 87 P		5.26	5.26			4.16		ANTELOPE
CS 110 P		5.30	5.30			4.20		BRIDGER
CS 69 P		5.36	5.36			4.26		LEROY
CS 105 P		5.43	5.43			4.33		SPRING VALLEY
ES 43 IPX		5.47	5.47			4.37		ASPEN
ES 98 IPX		5.51	5.51			4.41		ALTAMONT
CS 99 P		6.00	6.00			4.50		MILLIS
ES 147 WS 161 PTXYZ		6.09	6.09			4.59	DN-R	EVANSTON YL NA
		6.10	6.10			5.05		ALMY JCT.
CS 79 PY		6.22	6.22			5.17		WAHSATCH
								CURVO
WS 100 ES 85 P		6.36	6.36			5.31		CASTLE ROCK
CS 105 PX		6.44	6.44			5.39		EMORY
								BASKIN
WS 101 ES 122 XP		6.56	6.56			5.51	DN	ECHO HO
CS 99 P		7.00	7.00			5.55		HENEFER
CS 99 P		7.04	7.04			5.59		DEVIL'S SLIDE
CS 100 P		7.13	7.13			6.03	D	MORGAN WB
WS 100 CS 99 P		7.20	7.20			6.15		PETERSON
								GATEWAY
ES 52 P		7.33	7.33			6.28		UINTAH
							DN	RIVERDALE YL RD
DFPTYZX		A 8.00 PM	A 8.00 PM			A 6.45 AM	DN-R	OGDEN YL OG
								(175.6)

Thru Time (3.35) (3.35) (0.30) (0.35) (3.30)
Average speed per hour 49.0 49.0 60.4 51.8 50.2

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

WESTWARD		FOURTH SUBDIVISION					EASTWARD	
		FIRST CLASS						
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	106	104	10	18	6	Time-Table No. 45	
		Passenger	Passenger	Passenger	Passenger	Passenger	June 22, 1969	
		Daily	Daily	Daily	Daily	Daily	STATIONS	
		9.15 AM	11.45 AM	11.45 AM	9.30 PM	9.45 PM	DN-R	GREEN RIVER YL GR
		9.06	11.36	11.36	9.20	9.25		RIVIEW
		9.02	11.32	11.32	9.16	9.21		PERU
		8.57	11.27	11.27	9.11	9.16		BRYAN
								STAUFFER
								ALCHEM
		8.52	11.20	11.20	9.04	9.09		WESTVACO
WS 83 ES 106 IPXY		8.45 AM	11.13	11.13	8.55 PM	9.00	DN	GRANGER GN
CS 105 P			11.07	11.07		8.50		VERNE
CS 87 P			11.03	11.03		8.45		CHURCH BUTTES
CS 87 P			10.58	10.58		8.39		HAMPTON
								ELKHURST
CS 114 P			10.50	10.50		8.29	DN	CARTER Q
CS 87 P			10.45	10.45		8.23		ANTELOPE
CS 110 P			10.40	10.40		8.18		BRIDGER
CS 69 P			10.35	10.35		8.13		LEROY
CS 105 P			10.29	10.29		8.05		SPRING VALLEY
ES 43 IPX			10.25	10.25		8.01		ASPEN
ES 98 IPX			10.20	10.20		7.56		ALTAMONT
CS 99 P			10.11	10.11		7.45		MILLIS
WS 161 ES 147 PTXYZ			10.05	10.05		7.38	DN-R	EVANSTON YL NA
			10.04	10.04		7.33		ALMY JCT.
CS 79 PY			9.53	9.53		7.19		WAHSATCH
								CURVO
WS 100 ES 85 P			9.42	9.42		7.06		CASTLE ROCK
CS 105 PX			9.33	9.33		6.58		EMORY
								BASKIN
WS 101 ES 122 XP			9.20	9.20		6.45	DN	ECHO HO
CS 99 P			9.15	9.15		6.40		HENEFER
CS 99 P			9.10	9.10		6.35		DEVIL'S SLIDE
CS 100 P			9.02	9.02		6.27	D	MORGAN WB
WS 100 CS 99 P			8.55	8.55		6.20		PETERSON
								GATEWAY
ES 52 P			8.43	8.43		6.08		UINTAH
							DN	RIVERDALE YL RD
DFPTYZX			8.35 AM	8.35 AM		6.00 PM	DN-R	OGDEN YL OG
								(175.6)

Thru Time (0.30) (3.10) (3.10) (0.35) (3.45)
Average speed per hour 60.4 56.0 56.0 51.8 46.8

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.
At Ogden trains and engines are governed by operating rules and special instructions of Ogden Union Railroad and Depot Co. while using their tracks.
For conditional stops to discharge or pick up revenue passengers. — See Page 3.

WESTWARD			DENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Denver	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
P	5.0	COMMERCE CITY	YL		5.0			
	8.2	WELBY			8.2			
13	9.8	QUIMBY			9.8			
26	13.8	EAST LAKE			13.8			
81	22.2	ST. VRAINS	YL		22.2			
46	22.2	U. P. CROSSING			22.2			
80	26.1	FREDERICK	YL		26.1			
	27.8	FIRESTONE			27.8			
17	30.2	HARNEY			30.2			
26	34.6	GOWANDA			34.6			
	36.9	RIVERS			36.9			
10	38.3	WILD CAT			38.3			
17	42.8	DENT	YL		42.8			
DYP	50.6	LA SALLE	YLDY		50.6			

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

WESTWARD			FORT COLLINS BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
17	0.0	DENT	YL		0.0			
	1.7	MILLIKEN	YL M		1.7			
	2.0	G. W. CROSSING			2.0			
	9.0	G. W. CROSSING			9.0			
	9.1	KELIM			9.1			
	16.4	REDMOND			16.4			
37	19.5	HARMONY			19.5			
48	25.0	FORT COLLINS	YL FO		25.0			
	25.2	C. & S. CROSSING			25.2			
	25.3	C. & S. CROSSING			25.3			
	27.9	POUDRE	YL		27.9			
	30.0	BOETCHER	YL		30.0			
	30.8	END OF TRACK	YL		30.8			

WESTWARD			BOULDER BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Mile Post	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
	5.2	END OF TRACK			5.2			
	7.1	DICK			7.1			
15	8.1	ST. VRAINS	YL		8.1			
	8.1	U. P. CROSSING			8.1			
	10.1	NATIONAL			10.1			
44	10.9	MINE JCT.	YL		10.9			
	11.4	PARKDALE JCT.			11.4			
8	15.1	ERIE			15.1			
	15.1	C. B. & Q. CROSSING			15.1			
	19.6	LIGGETT			19.6			
16	24.0	VALMONT			24.0			
	26.0	C. & S. CROSSING			26.0			
	26.9	BOULDER	YL		26.9			

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

WESTWARD			GREELEY BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Greeley	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
	0.0	DN	GREELEY	YL HG	0.0			
	2.3		GREELEY JCT.	YL	2.3			
30	6.0	Y	CLOVERLY		6.0			
	8.4		ALDEN		8.4			
35	10.4		GILL		10.4			
	13.8		MATTHEWS		13.8			
	14.2		END OF TRACK		14.2			

WESTWARD			ENCAMPMENT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Walcott	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
P	0.0		WALCOTT		0.0			
4	6.8		MEADS		6.8			
6	12.3		OVERLAND		12.3			
19	24.1	Y	SARATOGA		24.1			
8	32.7		COW CREEK		32.7			
10	39.3		CANYON		39.3			
15	44.4	Y	ENCAMPMENT	YL	44.4			

WESTWARD			COALMONT BRANCH			EASTWARD		
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Laramie	Time-Table No. 45			Mile Post			
		June 22, 1969						
STATIONS								
DYPZX	0.0	DN-R	LARAMIE	YL K	0.0			
22	14.7	P	MILLER		14.7			
	21.3	P	HATTON		21.3			
	29.7	P	CENTENNIAL		29.7			
8	40.4	P	ALBANY		40.4			
17	54.6	YP	FOX PARK		54.6			
8	63.8	P	WYOCOLO		63.8			
29	70.8	P	CAMP		70.8			
10	73.6	P	KINGS CANON		73.6			
17	79.8	YP	NORTHGATE		79.8			
6	82.6		COWDREY		82.6			
	88.3		BROWNLEE		88.3			
12	92.2	P	WALDEN	YL U	92.2			
13	100.7		LARAND	YL	100.7			
8	107.6		HEBRON	YL	107.6			
	108.0		END OF TRACK	YL	108.0			

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

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

WESTWARD		PURITAN BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Parkdale Jct.	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
		0.0	PARKDALE JCT.		
	1.9	PURITAN	1.9		
	3.1	END OF TRACK	3.1		
(3.1)					

WESTWARD		PARK CITY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Echo	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
		P	0.0		
14	5.7	COALVILLE	5.7		
16	13.4	WANSHIP	13.4		
9	20.3	ATKINSON	20.3		
12	24.5	KEETLEY JCT.	24.5		
38	27.2	BROADWATER SPUR	27.2		
Y	28.4	D-R PARK CITY YL KD	28.4		
(28.4)					

WESTWARD PLEASANT VALLEY BRANCH EASTWARD

WESTWARD		PLEASANT VALLEY BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Cloverly	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
		34	Y		
		3.1	LOWE	3.1	
		5.1	GALETON YL	5.1	
(5.1)					

WESTWARD ONTARIO BRANCH EASTWARD

WESTWARD		ONTARIO BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Keetley Jct.	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
			0.0		
	2.2	PHOSTON	2.2		
	5.2	KEETLEY	5.2		
	7.0	CRANMER YL	7.0		
(7.0)					

WESTWARD SOUTH PASS BRANCH EASTWARD

WESTWARD		SOUTH PASS BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Rock Springs	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
		XZP	Y		
		9.5	WINTON JUNCTION YL	9.5	
(9.5)					

WESTWARD HILL FIELD BRANCH EASTWARD

WESTWARD		HILL FIELD BRANCH		EASTWARD	
Car Capacity of Sidings, etc. See Rule 6 (A), Page 23.	Distance from Ogden Jct.	Time-Table No. 45		Mile Post	
		June 22, 1969			
		STATIONS			
			0.0		
	2.6	ORCHARD YL	2.6		
	3.4	COZYDALE YL	3.4		
	4.2	ROY YL	4.2		
	5.3	SUNSET YL	5.3		
	6.7	ARSENAL YL	6.7		
	6.8	END OF TRACK YL	6.8		
(6.8)					

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

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

Designation "Psgr." —Train with Diesel locomotive and all passenger train equipment.
Designation "Frt." —Train with freight cars; train with caboose only; locomotive without cars; locomotive with cars, other than train movement.
 When a freight locomotive is used in passenger service on a branch line, the speed specified under "Frt." must not be exceeded.
Referring to Rule 10 (J). Where two speeds are shown on "Reduce Speed" signs, higher speed applies to passenger trains as defined above; lower speed applies to freight trains. Where only one speed is shown, it applies to all trains.

GENERAL

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Frt.		Psg.	Frt.
When any car of a passenger train is equipped with friction bearings.	80		When more than 50% of the tonnage is gravel, ore or grain.		40
Passenger trains handling 6 cars or less, except trains Nos. 105 and 106.	70		Trains handling U. P. ore cars series 26000 to 26499 loaded or empty.		50
Moving against the normal current of traffic on a main track, unless otherwise specified by train order.	30	30	Trains with one Diesel unit handling ore between Echo and Ogden.		35
When using No. 20 turn-outs.	40	40	Coal trains originating at Rock Springs and Hanna, for the first ten miles.		15
When using No. 14 turn-outs.	25	20	Trains handling wrecking derricks: Derricks with 6-wheel trucks. Derricks with 4-wheel trucks.		40 35
When using other cross-overs or turn-outs.	15	15	For first five miles after leaving initial terminal with derricks not equipped with roller bearings. (All slower speeds applying to freight trains on curves and other restricted locations must be complied with).		20
Over spring switches, when not using turn-outs, but where switch points will be caused to oscillate under such movement or where movement is over facing point switch.	20	20	Trains handling scale test cars, wedge plows or company roadway machines on their own wheels (except wrecking derricks): On main line; On branch lines.		30 20
Within yard limits protected by continuous block signal system.	60	35	Self-propelled cranes, pile drivers, weed burners and similar equipment moving under own power. (Slower speed must be observed where conditions require.)		25
Within yard limits not protected by continuous block signal system: Main line; Branch lines.	50 30	25 15	Jordan spreaders and other machines of spreader type, when in operation.		15
Diesel road freight locomotives, except GP 7 Units Nos. 100 to 129 inclusive.	75		Trains handling diesel units dead in train: Yard-switch units of any type; Foreign line, government, export or commercial diesel units other than yard-switch type; Union Pacific road-switch units of Alco or Baldwin type.		35 45 45
GP 7 Units Nos. 100 to 129 inclusive.	65	65	Trains handling MCPX 23000 series or MONX 23000 series tank cars loaded with phosphorus.		50
Gas turbine locomotives.	75		Wye tracks except those portions used as main track or siding.	6	6
Diesel yard-switch locomotives in road service: 1000-1100 class: 1800 class	35 50	35 50			
When leading unit at front of train is gas turbine or car body unit backing up.	30	30			
Multiple unit engine when controlled from other than leading unit.	30	30			
Diesel locomotives running light, dynamic brake not in operation, on descending grade in excess of one percent.		35			

FIRST SUBDIVISION			BORIE SUBDIVISION		
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	79	60	Maximum speed.	79	50
Denver Union Terminal Speed Restrictions apply within interlocking limits at Denver.			Light engines.		45
Denver, within city limits over street crossings.	35	25	Between Mile Posts — Carr 86.30 and 86.45	70	50
Between Mile Posts — Denver Yard 0.4 and 0.7 westward track. 1.7 and 1.8 westward track. 2.5 and 3.0 westward track. 3.0 and 2.5 eastward track. 1.8 and 1.7 eastward track. 0.7 and 0.4 eastward track.	30 25 30 30 25 30	25 20 25 25 20 25	Warren 91.8 and 92.2	70	50
Commerce City 56th Avenue, MP 4.26. 64th Avenue, MP 5.43. 69th Avenue, MP 6.16.	20 40 20	20 40 20	93.3 and 97.4 93.3 and 97.4 mixed trains.	60 40	40 40
Brighton within city limits.	40	25	Cheyenne Side 97.73 and 97.76	30	20
LaSalle 45.8 and 47.1 47.8 and 48.0	20 70	20 50	Borie Side 97.73 and 97.76	30	20
Evans 49.4 and 49.7	70	50			
Greeley 50.8 and 52.4	20	20			

SECOND SUBDIVISION					
Between Cheyenne and Laramie, No. 1 and 2 tracks. With Operative Dynamic Brakes.	70	55			
Without Operative Dynamic Brakes.	70	40			
Between Cheyenne and Dale, on No. 3 track and between Cheyenne and Speer on No. 4 track. With Operative Dynamic Brakes.	60	55			
Without Operative Dynamic Brakes.	60	50			
ON NO. 1 AND 2 TRACKS			ON NO. 2 TRACK		
Between Mile Posts — Borie 522.1 and 525.6	60	40	Between Mile Posts — Hermosa 549.3 and 550.0	50	30
Granite 530.0 and 543.5	55	35	ON NO. 1 TRACK		
544.1 and 545.1	40	40	Between Mile Posts — Forsille 549.8 and 559.2	60	40
Hermosa Tunnel	50	30	Laramie		
547.0 and 548.1	55	35			

THIRD SUBDIVISION					
Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
Maximum speed.	90	70	Hanna, spur to Monolith Coal Co., U. P. Coal Co. 4-A.		10
Between Rock Springs and Green River	90	60	Sinclair, refining company tracks.		6
Laramie, ice house tracks 1, 2, 3 and 4.		6			
ON WESTWARD TRACK			ON EASTWARD TRACK		
Between Mile Posts — Laramie 566.8 and 567.2	60	35	Between Mile Posts — Green River 817.0 and 816.3	50	25
Bosler 587.7 and 588.4	70	55	816.3 and 816.1	35	25
Cooper Lake 593.3 and 593.7	70	55	816.1 and 814.1	40	25
Lookout 598.5 and 599.7	70	55	813.9 and 809.6	55	35
601.1 and 602.2	60	45	Kanda 807.8 and 807.5	55	40
603.9 and 604.6	60	45	807.1 and 806.6	70	55
Medicine Bow 637.5 and 637.8	70	55	Rock Springs 803.5 and 801.0	50	45
639.3 and 640.2	60	45	800.5 and 799.5	60	45
642.5 and 642.8	70	55	798.4 and 797.3	55	40
Hanna 643.5 and 643.7	70	55	Baxter 781.7 and 781.3	70	55
645.1 and 646.3	70	55	780.2 and 780.0	60	45
647.5 and 648.0	70	55	778.9 and 777.8	60	45
Percy 650.2 and 650.7	70	55	Point of Rocks 776.5 and 775.8	70	55
Dana 652.2 and 652.5	60	45	775.0 and 774.3	70	55
653.1 and 656.4	70	55	773.2 and 773.0	60	45
			772.3 and 771.8	70	55
			Hallville 769.3 and 768.8	60	45
			Black Buttes 765.6 and 765.2	60	45
			762.3 and 762.0	70	55
			761.0 and 760.5	70	55
			757.3 and 757.1	70	55

THIRD SUBDIVISION (Continued)									
Location		Miles Per Hour		Location		Miles Per Hour			
		Psg.	Fr.			Psg.	Fr.		
ON WESTWARD TRACK				ON EASTWARD TRACK					
Between Mile Posts —				Between Mile Posts —					
Edson 657.2 and 658.1				Robinson 740.8 and 740.2				70 55	
658.4 and 659.2				Tipton 737.3 and 733.9				70 55	
661.0 and 661.5				Frewen 725.6 and 725.1				70 55	
Walcott 662.8 and 666.5				Wamsutter 719.8 and 719.5				70 55	
Riner 703.0 and 704.2				718.1 and 717.8				70 55	
Cherokee 708.6 and 709.0				Latham 715.3 and 715.0				70 55	
Creston 713.7 and 714.3				714.3 and 713.7				80 55	
715.0 and 715.3				Creston 709.0 and 708.6				70 55	
Latham 717.8 and 718.1				Cherokee 704.2 and 703.0				70 55	
719.5 and 719.8				Sinclair 668.5 and 667.7				70 55	
Wamsutter 725.1 and 725.6				Fort Steele 666.5 and 662.8				70 55	
Red Desert 733.9 and 737.3				Walcott 661.5 and 661.0				70 55	
Tipton 740.2 and 740.9				659.2 and 658.4				70 55	
741.4 and 741.6				658.1 and 657.2				55 40	
742.7 and 743.1				Edson 656.4 and 653.1				70 55	
Monell 752.9 and 753.3				652.5 and 652.2				60 45	
Bitter Creek 757.0 and 757.3				Dana 650.7 and 650.2				70 55	
760.5 and 761.0				Percy 648.0 and 647.5				70 55	
762.0 and 762.3				646.3 and 645.1				70 55	
765.2 and 765.6				643.7 and 643.5				70 55	

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

THIRD SUBDIVISION (Continued)									
Location		Miles Per Hour		Location		Miles Per Hour			
		Psg.	Fr.			Psg.	Fr.		
ON WESTWARD TRACK				ON EASTWARD TRACK					
Between Mile Posts —				Between Mile Posts —					
Black Buttes 768.8 and 769.3				Hanna 642.8 and 642.5				70 55	
Hallville 771.8 and 772.3				640.2 and 639.3				60 45	
773.0 and 773.2				637.8 and 637.5				70 55	
774.3 and 775.0				Rock River 604.6 and 603.9				60 45	
775.8 and 776.6				602.2 and 601.1				60 45	
Point of Rocks 777.8 and 778.9				599.7 and 598.5				70 55	
780.0 and 780.2				596.8 and 596.5				70 55	
781.3 and 781.7				Lookout 593.7 and 593.3				70 55	
Baxter 797.3 and 798.4				Cooper Lake 588.4 and 587.7				70 55	
799.5 and 800.5				Howell 567.2 and 566.8				60 35	
801.0 and 803.5				Laramie					
806.6 and 807.0									
807.5 and 807.8									
Kanda 809.6 and 813.9									
814.1 and 816.1									
816.1 and 816.3									
816.3 and 817.0									
Green River									

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

Between Green River and Evanston									
ON WESTWARD TRACK				ON EASTWARD TRACK					
Between Mile Posts —				Between Mile Posts —					
Green River 817.0 and 818.5				Evanston 915.6 and 915.4				70 55	
819.3 and 820.7				913.4 and 913.1				70 55	
Riview 822.4 and 823.6				Millis 910.4 and 909.3				80 55	
Peru 825.4 and 826.6				908.6 and 906.3				50 30	
827.9 and 828.4				905.3 and 904.9				60 40	

FOURTH SUBDIVISION (Continued)
Between Green River and Evanston

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Bryan 831.2 and 831.5	65	50	Altamont Aspen Tunnel	25	20
833.6 and 834.1	70	55	Aspen 901.3 and 896.7	60	45
Westvaco 844.9 and 845.3	60	45	894.4 and 894.0	70	55
Granger 847.2 and 847.3	60	45	893.4 and 890.9	70	55
849.9 and 850.2	70	55	Leroy 890.2 and 889.3	50	35
Church Buttes 860.1 and 860.3	70	55	888.7 and 888.3	70	55
862.2 and 862.5	70	55	887.5 and 887.3	65	50
Hampton 866.7 and 866.9	75	55	886.7 and 886.4	70	55
868.0 and 869.2	65	50	Bridger 885.0 and 884.6	60	45
Elkhurst 870.9 and 871.4	70	55	883.9 and 882.5	60	45
872.3 and 872.5	70	55	881.7 and 881.4	70	55
873.0 and 873.6	70	55	Antelope 880.3 and 880.1	60	45
874.0 and 874.5	70	55	878.5 and 878.2	70	55
Carter 878.2 and 878.5	70	55	874.5 and 874.0	70	55
880.1 and 880.3	60	45	Carter 873.6 and 873.0	70	55
Antelope 881.4 and 881.7	70	55	872.5 and 872.3	70	55
882.5 and 883.9	60	45	871.4 and 870.9	70	55
884.6 and 885.0	60	45	Elkhurst 869.2 and 868.0	65	50
Bridger 886.4 and 886.7	70	55	866.9 and 866.7	75	55
887.3 and 887.5	65	50	Hampton 862.5 and 862.2	70	55
888.3 and 888.7	70	55	860.3 and 860.1	70	55
889.3 and 890.2	50	35	Verne 850.2 and 849.9	70	55
Leroy 891.6 and 895.1	70	55	Granger 847.3 and 847.2	60	45
896.1 and 900.6	60	45	845.3 and 844.9	60	45
901.7 and 903.5	50	30	Westvaco 834.1 and 833.6	70	55
Altamont 904.9 and 905.3	60	45	831.5 and 831.2	65	50
906.3 and 908.6	50	30	Bryan 828.4 and 827.9	70	55
909.3 and 910.4	80	55	826.6 and 825.4	70	55
Millis 913.1 and 913.4	70	55	Peru 823.6 and 822.4	60	45
915.4 and 915.6	70	55	Riview 820.7 and 819.3	60	45
915.9 and 919.1	60	35	818.5 and 817.0	50	25
Evanston			Green River		

FOURTH SUBDIVISION (Continued)
Between Evanston and Ogden

Location	Miles Per Hour		Location	Miles Per Hour	
	Psg.	Fr.		Psg.	Fr.
ON WESTWARD TRACK Between Mile Posts —			ON EASTWARD TRACK Between Mile Posts —		
Evanston 920.6 and 921.2	70	50	Ogden 989.0 and 987.9	65	45
925.9 and 926.2	70	50	985.7 and 985.4	60	45
926.5 and 928.8	60	35	Uintah 984.8 and 984.4	60	45
928.8 and 935.8	35	30	Gateway 983.5 and 981.0	50	40
Castle Rock 937.0 and 939.4	50	35	981.0 and 980.3	45	35
941.1 and 941.9	55	40	980.3 and 978.7	40	30
Emory 942.9 and 945.5	50	35	977.3 and 977.0	60	45
946.9 and 951.1	50	35	976.1 and 974.1	55	40
952.1 and 952.5	35	25	Peterson 972.6 and 972.4	75	50
Echo 953.3 and 954.5	60	45	Morgan 967.8 and 967.2	60	45
Henefer 958.1 and 959.5	70	45	965.1 and 963.1	45	30
959.8 and 962.8	60	45	962.8 and 959.8	60	45
963.1 and 965.1	45	30	Devils Slide 959.5 and 958.1	70	50
967.2 and 967.8	60	45	Henefer 954.5 and 953.3	60	45
972.4 and 972.6	75	50	Echo 952.5 and 952.1	35	25
974.1 and 976.1	55	35	951.1 and 946.9	50	35
977.0 and 977.3	60	45	945.5 and 942.9	50	35
978.7 and 980.3	40	30	Emory 941.6 and 940.9	60	45
980.5 and 983.8	45	35	939.1 and 929.2	60	45
Uintah 985.5 and 985.8	70	50	Curvo 928.8 and 927.6	60	35
987.9 and 989.0	65	45	Wahsatch 927.6 and 926.5	60	35
Ogden			926.2 and 925.9	70	50
			921.2 and 920.6	70	50
			919.1 and 915.9	60	35
			Evanston		

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

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

BRANCHES

Branch Name	Location	Psgr.	Frts.	Branch Name	Location	Psgr.	Frts.
Boulder Branch Maximum Speed.			25	Encampment Branch Maximum speed.			15
Trains handling outfit cars.			20	Between Mile Posts — 25.2 and 24.5			10
Between Parkdale Jet. and Boulder.			15	37.5 and 37.8			10
Valmont Spur, M. P. 1, over C. & S. crossing.			10	Pleasant Valley Branch			15
Dent Branch Maximum Speed		40	40	Puritan Branch			15
Trains handling outfit cars.			30	Branches not otherwise shown.			15
Commerce City to paved road.		20	20	Stauffer Spur			15
Between Mile Posts — 21.5 and 21.9		30	15	Spurs not otherwise shown.			10
25.6 and 25.8		30	15	Park City Branch Maximum Speed.			25
Fort Collins Branch Between Dent and Fort Collins.			30	Trains handling outfit cars.			20
Between Fort Collins and End of Track.			25	Between Mile Posts — 0.0 and 4.3			15
Trains handling outfit cars.			20	5.1 and 5.2			15
Dent, over west wye switch.			10	13.2 and 13.5			15
Fort Collins, within city limits.			15	14.8 and 21.0			15
Fort Collins, over east cross-over switch.			5	24.0 and 24.1			15
Greeley Branch Maximum Speed.			15	25.1 and 25.2			15
Coalmont Branch Maximum speed.			30	26.3 and 28.4			15
Between Mile Posts — 1.9 and 2.5			25	Park City, all yard tracks between freight yard junction and depot, and all tracks above depot on highline.			5
15.2 and 16.0			20	Ontario Branch			15
20.5 and 21.0			25	Cranmer Spur , between Keetley and end of track.			10
29.5 and 30.0			20	Hill Field Branch Maximum speed.			15
37.0 and 48.3			10	Between Mile Posts — 4.4 and 4.8			10
48.3 and 56.5			20				
56.5 and 62.0			10				
62.0 and 64.5			20				
64.5 and 78.0			10				
94.0 and 108.0			20				

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

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

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

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

NAME	TITLE	PLACE	NAME	TITLE	PLACE
W. A. Bunten....	District Surgeon.	Cheyenne, Wyo.	F. A. Humphrey..	Surgeon	Fort Collins, Colo.
J. S. Benwell....	District Surgeon.	Denver, Colo.	R. N. Humphrey..	Surgeon	Fort Collins, Colo.
Louis J. Taufer..	District Surgeon.	Salt Lake City, Utah	P. E. Woodward..	Surgeon	Fort Morgan, Colo.
W. Gillette	Surgeon	Boulder, Colo.	J. W. Allely.....	Surgeon	Greeley, Colo.
J. G. Haller.....	Surgeon	Cheyenne, Wyo.	D. G. Allely.....	Surgeon	Greeley, Colo.
G. H. Joder.....	Surgeon	Cheyenne, Wyo.	R. C. Stratton....	Surgeon	Green River, Wyo.
J. E. Hartsaw....	Surgeon	Cheyenne, Wyo.	A. T. Sudman....	Surgeon	Green River, Wyo.
D. G. Iverson....	Oculist	Cheyenne, Wyo.	H. P. Linton.....	Surgeon	Julesburg, Colo.
L. J. Stadnik....	Oculist	Cheyenne, Wyo.	W. P. Ordelheide.	Surgeon	La Salle, Colo.
R. B. Stump.....	Oculist and Aurist..	Cheyenne, Wyo.	E. R. Pearson....	Surgeon	Lupton, Colo.
T. L. Johnston...	Oculist	Cheyenne, Wyo.	E. C. Pelton.....	Surgeon	Laramie, Wyo.
R. I. Williams....	Aurist	Cheyenne, Wyo.	B. J. Sullivan....	Surgeon	Laramie, Wyo.
G. L. Smith.....	Aurist	Cheyenne, Wyo.	J. R. Nye.....	Surgeon	Laramie, Wyo.
R. J. Parker.....	Surgeon	Coalville, Utah	J. H. White.....	Surgeon	Laramie, Wyo.
J. H. Bechtold...	Surgeon	Denver, Colo.	R. H. Jesson.....	Oculist	Laramie, Wyo.
R. A. O'Dell.....	Surgeon	Denver, Colo.	G. F. Kearns....	Surgeon	Ogden, Utah
J. R. Blair.....	Aurist	Denver, Colo.	K. A. Stratford...	Surgeon	Ogden, Utah
A. T. Haley.....	Surgeon	Denver, Colo.	C. S. Feeny.....	Physician	Ogden, Utah
R. A. Skeehan....	Oculist	Denver, Colo.	I. H. Moncrief...	Surgeon	Ogden, Utah
W. L. Bennett....	Physician	Denver, Colo.	F. W. Seager.....	Surgeon	Ogden, Utah
R. M. Maul.....	Surgeon	Denver, Colo.	H. V. De Mars...	Aurist	Ogden, Utah
A. C. Sudan.....	Surgeon	Denver, Colo.	R. W. Pugmire...	Oculist	Ogden, Utah
R. C. Spangler...	Surgeon	Denver, Colo.	J. W. Baltzell....	Surgeon	Rawlins, Wyo.
A. E. Prevedel...	Surgeon	Denver, Colo.	E. W. McNamara..	Surgeon	Rawlins, Wyo.
J. D. Sanidas....	Surgeon	Denver, Colo.	R. D. Paul.....	Surgeon	Rawlins, Wyo.
H. T. High.....	Surgeon	Devils Slide, Utah	G. M. Halsey.....	Surgeon	Rawlins, Wyo.
D. A. Holt.....	Surgeon	Evanston, Wyo.	J. E. Cashman....	Surgeon	Rawlins, Wyo.
D. R. Daines....	Surgeon	Evanston, Wyo.	G. M. Harrison...	Surgeon	Rock Springs, Wyo.
J. H. Waters....	Surgeon	Evanston, Wyo.	P. A. Kos.....	Surgeon	Rock Springs, Wyo.
J. B. Bennett....	Surgeon	Evanston, Wyo.	R. A. Corbett....	Surgeon	Saratoga, Wyo.
			D. W. France.....	Surgeon	Walden, Colo.

STANDARD CLOCKS ARE LOCATED AS SHOWN BELOW:

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